



# FINAL DRAFT MINUTES

## April 21, 2022 Standards Committee Meeting

*(Changes to the Agenda by the Action of the Committee shown as highlighted in yellow. No changes to the First Draft Minutes)*

May 6, 2022

TO: Standards Committee

FROM: Scott Trammell, Secretary

RE: Minutes from the April 21, 2022 Standards Committee Meeting

The Standards Committee meeting was called to order by Mr. Pankow, Chair, at 09:00 a.m. on April 21, 2022, which was held virtually via *Teams* (Microsoft application). The meeting was adjourned at 09:21 am.

The following committee members were in attendance:

Gregory Pankow, Chairman, Director, Construction Management  
Anne Rearick, Engineering and Asset Management  
Dave Boruff, Traffic Engineering  
Jim Reilman, Division of Materials and Tests  
John Wooden, Division of Contract Administration  
Joseph Novak, Construction Management  
Kumar Dave, Pavement Engineering  
Kurt Pelz, Construction Technical Support  
Mark Orton, Highway Engineering  
Michael Koch, District Construction, Fort Wayne District  
Peter White, Bridge Engineering

Also, presence of the following throughout the meeting was captured by the *Microsoft Teams*:

Bazlamit, Subhi, INDOT  
Fisher, Steve, INDOT  
Duncan, Thomas, FHWA  
Bruno, Joseph, INDOT

Mouser, Elizabeth, INDOT  
Osborn, Dan, ICI  
Hauser, Derrick, INDOT  
Podorvanova, Lana, INDOT

Hailat, Mahmoud, INDOT  
Smutzer, Katherine, INDOT  
Leckie, John, IRMCA  
Widdifield, Joan, INDOT  
Mueller, Bart, INDOT

Jacobs, David, INDOT  
Trammell, Scott, INDOT  
Barney, Bruce, INDOT  
Sturgeon, Daniel (Dan), INDOT  
Korff, Joh, INDOT  
Hunter, Jeremy, INDOT

The following items were discussed:

A. GENERAL BUSINESS ITEMS

OLD BUSINESS

*(No items were listed)*

NEW BUSINESS

1. *Approval of the Minutes from the March 17, 2022 meeting*

Mr. Pankow requested a motion to approve the Minutes from the March 17, 2022 meeting.

Motion: Mr. Novak  
Second: Mr. Boruff  
Ayes: 10  
Nays: 0

**ACTION:**

**PASSED AS SUBMITTED**

B. CONCEPTUAL PROPOSAL ITEMS

OLD BUSINESS

*(No items were listed)*

NEW BUSINESS

*(No items were listed)*

C. STANDARD SPECIFICATIONS, SPECIAL PROVISIONS, AND STANDARD DRAWINGS PROPOSED ITEMS

OLD BUSINESS

*(No items were listed)*

NEW BUSINESS

[Item No. 1 \(2022 SS\)](#) [Mr. White](#) [pg 4](#)

2022 Standard Specifications:

722.14

Patching an Existing Bridge Deck Overlay

722.15

Method of Measurement

722.16

Basis of Payment

**ACTION:**

**PASSED AS SUBMITTED**

[Item No. 2 \(2022 SS\)](#) [Mr. Novak](#) [pg 10](#)

Special Provision:

501-R-xxx

*INERTIAL PROFILER WITH SMOOTHNESS PAY  
ADJUSTMENTS FOR PCCP, FIXED INTERVAL*

**ACTION:**

**PASSED AS SUBMITTED**

[Item No. 3 \(2022 SS\)](#) [Mr. Novak](#) [pg 18](#)

2022 Standard Specifications:

106.05

Storage of Materials

**ACTION:**

**PASSED AS SUBMITTED**

cc: Committee Members  
FHWA  
ICI

STANDARD SPECIFICATIONS, SPECIAL PROVISIONS, AND STANDARD DRAWINGS  
REVISION TO STANDARD SPECIFICATIONS

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PROPOSAL TO STANDARDS COMMITTEE

PROBLEM(S) ENCOUNTERED: Standard Specification Section 722 doesn't explicitly state that the partial depth patching that may be required below the depth of the existing overlay is to be included in the cost of Bridge Deck Overlay, Patching. Also, the current specification requires this patching to be performed in two operations, which increases construction cost and duration.

PROPOSED SOLUTION: The proposed changes to Section 722 will clarify the basis of payment for Bridge Deck Overlay, Patching, and will also allow the patching to be performed in one operation using any of the materials specified in 722.07.

APPLICABLE STANDARD SPECIFICATIONS: 722.14, 722.15, 722.16

APPLICABLE STANDARD DRAWINGS: N/A

APPLICABLE DESIGN MANUAL SECTION: N/A

APPLICABLE SECTION OF GIFE: N/A

APPLICABLE RECURRING SPECIAL PROVISIONS: RSP 722-B-317 (no changes required to this RSP)

PAY ITEMS AFFECTED: 722-97116 BRIDGE DECK OVERLAY, PATCHING (no changes required)

APPLICABLE SUB-COMMITTEE ENDORSEMENT: Ad hoc committee comprised of Jim Reilman, Michael Koch, Mike Nelson, Joe Novak, Stephanie Wagner, and Mark Swiderski. INDOT Bridge Asset Engineers were also consulted.

