Smoothness Committee Meeting Minutes

May 17, 2018

10am - 12pm

Turnpike Turkey Lake Plaza Office

Building 5315 - Room 3001

Attendees (in person):

**FDOT:** Rich Hewitt (State Construction Office), Brian Pickard (District 7), Shailesh Patel (District 5), Christopher Nesmith (Turnpike), Patrick Overton (State Design Office), Thad Bryant (SMO), Stacy Scott (SMO), Noah Borelli (SMO), and James Greene (SMO).

**Non-FDOT:** Jim Warren (ACAF), Chris Harris (Anderson Columbia), Julio Leganoa (Halley Engineering Contractors)

Attendees (by video/phone):

Frank Kreis (D3), Matt Cook (D3), Glenn Cook (D3), Kevin Price (PMI), Rick Crocker (PMI), Cody Montgomery (Hubbard Construction), Iggy Halley (Halley Engineering Contractors)

1. **Warranty IRI Threshold**

Jamie Greene showed analysis of Statewide data in effort to establish a reasonable IRI threshold for Warranty Repairs. Analysis showed various IRI values above the 95 IRI construction acceptance threshold. The various IRI values and the percentage of lane miles they represent were shown. This data was the 3 year or greater test data to ensure it is representative of the 3-year warranty period.

*(See presentation titled, “Warranty IRI.pptx”)*

Temper the statistics review with the fact that the 3-year testing is at least 3 years from construction acceptance and possibly more, as well as the fact that the 3-year data is the PCS data, meaning it is being collected in the outer lane and represents the lane with most truck traffic and typically has the most cracking, rutting, and roughness. If data was collected on other lanes, those lane miles would not have as large deltas so % of lane miles that exceed the Warranty IRI will be lower than the analysis using worst lanes only indicates.

**Action Item:** Jamie Greene and staff will analyze and provide other statistics related to deltas (changes) between construction acceptance testing and testing at 3-year mark. Statistics on the delta to include maximum delta, minimum delta, standard deviation, etc.

1. **Test Track/Equipment Rodeo Update**

Noah Borelli (SMO) provided a summary of the recent Smoothness Equipment Rodeo at the SMO & Williston Test Track. Initial certification criteria will be developed by June and refined during Summer of 2018. Working certification criteria will finalized by Fall.

*(See the presentation titled, “Smoothness Rodeo Summary.pptx”)*

1. **Establishing/Publishing Calibration Sites**

The Committee had further discussions about having multiple sites in each District that contractors and vendors can use to compare their equipment against the IRI values obtained by the SMO at those locations. This is not a replacement for annual certification, but rather provides a way to quickly check if smoothness equipment is providing reasonable results. The thinking is that there would be multiple sections of roadway throughout a district and the IRI values obtained by the SMO would be posted online for contractors and vendors to access. Each section of roadway would be several times longer than the required minimum length for checking, just in case a section of that roadway was damaged and IRI was affected. This would still allow that site to be used for verification as that section could be omitted from the comparison check. Contractors and venders can also establish their own verification sites.

**Action Item:** SMO will provide web location where the verification site data and location descriptions can be obtained by contractors and smoothness equipment service vendors.

1. **IRI Limits for Primary Roads (State Roads with Design Speed ≥ 55 mph)**

Committee had further discussions regarding IRI limits for Primary Roads. Jim Warren asked for definition of primary roads we can pass along to contractors. The intent is to determine if projects with numerous manholes would be measured by IRI. Department doesn’t believe this will be the case since we have the 55 mph threshold for laser testing.

*(See PowerPoint presentation titled, “Primary IRI Thresholds.pptx”)*

**Action Item:** Patrick Overton to provide GIS map showing locations of primary roads with Design Speed ≥ 55 mph throughout the state. Contractors can provide feedback regarding the amounts of manholes or other items in the lanes that might impact smoothness.

1. **Windrow Paving Smoothness**

Jamie provided data on smoothness of windrow paving. To date, seven projects in District 3 have used windrow paving. Windrow paving is comparable to standard paving.

*(See the presentation titled, “Windrow.pptx”)*

1. **Open Forum**
2. **Next Meeting**

Next Smoothness Committee Meeting is scheduled for August 2, 2018 (10am - 12pm) @ Turnpike’s Turkey Lake Office – Building 5315 - Room 3001.