**Smoothness Committee Meeting**

**Meeting Minutes**

Wednesday, November 18, 2020

1 pm – 2 pm

1. **Introductions**
	1. Committee Members introduced themselves
2. **Review of Recent Limited Access Smoothness Data**
	1. 2019-2020 (mid-November)
	2. Jamie Greene reviewed the 2019-2020 (mid-November) Limited Access Smoothness data, projects are still being paved smoother than the original data set (2005-2010) used to create the IRI Pay Adjustment Limits.
	3. Jamie reviewed data and showed a slide of the IRI values from the IRI tested and Ride Number tested projects from 2010-2020. The trendline shows that project average IRI’s continue to decrease, which means overall, roads continue to be paved smoother. The Smoothness Incentive/Disincentive Spec for Limited Access roads is working well.
3. **Review of Non-Limited Access Smoothness Data**
	1. Mateo Carvajal reviewed the Non-limited access smoothness data.
4. **Review of IRI Pay Limits and IRI Classification Limits for a Multi-Class Smoothness System for Non-Limited Access Roads**
	1. Mateo Carvajal reviewed the IRI Pay Limits and IRI Classification Limits for Non-Limited Access Roads.
	2. Rich Hewitt explained the reasoning for creating a multi-class system with different IRI limits in each class. Bottom line we are trying to evaluate roads while taking into account the level of ease or difficulty to pave a project smoothly. As with the limited access IRI Limits, we used recent past project data to create the IRI Limits, but here instead of having one set of IRI limits for Incentive, Full Pay, Disincentive, and Corrective Action, there are 5 different Classes of IRI limits. Thus if a road falls into a class where it is tougher to pave smooth, the IRI limits are raised, while if a project falls into a class where it is easier to pave smooth, the IRI limits are lowered accordingly.
	3. Some contractors expressed concern with using past project data to evaluate current projects.
	4. Rich Hewitt explained this is how the current limited access smoothness spec works, but here we’re creating multiple classes to compensate for various levels of challenges to pave projects smoothly and we’ll incentivize smoothness accordingly.
	5. **Action Item:** Mateo Carvajal will look at recently paved projects and obtain previous construction acceptance data to determine class it would have been in for the most recent paving and determine the total project incentive or disincentive.
5. **Review of Specifications being developed for a Multi-Class Smoothness System for Non-Limited Access Roads**
	1. Rich Hewitt provided quick oversight of Developmental Spec language currently being worked on by SCO and SMO personnel.
	2. **Action Item:** Personnel from SCO (Hewitt) and SMO (Greene, Holzschuher, Carvajal, & others) will continue working on creating Developmental Specification for the Multi-Class, IRI-based, Developmental Specification for Non-Limited Access Roads.
6. **Discuss Best Location in Contract Documents to Define the Smoothness Class of a Project**
	1. Where would it be most conspicuous (most easily seen) by contractors when reviewing plans and other contract documents when working on a project bid.
	2. Contractors felt somewhere on the typical sections, similar to where AADT data is provided, would be a good location.
	3. Mary Jane Hayden mentioned we may need to add language to a Design Manual to direct Engineer of Record to obtain a Project’s Smoothness Class from the SMO.
	4. **Action Item:** Rich Hewitt will check with the State Design Office regarding potential location in plans to place a project’s Smoothness Class.
7. **Open Forum**
	1. Committee discussed, that after specifications are finalized SCO/SMO will work with State Design Office to select pilot projects around the State.
	2. Next Smoothness Committee Meeting was scheduled for Wednesday, March 3, 2021 (1pm-3pm).
	3. **Action Item:** Rich Hewitt will email a Team’s Meeting Invitation to the Smoothness Committee Members