IF APPROVED AS RECURRING SPECIAL PROVISION OR PLAN DETAILS, PROPOSED BASIS FOR USE:  
722-97116 BRIDGE DECK OVERLAY, PATCHING pay item

IMPACT ANALYSIS (attach report):

Submitted By: Pete White

Title: Design Manager

Organization: INDOT Bridge Engineering

Phone Number: 317-232-5371

Date: March 8, 2022

STANDARD SPECIFICATIONS, SPECIAL PROVISIONS, AND STANDARD DRAWINGS  
REVISION TO STANDARD SPECIFICATIONS

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IMPACT ANALYSIS REPORT CHECKLIST

*Explain the business case as to why this item should be presented to the Standards Committee for approval. Answer the following questions with Yes, No or N/A.*

Does this item appear in any other specification sections? No  
Will approval of this item affect the Approved Materials List? No  
Will this proposal improve:

Construction costs? Yes  
Construction time? Yes  
Customer satisfaction? No  
Congestion/travel time? No  
Ride quality? No

Will this proposal reduce operational costs or maintenance effort? No

Will this item improve safety:

For motorists? No  
For construction workers? Yes

Will this proposal improve quality for:

Construction procedures/processes? Yes  
Asset preservation? No  
Design process? Yes

Will this change provide the contractor more flexibility? Yes

Will this proposal provide clarification for the Contractor and field personnel? Yes

Can this item improve/reduce the number of potential change orders? Yes

Is this proposal needed for compliance with:

Federal or State regulations? No  
AASHTO or other design code? No

Is this item editorial? No

Provide any further information as to why this proposal should be placed on the Standards Committee meeting Agenda: The current specifications have created confusion on past projects.

REVISION TO STANDARD SPECIFICATIONS

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SECTION 722 - CONCRETE BRIDGE DECK OVERLAY

722.14 Patching an Existing Bridge Deck Overlay

722.15 Method of Measurement

722.16 Basis of Payment

(Note: Proposed changes shown highlighted gray)

The Standard Specifications are revised as follows:

SECTION 722, BEGIN LINE 768, DELETE AND INSERT AS FOLLOWS:

**722.14 Patching an Existing Bridge Deck Overlay**

**(a) Materials**

Materials shall be in accordance with 722.03.

**(b) Storage and Handling of Materials**

Storage and handling of materials shall be in accordance with 722.04.

**(c) Proportioning**

Proportioning shall be in accordance with 722.05.

**(d) Preparation of the Bridge Floor**

Preparation of the bridge floor shall be in accordance with the applicable provisions of 722.06.

**(e) Patching**

Patching shall be in accordance with 722.07 except as modified herein. ~~Where no new overlay is planned, bridge deck patching concrete used in patching the bridge floor shall be placed to the level of the original deck. The remainder of each cavity shall be patched with the same material as the existing overlay.~~ *Areas repaired by full depth patching shall not be open to traffic until the test beams indicate a minimum modulus of rupture of 550 psi.*

**(f) Mixing**

Mixing shall be in accordance with the applicable provisions of 722.09.

**(g) Placing and Finishing**

Placing and finishing shall be in accordance with the applicable provisions of 722.10. Machine finishing shall be required when directed.

**(h) Texturing**

The surface texturing shall match the pattern of the adjacent overlay and shall be in accordance with the following:

Immediately after the finishing is complete and before the surface film has formed, the surface of the overlay patch shall be textured by grooving in the same direction as the existing overlay. The grooves may be formed by mechanized equipment using a vibrating

## REVISION TO STANDARD SPECIFICATIONS

## SECTION 722 - CONCRETE BRIDGE DECK OVERLAY

722.14 Patching an Existing Bridge Deck Overlay

722.15 Method of Measurement

722.16 Basis of Payment

beam roller, a series of discs or other approved device. Manual tools such as fluted floats, spring steel tined rakes, or finned floats with a single row of fins may be used. The grooves shall be relatively uniform and smooth and shall be formed without tearing the surface or bringing coarse aggregate to the top. The grooves shall be in accordance with 504.03. The grooves shall be terminated the same distance from the vertical faces of railings as the existing grooves in the adjacent existing overlay surface.

All areas of hardened grooved overlay patch which do not conform to these requirements due to either a deficiency in the grooving or a rough open textured surface shall be corrected with no additional payment. Corrections shall be made by cutting **transverse** grooves in the hardened overlay with an approved cutting machine or by sealing with an approved mixture and retexturing to a satisfactory finish as directed.

**(i) Curing**

Curing shall be in accordance with 722.12 *when patching has been performed using overlay concrete. Patches that have been constructed using bridge deck patching concrete shall be wet cured until test beams indicate a minimum modulus of rupture of 550 psi. Patches that have been constructed using rapid setting patch materials shall be cured in accordance with the manufacturer's recommendations.*

**(j) Calibration of Continuous Mixers**

Calibration shall be in accordance with 722.13.

