

Alabama DOT

1. Briefly summarize your current pavement smoothness requirements.

Concrete pavement smoothness is checked using straight edges, levels and strings (all to be furnished by the Contractor). Smoothness checks are made continuously throughout paving process while the concrete is still workable. The surface shall not vary more than 1/4" from a 10' straight edge placed perpendicular to the centerline, 1/4" from a 16' straight edge placed parallel to the centerline, and 3/8" in any 25' section from a taut string applied parallel to the surface. The surface is checked 1' inside the edges of the pavement, at the centerline, and any other points designated by the Engineer. The designated grade has a tolerance of 1/2" per 100'. The cross slope shall not vary by more than 0.20% from the required slope in any 10' distance over which the slope is measured. If any abnormalities are found while the concrete is still workable, they shall be addressed as follows: depressions shall be filled with freshly mixed concrete, struck off, consolidated and refinished. High areas shall be cut down and refinished.

The pavement is also checked for rideability using a profilograph. Each test section (generally 528') is tested with the profilograph. A Profile Index over 50 inches per mile is unacceptable. If the Profile Index is above 20"/mile, but less than 50"/mile, a price adjustment will be applied to the payment of the Contractor. If the Profile Index is less than 10"/mile, a unit price increase will be applied.

2. Do the requirements apply to both PCC and HMA?

The above requirements **are** applicable for both PCC and HMA. However, there are additional edge requirements for HMA pavement.

3. Are you considering changes in the future? (Next 2 to 3 years)

We do not have any plans to revise the specs on smoothness at this time.

4. If yes, what indices are you considering using?

N/A