

Specification Section 330

Subarticle 330-9.4.5

ORIGINATION

Date: 4-23-24

Name: Richard Hewitt

Email: Richard.Hewitt@dot.state.fl.us

COMMENTARY

The IRI Incentive Disincentive SP and MSP have resulted in Smoother Pavements with less straightedge testing, thus increasing safety by reducing the need for workers to straightedge areas that will be tested with the laser profilers. Moving it to from SP and MSP will ensure incorporation of these specs into all future highspeed projects.

INDUSTRY COMMENTS AND RESPONSES

BLACK = Comment BLUE = Specifications Response GREEN = Change Made to Specification

Name: Blake Stallworth

Date: 4-16-24

COMMENT: Adding IRI SP/MSP to the Standard Specification - Overall, I have no issue with adding the IRI language into the Standard specification. However, 330-9.5.1.1 should be revised to remove Rolling Straight Edge (RSE) Correction options. These correction options have caused much confusion in the industry and have increased the number of MAR findings since the contractors are incorrectly applying option 1 on almost all structural RSE deficiencies. Since contractors now have more options to use IRI on non-limited access facilities, consideration should be made to remove the options. Lastly, the current pay reduction for RSE deficiencies should be increased to the deficiency limit plus 50ft in either direction. The current pay reduction is only applied for the limits of the deficiency, this in some cases can be as little as a few feet. Contractors have been more willing to leave RSE deficiencies in place since the pay reduction is so low.

RESPONSE: While there will be more IRI Spec use, there will still be projects that are fully accepted by straightedge and there will be areas on IRI projects that are accepted with straightedge since laser testing is not applicable, so we should keep current straightedge specifications in place.

We've allowed milling of highs for years and since it is quicker and better than full lift removal and replacement, and correction options added more recently were adapted from successful practices in other districts and similarly are better than full lift removal and replacement. Consider that IRI projects, contractors are given complete discretion on whether to make corrections and how they make corrections in structural course. We also shouldn't disallow other milling and paving techniques that correct deficiencies, just because they might require additional processing in MAC.

If there is confusion about any specification or contractors are applying it incorrectly, let's work to eliminate the confusion and ensure specs are applied correctly.

As far as the pay reduction is concerned, the decision to leave a deficiency in place is the

district's decision and the deficiency area is not paid for. However, pavement 50 ft on either side of the deficiency is not deficient, we use it, and should be paid for.

Since the district decides on what pavement can remain in place, it shouldn't be an issue that Contractors are more willing to agree with the District's decision.

ACTION TAKEN: Specification will remain as proposed.