**722.15 Method of Measurement**

Removal of the existing overlay and the additional depth into the existing deck surface will be measured by the square yard of deck area regardless of the number of passes with the milling machine.

Removal of the existing concrete deck surface will be measured by the square yard for the initial depth shown on the plans. Additional surface removal required below the initial depth will be measured by the square yard for each required 1/4 in. depth. The areas of the bridge floor which are shown on the plans to be removed, except for undefined full depth patching areas, will not be measured for payment.

Hydrodemolition of the bridge deck will be measured by the square yard. Additional surface preparation will be measured by the linear foot of exposed reinforcing bar. Reinforcing bar repair will not be measured for payment.

When hydrodemolition is not shown on the plans, partial depth patching will be measured by the square foot.

The measurement of bridge deck patching concrete for partial depth cavities created

REVISION TO STANDARD SPECIFICATIONS

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SECTION 722 - CONCRETE BRIDGE DECK OVERLAY

722.14 Patching an Existing Bridge Deck Overlay

722.15 Method of Measurement

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by handchipping or hydrodemolition will be based on a theoretical quantity determined by multiplying the area of the appropriate partial depth cavities by an assumed average depth of 2 in. and converting the resulting volume into cubic yards. Overlay material used in a partial depth cavity will be measured by the cubic yard. The quantities of patching material used in a partial depth cavity will be included in the measurement of additional bridge deck overlay.

*The overlay and bridge deck patching concrete used to fill cavities as part of patching an existing bridge deck overlay will not be measured for payment.*

SECTION 722, AFTER LINE 1002, INSERT AS FOLLOWS:

*When the project does not include the installation of a new bridge deck overlay, the cost of partial depth patching below the bottom of the overlay shall be included in the cost of bridge deck overlay, patching. The cost of patching and overlay materials used to fill the cavities shall be included in the cost of bridge deck overlay, patching.*



COMMENTS AND ACTION

722.14 Patching an Existing Bridge Deck Overlay

722.15 Method of Measurement

722.16 Basis of Payment

DISCUSSION:

This item was introduced and presented by Mr. White, who explained that Standard Specification Section 722 doesn't explicitly state that the partial depth patching that may be required below the depth of the existing overlay is to be included in the cost of Bridge Deck Overlay, Patching. Also, the current specification requires this patching to be performed in two operations, which increases construction cost and duration.

Mr. White proposed the above shown revisions to 722 to clarify the basis of payment for Bridge Deck Overlay, Patching, and also allow the patching to be performed in one operation using any of the materials specified in 722.07.

There were no questions or comments and this item passed as submitted.

<p>Motion: Mr. White                  Second: Mr. Koch                  Ayes: 10                  Nays: 0                  FHWA Approval: <b>YES</b></p>	<p>Action:  <input checked="" type="checkbox"/> Passed as Submitted  <input type="checkbox"/> Passed as Revised  <input type="checkbox"/> Withdrawn</p>
<p>Standard Specifications Sections referenced and/or affected:                  722 begin pg 785.                  Recurring Special Provision with reference to 722:                  722-B-317, effective 09/01/2022                  Standard Drawing affected:                  NONE                  Design Manual Sections affected:                  NONE                  GIFE Sections cross-references:                  NONE</p>	<p><input checked="" type="checkbox"/> 2024 Standard Specifications  <input type="checkbox"/> Revise Pay Items List  <input type="checkbox"/> Create RSP (No. __)                  Effective:                  RSP Sunset Date:  <input type="checkbox"/> Revise RSP (No. __)                  Effective:                  RSP Sunset Date:  <input type="checkbox"/> Standard Drawing                  Effective:  <input type="checkbox"/> Create RPD (No. __)                  Effective:  <input type="checkbox"/> GIFE Update  <input type="checkbox"/> SiteManager Update  <input type="checkbox"/> Frequency Manual Update</p>

STANDARD SPECIFICATIONS, SPECIAL PROVISIONS, AND STANDARD DRAWINGS  
REVISION TO STANDARD SPECIFICATIONS

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PROPOSAL TO STANDARDS COMMITTEE

PROBLEM(S) ENCOUNTERED: Unique Special Provisions are intended for a specific situation on a specific contract that is not already covered by the Standard Specification or a Special Provision. Because the CM Dept is completing the IRI pilot program in 2022, the current IRI USP for PCCP pavements will no longer remain applicable to only unique pilot contracts.

PROPOSED SOLUTION: In order to implement the use of the IRI more broadly as a replacement for profilograph on all contracts in 2023, this USP will need to be converted to an RSP for use during the 2023 season and also approved for inclusion in the 2024 spec book.

