

Ohio DOT

1. Briefly summarize your current pavement smoothness requirements.

Smoothness measuring equipment and operators must be certified by OH DOT. Incentives and disincentives are applied based on the average IRI of each mainline lane lot (0.10 mile). Bonus down to 45 "/mile, 100% pay 60-70 "/mile, disincentive to 95 "/mile, mandatory correction on any lot above 95 "/mile. We also have localized roughness tolerance based on continuous IRI calculation using a 25 ft sliding baselength. Any 25 ft area within either wheelpath where the IRI exceeds 160 "/mile must be corrected as well. If a lot is in bonus but has localized violations, then bonus is void. Also, we allow grinding out of disincentive but not into incentive.

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

Yes, for our main smoothness note which is for more than 3" of new AC pavement depth or 5" or more of new PCC pavement depth. Bonus schedules are the same but there are two schedules, one for less than 8 inches of new pavement, and one for more than 8 inches of new pavement. In addition, we do have a thin AC overlay (less than 3" depth) which is incentive based only.

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

I don't expect major changes conceptually to our smoothness specs. We would like to see reciprocity of certification of equipment and operators. I do expect we will have routine/standardized IRI based bridge rideability specs in place within the next 2 to 3 years.

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

Feel free to call if you have any questions: Brian L. Schleppe (614) 752-5745