

Ride Specification Team



Asphalt Division

Becky Smith – Assistant Division Chief, 443-386-9276

Bonnie Johnson – Team Leader, 443-474-2144

Rick Diamond – Senior Field Tech

Daniel Green – Field Tech

Operator Responsibilities

- *Be Safe!!!*
 - *Lighting, Lowest acceptable speed*
- Accurate Location
 - Note unusual circumstances
- Equipment Calibration is Current
- Correct Software Set-up
- Proper Collection Technique
 - Smooth and repeatable, extra runs
 - Profile after all paving is complete, not just mainline
- Forward Data / Report

Equipment Validation

- Easton is the only operable site
- Will be reviewing and checking header settings
 - Correct settings will need to be in place before vehicle is validated
- Filter Settings
- 300' lead-in distance!!!
 - Affects IRI's for several sections
 - Place tape accordingly
 - Notify Ride Team

TAPE PLACEMENT

- Tape 50ft beginning/ending of project
- 50ft Before/after any exempt areas: bridges/RR crossing, etc.
- Stop signs
- Clearly & Durably Marked
- Do not tape at manholes/inlets/intersections, etc.

Do not place Tape:



Do not place Tape



Do Not Profile





CHECK RESULTS

- Compare runs and select 3
 - Comparable results – not lowest value
- Make additional runs if required
- Verify correct header information
- SUBMIT data within 72 hours

DATA SUBMISSION

- Email PE and ridespec@sha.state.md.us
- Deliver CD or Flash drive to PE and
Office of Materials and Technology
7450 Traffic Drive
Hanover, MD 21076
Attention: Paving Quality Assurance
Team Leader Bonnie Johnson

AMENDMENT REQUEST PROCEDURE



Title: Pavement Surface Profile Report Revision **Date:** 10/22/2015

Project: MD 190 – River Road **Job No.:** MO9745477
District 3 – Montgomery County

To: Brian W. Young
Maryland State Highway Administration
District 3
9300 Kenilworth Ave.
Greenbelt, MD 20770

Mr. Scott Wilson,

The memorandum dated August 6th, 2015 indicates a ride quality pay adjustment disincentive in the amount of \$21,390.00. According to the ride quality data the average IRI was 67 resulting in a disincentive cost of \$0.00. In addition, a total of 69 defect sections were found resulting in a defect cost of \$21,390.00, accumulating a total disincentive cost, according to special provision “535.04.03(b) Total Pay Adjustment,” of \$21,390.00.

Citing special provision “535.03.02 - Quality Control Testing for Pavement Profile” along with the results of the Pavement Surface Profile Report, we returned to the job site with SHA Project Engineer Naseer Khan in order to identify the sections designated as “defects” and see how the defect was created and if it was caused by paving performance, existing conditions, MOT during construction or other reasons. Upon our revision, we noted several reasons that contributed to the defect sections; these reasons are listed and described in detail below:

CURRENT DEFECT PENALTY	\$21,390.00
DEFECT COST PER SECTION	\$310
CURRENT # OF DEFECTS	69
NEW TOTAL DEFECTS	47
NEW TOTAL DEFECT PENALTY	\$14,570

1. Contractor submits dispute to the district
2. Dispute is reviewed and approved by district Area engineer
3. Area engineer forwards request to OMT (on original OMT memo) if revisions are required

I did a review of the defects, there are 22 defects caused by utilities in the right wheel path of lane 3 on EB & WB 40. 10 EB and 12 WB. Those sections are listed below:

EB Lane 3

- 16+25 to 16+50
- 17+00 to 17+50
- 20+00 to 20+25
- 21+25 to 21+50
- 21+50 to 21+75
- 25+50 to 25+75
- 32+75 to 33+00
- 33+00 to 33+25
- 35+25 to 35+50
- 36+00 to 36+25