APPLICABLE STANDARD SPECIFICATIONS: 501.25, 501.28(d), 501.31, 502.20

APPLICABLE STANDARD DRAWINGS: N/A

APPLICABLE DESIGN MANUAL SECTION: N/A

APPLICABLE SECTION OF GIFE: 8.13

APPLICABLE RECURRING SPECIAL PROVISIONS: N/A

PAY ITEMS AFFECTED: 501-12171 (Inertial Profiler, PCCP)

APPLICABLE SUB-COMMITTEE ENDORSEMENT: ACPA, Jacob Blanchard

IF APPROVED AS RECURRING SPECIAL PROVISION OR PLAN DETAILS, PROPOSED BASIS FOR USE:  
Required for all contracts with any 501 pay items.

IMPACT ANALYSIS (attach report): Attached

Submitted By: Joe Novak

Title: State Construction Engineer

Organization: INDOT Construction Management

Phone Number: 317-501-7805

Date:

STANDARD SPECIFICATIONS, SPECIAL PROVISIONS, AND STANDARD DRAWINGS  
REVISION TO STANDARD SPECIFICATIONS

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IMPACT ANALYSIS REPORT CHECKLIST

*Explain the business case as to why this item should be presented to the Standards Committee for approval. Answer the following questions with Yes, No or N/A.*

Does this item appear in any other specification sections? No  
Will approval of this item affect the Approved Materials List? No  
Will this proposal improve:

Construction costs? Yes  
Construction time? Yes  
Customer satisfaction? Yes  
Congestion/travel time? Yes  
Ride quality? Yes

Will this proposal reduce operational costs or maintenance effort? No

Will this item improve safety:

For motorists? Yes  
For construction workers? Yes

Will this proposal improve quality for:

Construction procedures/processes? Yes  
Asset preservation? N/A  
Design process? N/A

Will this change provide the contractor more flexibility? N/A

Will this proposal provide clarification for the Contractor and field personnel? Yes

Can this item improve/reduce the number of potential change orders? N/A

Is this proposal needed for compliance with:

Federal or State regulations? No  
AASHTO or other design code? No

Is this item editorial? No

Provide any further information as to why this proposal should be placed on the Standards Committee meeting Agenda: Advantageous to move IRI from pilot mode to full implementation

REVISION TO STANDARD SPECIFICATIONS SPECIAL PROVISIONS

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501-R-xxx INERTIAL PROFILER WITH SMOOTHNESS PAY ADJUSTMENTS FOR PCCP, FIXED INTERVAL (proposed new)

501-R-xxx INERTIAL PROFILER WITH SMOOTHNESS PAY ADJUSTMENTS FOR PCCP,  
FIXED INTERVAL

*(Adopted xx-xx-22)*

The Standard Specifications are revised as follows:

SECTION 501, DELETE LINES 409 THROUGH 514.

SECTION 501, AFTER LINE 514, INSERT AS FOLLOWS:

***501.25 Pavement Smoothness***

*Pavement smoothness will be accepted by means of an inertial profiler, a 16 ft long straightedge, or a 10 ft long straightedge as described below. The 10 ft long straightedge will be used to check transverse slopes across travel lanes and shoulders, approaches, and crossovers. When the 10 ft straightedge is used, the pavement variations shall be corrected to 1/8 in. or less.*

***(a) Inertial Profiler with Smoothness Pay Adjustments***

*When a pay item for Inertial Profiler, PCCP is included in the contract, the Contractor shall furnish, calibrate, and operate an approved inertial profiler in accordance with ITM 917 for the acceptance of longitudinal smoothness on the mainline traveled way, including adjacent acceleration or deceleration lanes, where both of the following conditions are met:*

- 1. The posted speed is greater than 45 mph.*
- 2. The traveled way width and slope are constant and is at least 0.5 mi in length.*

*The profiles International Roughness Index, IRI, results including areas of localized roughness, and fixed interval IRI results shall become the property of the Department. The inertial profiler shall remain the property of the Contractor.*

*The paving exceptions and areas exempt from inertial profiler operation will be in accordance with ITM 917.*

*If the posted speed limit for an entire smoothness section is less than or equal to 45 mph, the section will be exempt from inertial profiler operation and the smoothness within the section will be accepted in accordance with 501.25(b).*

*If the posted speed limit is greater than 45 mph for a portion of a smoothness section and is less than or equal to 45 mph for the remainder, the section smoothness acceptance will be as follows:*

- 1. By inertial profiler for the portion of the section with a posted speed limit greater than 45 mph.*

REVISION TO STANDARD SPECIFICATIONS SPECIAL PROVISIONS

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501-R-xxx INERTIAL PROFILER WITH SMOOTHNESS PAY ADJUSTMENTS FOR PCCP, FIXED INTERVAL (proposed new)

- 2. In accordance with 501.25(b) for the portion of the section with a posted speed limit less than or equal to 45 mph.*

***(b) 16 ft Straightedge***

*The Contractor shall furnish and operate 16 ft straightedges as described below. The 16 ft straightedge is used to accept smoothness along the direction of mainline traffic.*

*For contracts which include the Inertial Profiler, PCCP pay item, the 16 ft long straightedge or the Inertial Profiler simulating the 16 ft long straightedge shall be used to accept longitudinal smoothness at the following locations:*

