

#### HMA Smoothness Changes:

1. Heating and Remixing has been removed from % improvement criteria to the “don’t make it worse” criteria. Because industry & CDOT feels there is not a chance to improve the ride significantly.
2. The default smoothness category for HMA pavement smoothness is HRI Category II. It is easier to downgrade the pavement smoothness when the category is not placed in the notes, than it is to add a smoothness category.
3. Contractors can now grind areas requiring corrective work prior to pavement smoothness acceptance testing. CDOT thinks the benefits of smoother pavements far exceed any aesthetic negatives of grinding. CDOT has not found any reports that show a lowered pavement lift due to grinding.
4. Addition of areas that can be tested with the HSP including 12ft+ lanes, ramps, acceleration ... lanes. These areas are tested for localized roughness instead of using a 10ft straight edge and will not be subject to incentive/disincentive. Areas that the HSP cannot test will still be tested by a 10 ft straight edge.
5. An additional 5 ft outside the paving limits will be tested for localized roughness to help ensure smooth transitions. This area is not included in incentive/disincentive payments.
6. HRI % Improvement (Rural) can now be changed to HRI Category I at anytime prior to final smoothness acceptance testing. Once changed to HRI Category I, the smoothness category can not be changed back.
7. Valve boxes are no longer excluded, but if an area of localized roughness has a valve box and it is less than 25 feet long, that area will be tested with a 10 ft straight edge for corrective work.
8. Clarified the criteria for pavement smoothness verification
9. Clarified that the “don’t make it worse” criteria does not apply when the surface treatment will be overlaid. The contractor may care what his sub does, but CDOT only cares about the final surface smoothness.