Replace the first paragraph in 39-2.01A(4)(i)(iii):

For areas that require pavement smoothness determined using an inertial profiler the pavement surface must have:

1. No areas of localized roughness with an International Roughness Index greater than 160 in/mi
2. A Mean Roughness Index of 60 MRI or less for each 0.10 mile section.

Prepaving work is required to reduce existing pavement MRI prior to paving including:

1. Replace asphalt concrete surfacing
2. Hot mix asphalt leveling

Measure smoothness before the beginning of construction and after the completion of prepaving smoothness corrections. Use the same stationing for the profiling as the stationing used for the initial profiling to allow for a direct comparison of smoothness. Measure the smoothness before paving and the smoothness after performing the prepaving work with the same IP. Notify the Engineer if your prepaving MRI results vary more than 10 percent from the prebid MRI information provided by the Department.

To comply with the pavement smoothness requirements based on the MRI of the existing pavement the hot mix asphalt on this project may be placed in one or two lifts.

To comply with the pavement smoothness requirements based on the MRI of the existing pavement this project requires two lifts of hot mix asphalt.

To comply with the pavement smoothness requirements based on the MRI of the existing pavement this project requires cold planning the existing pavement and one lift of hot mix asphalt.

To comply with the pavement smoothness requirements based on the MRI of the existing pavement this project requires three lifts of hot mix asphalt.

To comply with the pavement smoothness requirements based on the MRI of the existing pavement this project requires cold planning the existing pavement and two lifts of hot mix asphalt.

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To comply with the pavement smoothness requirements based on the MRI of the existing pavement this project requires cold planning the existing pavement and two lifts of hot mix asphalt.

The following asphalt concrete roadway segments subject to inertial profiler smoothness requirements will receive a smoothness pay adjustment based on MRI surface smoothness values:

<table>
<thead>
<tr>
<th>Route</th>
<th>Lane(s)</th>
<th>Direction</th>
<th>Stationing Limits</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Areas not subject to inertial profiler smoothness requirements are exempt from smoothness pay adjustments.

The Department determines smoothness pay adjustments based on your QA Smoothness Testing.

Provide an IA Program-certified inertial profiler. Use an IA Program-certified profiler operator. When requested, furnish certification documentation for the profiler and/or the profiler operator.

After paving, perform QA Smoothness Testing. Notify the Engineer at least 5 days prior to performing QA Smoothness Testing. Conduct QA Smoothness Testing within 10 days of paving. Submit the QA Smoothness Testing Data submittal electronic data files to the Engineer and the Department at Smoothness@dot.ca.gov within 24 hours of collecting the profile data.

The Engineer will provide MRI for each 0.1 mile segment and a summary of areas requiring corrective action within 10 days of receipt of QA Smoothness Testing Data.
After corrective action is complete, perform QA Corrected Smoothness Testing. Notify the Engineer at least 5 days prior to performing QA Corrected Smoothness Testing. Conduct QA Corrected Smoothness Testing within 10 days of corrective action. Submit the electronic data files to the Engineer and the Department at Smoothness@dot.cs.gov within 24 hours of collecting the profile data.

The Engineer may perform ride quality verification testing per AASHTO R 54 within 10 working days after your QA Smoothness Test Data submittal. During verification testing, when the Department’s profiler produces an overall average international roughness index (IRI) value over 3.0 in. per mile higher than the value calculated using your data, the Engineer will decide whether to use your data, use the Department’s data, use an average of both parties’ data, or request a 3rd party referee test. Referee testing is mandatory if the difference is greater than 6.0 in. per mile. A third party will conduct referee testing, and the results are used for acceptance. If 3rd party referee testing is required, the Department may require recertification of your or the Department’s inertial profiler or operator.

Measure smoothness before the beginning of construction and after the completion of paving. Use the same stationing for the final profiling as the stationing used for the initial profiling to allow for a direct comparison of smoothness. Measure the smoothness before paving and the smoothness after paving values with the same IP. Notify the Engineer if your prepaving MRI results vary more than 10 percent from the prebid MRI information provided by the Department.

The following pavement smoothness pay adjustments will be applied to 0.10-mi lots and based on Department measured MRI. Lot portions will receive a proportional adjustment.

<table>
<thead>
<tr>
<th>Pavement Smoothness Pay Adjustments</th>
<th>MRIlot (in/mi)</th>
<th>Pay Adjustment/0.1 mi</th>
<th>Corrective Actiona</th>
</tr>
</thead>
<tbody>
<tr>
<td>≤ 45.00</td>
<td>+ $900.00</td>
<td>None</td>
<td></td>
</tr>
<tr>
<td>45.01 – 55.00</td>
<td>+ ((55.00 – MRIlot) x $90.00)</td>
<td>None</td>
<td></td>
</tr>
<tr>
<td>55.01 - 65.00</td>
<td>0</td>
<td>None</td>
<td></td>
</tr>
<tr>
<td>65.01 – 80.00</td>
<td>- ((MRIlot – 65.00) x $190.00)</td>
<td>Optionalb</td>
<td></td>
</tr>
<tr>
<td>&gt; 80.00</td>
<td>-</td>
<td>Mandatoryc</td>
<td></td>
</tr>
</tbody>
</table>

*Corrective action must not reduce pavement thickness more than allowed in section 39-2.01C(16).
*Diamond grinding allowed.
*Correction may be diamond grinding or remove and replace at the contractor’s option. Remove and replace areas maximum pay adjustment is $0 or full pay.

Lots may be correctly ground to improve pay adjustments to full pay. Corrective grinding into positive pay adjustments is not allowed. Positive pay adjustment lots will be determined prior to performance of any corrective grinding. Where correction of areas of localized roughness are performed in positive pay adjustment lots, pay adjustments cannot be improved.

Areas of localized roughness greater than 160 in/mi require correction.

Pavement smoothness adjustments are applied in addition to other pay adjustments.