- 1. All mainline traveled way lanes shorter than 0.5 mi.*
- 2. All mainline traveled way lanes at locations exempted from inertial profiler operation in accordance with ITM 917.*
- 3. All mainline traveled way lanes within smoothness sections with posted speed limits less than or equal to 45 mph throughout the entire section length.*
- 4. All tapers.*
- 5. All ramps.*
- 6. All turn lanes, including bi-directional left turn lanes shorter than 0.5 mi.*
- 7. All acceleration and deceleration lanes associated with ramps with posted speeds of 45 mph or less.*
- 8. All shoulders.*
- 9. All intersections with significant change in cross slope.*

*For contracts where the inertial profiler is not used for smoothness acceptance, the 16 ft straightedge will be used to accept longitudinal smoothness at the above locations and on all mainline traveled way lanes and ramps with posted speeds greater than 45 mph. Smoothness acceptance on ramp acceleration or deceleration lanes will also be based on the 16 ft straightedge.*

***(c) Areas of Localized Roughness, ALR***

*At locations where the inertial profiler is used, all areas having a localized roughness in excess of 160 in./mi utilizing continuous IRI with a 25 ft window shall be*

REVISION TO STANDARD SPECIFICATIONS SPECIAL PROVISIONS

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501-R-xxx INERTIAL PROFILER WITH SMOOTHNESS PAY ADJUSTMENTS FOR PCCP, FIXED INTERVAL (proposed new)

*corrected subject to approval by the Engineer. After ALRs have been identified, a grinding simulation shall be performed to estimate whether the ALR can be corrected to an IRI value of less than 160 in./mi with no more than 1/4 in. grind depth at any spot. If such correction is not possible, then an ALR with an IRI value less than 190 in./mi can remain uncorrected if approved by the Engineer and ALR with an IRI value greater than 190 in./mi shall require full depth removal and replacement of sufficient area to meet specifications.*

*In addition, if there is only one ALR in any two-lane mile section, then no smoothness correction will be required if the ALR does not exceed 190 in./mi and the overall smoothness in accordance with 501.25(d) of the two-lane mile section does not require any corrective action. A two-lane mile section will start one mile before the ALR and end one mile after the ALR in order that all two-lane mile sections will have, at most, one ALR each.*

***(d) Smoothness Correction***

*Pavement smoothness variations outside specified tolerances shall be corrected by grinding with a groove type cutter or by replacement. Grinding will not be allowed until the PCCP is 10 days old and flexural strength testing yields a modulus of rupture of 550 psi or greater. The grinding of the pavement to correct the profile shall be accomplished in either the longitudinal or the transverse direction. The PCCP texture after grinding shall be uniform. If the grinding operation reduces the tining grooves to a depth of less than 1/16 in. and the longitudinal length of the removal area exceeds 15 ft, or two or more areas are within 30 ft of each other, the PCCP shall be re-textured in accordance with 504.03.*

*The width of the corrected area may be partial or full lane width, depending on the respective wheel path profiles. After the corrective action is complete, the inertial profiler shall be operated throughout the entire affected smoothness section to verify the adequacy of the corrective action.*

*At locations where the 16 ft straightedge is used, the pavement variations shall be corrected to 1/4 in. or less.*

SECTION 501, DELETE LINES 632 THROUGH 657.

SECTION 501, AFTER LINE 657, INSERT AS FOLLOWS:

***(d) Smoothness***

*Smoothness pay adjustments will only be applied when the smoothness is measured by an inertial profiler in accordance with 501.25(a).*

*When the pavement smoothness is tested with an inertial profiler, payment will be based on the Mean Roughness Index, MRI, for each lane for each 0.1-mile section of paving. The MRI for a 0.1-mile section is the average of the IRI of the two-wheel paths. A Quality Assurance Pay Factor, PF<sub>s</sub>, for smoothness will apply to the planned thickness of*

## REVISION TO STANDARD SPECIFICATIONS SPECIAL PROVISIONS

## 501-R-xxx INERTIAL PROFILER WITH SMOOTHNESS PAY ADJUSTMENTS FOR PCCP, FIXED INTERVAL (proposed new)

*the PCCP. The quality assurance adjustment for each section will be calculated by the following formula:*

$$q_s = (PF_s - 1.00) \times A \times U$$

*where:*

*q<sub>s</sub> = quality assurance adjustment for smoothness for one section*

*PF<sub>s</sub> = pay factor for smoothness*

*A = area of the section, sq yd*

*U = unit price for the material, \$/sq yd.*

*The quality assurance adjustment for smoothness, Q<sub>s</sub>, for the contract will be the total of the quality assurance adjustments for smoothness, q<sub>s</sub>, on each section by the following formula:*

$$Q_s = \sum q_s$$

*When smoothness is measured by an inertial profiler, payment adjustments will be made for any 0.1-mile section based on the initial MRI generated and in accordance with the following table. The MRI pay factors for smoothness will be determined prior to any required smoothness correction in accordance with 510.25(d). Smoothness correction if required shall be in accordance with 501.25(c). For any 0.1-mile sections containing transverse construction joints that are required as per the planned maintenance of traffic, the pay factors for smoothness may be determined after corrective action at the discretion of the Contractor. Regardless of the tabulated value, the maximum pay factor for a smoothness section where corrective action has been performed will be 1.00.*