	LOT	RUN	PROFILER STATIONING	IRI	COMMENT		
EBL1	1	E_1_1	QC_2	5+50.0	163	Intersection	EBL1
	2	E_1_1	QC_2	7+25.0	132		
	3	E_1_1	QC_2	7+50.0	135		
	4	E_1_1	QC_2	9+00.0			
	5	E_1_1	QC_2	21+25.0			
	6	E_1_1	QC_2	21+50.0			
	7	E_1_1	QC_2	44+50.0			
	8	E_1_1	QC_2	44+75.0			
	9	E_1_1	QC_2	53+25.0			
	10	E_1_1	QC_2	62+75.0			
	11	E_1_1	QC_2	64+75.0			
	12	E_1_1	QC_2	94+50.0	165		
	13	E_1_1	QC_2	94+75.0	219		
	14	E_1_1	QC_2	95+00.0	131		
	15	E_1_1	QC_2	96+00.0	137		
	16	E_1_1	QC_2	96+25.0	146		
EBL2	1	E_2_2	QC_1	20+75.0			EBL2
	2	E_2_2	QC_1	21+00.0			
	3	E_2_2	QC_1	21+25.0			
	4	E_2_2	QC_1	25+00.0			
	5	E_2_2	QC_1	30+00.0			
	6	E_2_2	QC_1	43+75.0			
	7	E_2_2	QC_1	67+75.0			
	8	E_2_2	QC_1	82+75.0			
	9	E_2_2	QC_1	87+50.0			
	10	E_2_2	QC_1	89+00.0			
	11	E_2_2	QC_1	98+25.0			

Defect Sections:

Lot	Run	Begin	End	Length	LWP	RWP	Both	Pdefect
E_1_1	QC_2	45+00	45+25	25	270	133	201	\$113.70
E_1_1	QC_2	53+00	53+25	25	78	288	183	\$105.74
E_1_1	QC_2	62+00	62+25	25	196	227	212	\$118.56
E_1_1	QC_2	62+25	62+50	25	265	165	215	\$119.88
E_2_2	QC_2	25+75	26+00	25	167	184	175	\$102.21
E_2_2	QC_2	26+25	26+50	25	164	204	184	\$106.19
E_2_2	QC_2	63+00	63+25	25	241	182	211	\$118.12
E_2_2	QC_2	74+00	74+25	25	161	187	174	\$101.77
E_3_3	QC_3	16+25	16+50	25	96	272	184	\$106.19
E_3_3	QC_3	17+00	17+25	25	212	236	224	\$123.86
E_3_3	QC_3	20+00	20+25	25	168	247	207	\$116.35
E_3_3	QC_3	21+25	21+50	25	122	251	186	\$107.07
E_3_3	QC_3	21+50	21+75	25	199	325	262	\$140.65
E_3_3	QC_3	25+50	25+75	25	107	249	178	\$103.53
E_3_3	QC_3	26+75	27+00	25	127	255	191	\$109.28
E_3_3	QC_3	32+75	33+00	25	89	290	190	\$108.84
E_3_3	QC_3	33+00	33+25	25	120	237	178	\$103.53
E_3_3	QC_3	34+00	34+25	25	130	315	222	\$122.98
E_3_3	QC_3	35+25	35+50	25	104	282	193	\$110.16
E_3_3	QC_3	36+00	36+25	25	101	388	245	\$133.14

Strikethrough areas indicate defect sections removed from pay adjustment by District.

A. Notes on revisions:

- Allowance for removal of defects does not affect the IRI average disincentive. Only removal of sections or lanes affects IRI average

1. OMT issues a revised memo via email to ADE construction, AE and CFT

Pay Adjustment									
Incentive		\$							
Disincentive		\$							
Defects		-\$6,869	-\$4,302						
Subtotal		-\$6,869	-\$4,302						
Total Pay Adjustment		-\$6,869	-\$4,302						
		QC Data	QA Data	Within Spec.					
Avg IRI		82	81	Yes					
# of Sections		1910	1899	Yes					
# of Defects		61	58	Yes					

22 "Defect Sections" were removed from the pay adjustment total by the District

QUESTIONS?



THANK YOU