<i>PAY FACTORS FOR SMOOTHNESS</i>	
<i>Posted Speed greater than 45 mph</i>	
<i>MRI, in./mi</i>	<i>Pay Factor, PF<sub>s</sub></i>
<i>over 0 to 35</i>	<i>1.08</i>
<i>over 35 to 40</i>	<i>1.07</i>
<i>over 40 to 45</i>	<i>1.05</i>
<i>over 45 to 50</i>	<i>1.03</i>
<i>over 50 to 55</i>	<i>1.02</i>
<i>over 55 to 60</i>	<i>1.01</i>
<i>over 60 to 70</i>	<i>1.00</i>
<i>over 70 to 75</i>	<i>0.99</i>
<i>over 75 to 80</i>	<i>0.98</i>
<i>over 80 to 85</i>	<i>0.96</i>
<i>over 85 to 90</i>	<i>0.95</i>

REVISION TO STANDARD SPECIFICATIONS SPECIAL PROVISIONS

501-R-xxx INERTIAL PROFILER WITH SMOOTHNESS PAY ADJUSTMENTS FOR PCCP, FIXED INTERVAL (proposed new)

<i>over 90</i>	<i>PF<sub>s</sub> will be 0.95 and the section shall be corrected to 90 or less.</i>
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SECTION 501, BEGIN LINE 719, DELETE AND INSERT AS FOLLOWS:

**501.31 Basis of Payment**

The accepted quantities of QC/QA-PCCP will be paid for at the contract unit price per square yard for the thickness specified, complete in place.

Payment for furnishing, calibrating, ~~and~~ operating the ~~profilograph~~*inertial profiler*, and furnishing ~~profile~~*IRI* information will be made at the contract lump sum price for ~~profilograph~~*Inertial Profiler*, PCCP.

SECTION 501, BEGIN LINE 746, DELETE AND INSERT AS FOLLOWS:

~~Profilograph~~*Inertial Profiler*, PCCP ..... LS

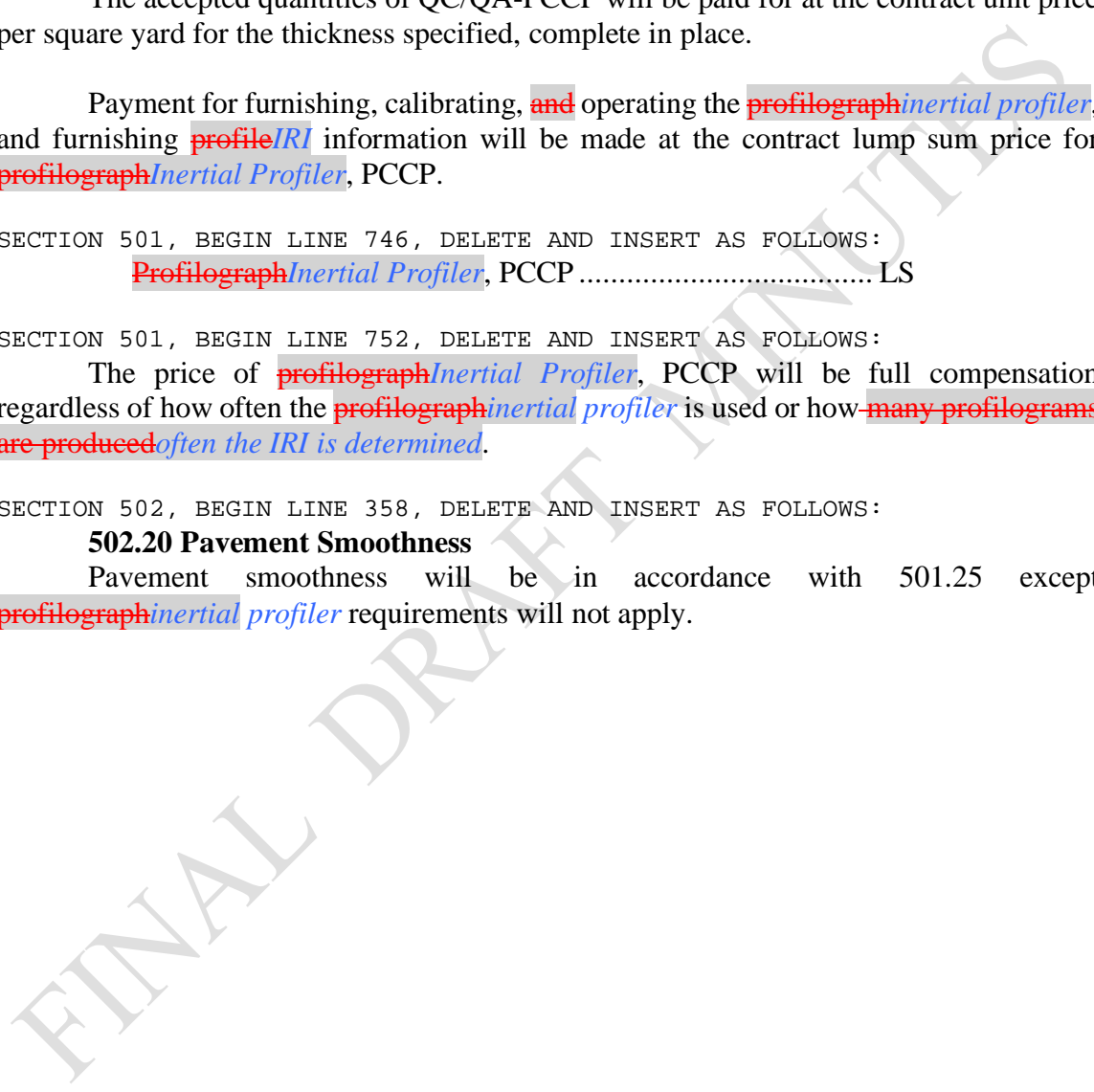
SECTION 501, BEGIN LINE 752, DELETE AND INSERT AS FOLLOWS:

The price of ~~profilograph~~*Inertial Profiler*, PCCP will be full compensation regardless of how often the ~~profilograph~~*inertial profiler* is used or how ~~many profilograms are produced~~*often the IRI is determined*.

SECTION 502, BEGIN LINE 358, DELETE AND INSERT AS FOLLOWS:

**502.20 Pavement Smoothness**

Pavement smoothness will be in accordance with 501.25 except ~~profilograph~~*inertial profiler* requirements will not apply.





COMMENTS AND ACTION

501-R-xxx INERTIAL PROFILER WITH SMOOTHNESS PAY ADJUSTMENTS FOR PCCP, FIXED INTERVAL (proposed new)

DISCUSSION:

Mr. Novak introduced and presented this item stating that Unique Special Provisions are intended for a specific situation on a specific contract that is not already covered by the Standard Specification or another Special Provision. Because the CM Dept is completing the IRI pilot program in 2022, the current IRI USP for PCCP pavements will no longer remain applicable to only unique pilot contracts.

Mr. Novak proposed that, in order to implement the use of the IRI more broadly as a replacement for profilograph on all contracts in 2023, this USP will need to be converted to an RSP for use during the 2023 season and also be approved for inclusion in the 2024 spec book.

Mr. Jacobs asked about the requirements for acceptance. Mr. Novak agreed that ITM 917 should cover that, but is unsure if the material record covers it. Mr. Fisher said that there is a template in SiteManager. Mr. Jacobs said he will discuss this further with Mr. Reilman after the meeting.

There were no further questions or comments and this item passed as submitted.

Motion: Mr. Novak Second: Mr. Koch Ayes: 10 Nays: 0 FHWA Approval: YES	Action: <input checked="" type="checkbox"/> Passed as Submitted <input type="checkbox"/> Passed as Revised <input type="checkbox"/> Withdrawn
Standard Specifications Sections referenced and/or affected:  501 begin pg 403, 502.20 pg 429.	<input checked="" type="checkbox"/> 2024 Standard Specifications <input checked="" type="checkbox"/> Revise Pay Items List  <input checked="" type="checkbox"/> Create RSP (No. 501-R-xxx) Effective: December 1, 2022 RSP Sunset Date: 2024 book
Recurring Special Provision references in:  NONE	<input type="checkbox"/> Revise RSP (No. __) Effective: RSP Sunset Date:
Standard Drawing affected:  NONE	<input type="checkbox"/> Standard Drawing Effective:
Design Manual Sections affected:  NONE	<input type="checkbox"/> Create RPD (No. __) Effective:
GIFE Sections cross-references:  8.13	<input checked="" type="checkbox"/> GIFE Update <input checked="" type="checkbox"/> SiteManager Update <input checked="" type="checkbox"/> Frequency Manual Update

STANDARD SPECIFICATIONS, SPECIAL PROVISIONS, AND STANDARD DRAWINGS  
REVISION TO STANDARD SPECIFICATIONS

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PROPOSAL TO STANDARDS COMMITTEE

PROBLEM(S) ENCOUNTERED: Last statement in a second paragraph shown in 106.05 Standard Specifications is not clear whether it refers to just the previous sentence or the entire spec section; and in either case has issues. That sentence may conflict with topsoil stockpiles covered under the SWQCP in 205.03, specifically - (b)2. Locations of all proposed soil stockpiles. It also may conflict with 107.14 which states that all areas used for storage of any kind shall be restored to their original condition. It may also conflict with 107.08(c).

PROPOSED SOLUTION: To delete last sentence in a second paragraph, as shown.

APPLICABLE STANDARD SPECIFICATIONS: 106.05

APPLICABLE STANDARD DRAWINGS: N/A

APPLICABLE DESIGN MANUAL SECTION: N/A

APPLICABLE SECTION OF GIFE: N/A

APPLICABLE RECURRING SPECIAL PROVISIONS: N/A

PAY ITEMS AFFECTED: N/A

APPLICABLE SUB-COMMITTEE ENDORSEMENT: Construction Field Engineers consulted with District Construction Divisions

IF APPROVED AS RECURRING SPECIAL PROVISION OR PLAN DETAILS, PROPOSED BASIS FOR USE:  
N/A. If approved, to incorporate into 2024 SS.

Submitted By: Joe Novak

Title: State Construction Engineer

Organization: INDOT Construction Management

Phone Number: 317-501-7805

Date: 3/31/22

STANDARD SPECIFICATIONS, SPECIAL PROVISIONS, AND STANDARD DRAWINGS  
REVISION TO STANDARD SPECIFICATIONS

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IMPACT ANALYSIS REPORT CHECKLIST

*Explain the business case as to why this item should be presented to the Standards Committee for approval. Answer the following questions with Yes, No or N/A.*

Does this item appear in any other specification sections? No  
Will approval of this item affect the Approved Materials List? No  
Will this proposal improve:

Construction costs? No  
Construction time? No  
Customer satisfaction? No  
Congestion/travel time? No  
Ride quality? No

Will this proposal reduce operational costs or maintenance effort? No

Will this item improve safety:

For motorists? N/A  
For construction workers? N/A

Will this proposal improve quality for:

Construction procedures/processes? Yes  
Asset preservation? N/A  
Design process? N/A

Will this change provide the contractor more flexibility? N/A

Will this proposal provide clarification for the Contractor and field personnel? Yes

Can this item improve/reduce the number of potential change orders? N/A

Is this proposal needed for compliance with:

Federal or State regulations? No  
AASHTO or other design code? No

Is this item editorial? No

Provide any further information as to why this proposal should be placed on the Standards Committee meeting Agenda: It will be beneficial for all members to be aware of such proposed change and discuss if there any concerns or questions.

REVISION TO STANDARD SPECIFICATIONS

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SECTION 106 - CONTROL OF MATERIAL

106.05 Storage of Materials

(Note: Proposed changes shown highlighted gray)

The Standard Specifications are revised as follows:

SECTION 106, BEGIN LINE 176, DELETE AND INSERT AS FOLLOWS:

**106.05 Storage of Materials**

Storage of materials shall be such that will assure the preservation of their quality and fitness for the work. When considered necessary, materials shall be placed on raised, clean platforms, constructed of wood or other hard surfaced material, and under cover. Stored materials shall be located to facilitate proper inspection. Materials to be used for all contracts shall be stored separately and intact and, after being tested for such work, shall not be used for other purposes except unless otherwise approved.

The portion of the right-of-way not required for public travel may be used for storage purposes and for placing the Contractor's plant and equipment, subject to requirements set out in 107.08 and only by written request. Approval will be based on compliance with 107.08 and the Contractor's proposed procedure for re-establishing vegetation in the affected area to its original condition or better. Except as provided in 105.07 and except where necessary for drainage, if storage limits are shown on the plans, the right-of-way within such storage limits will be available for construction operations and storage of materials. Private property shall not be used for storage purposes without written permission of the owner or lessee. If requested, copies of such written permission shall be furnished. All storage sites shall be restored to their original condition with no additional payment. ~~This shall not apply to the stripping and storing of topsoil, or to other materials salvaged from the work.~~

COMMENTS AND ACTION

106.05 Storage of Materials

DISCUSSION:

This item was introduced and presented by Mr. Novak, who stated that the last sentence in the second paragraph shown in 106.05 is not clear whether it refers to just the previous sentence or the entire spec section; and in either case, it has issues. That sentence may conflict with topsoil stockpiles covered under the SWQCP in 205.03, specifically - (b)2. Locations of all proposed soil stockpiles. It also may conflict with 107.14 which states that all areas used for storage of any kind shall be restored to their original condition. It may also conflict with 107.08(c).

Mr. Novak proposed to delete last sentence in the second paragraph, as shown.

There were no questions or comments and this item passed as submitted.

<p>Motion: Mr. Novak                  Second: Mr. Koch                  Ayes: 10                  Nays: 0                  FHWA Approval: YES</p>	<p>Action:  <input checked="" type="checkbox"/> Passed as Submitted  <input type="checkbox"/> Passed as Revised  <input type="checkbox"/> Withdrawn</p>
<p>2022 Standard Specifications Sections referenced and/or affected:                  106.05 pg 65.</p> <p>Recurring Special Provision references in:                  NONE</p> <p>Standard Drawing affected:                  NONE</p> <p>Design Manual Sections affected:                  NONE</p> <p>GIFE Sections cross-references:                  NONE</p>	<p><input checked="" type="checkbox"/> 2024 Standard Specifications</p> <p><input type="checkbox"/> Revise Pay Items List</p> <p><input type="checkbox"/> Create RSP (No. __)                  Effective:                  RSP Sunset Date:</p> <p><input type="checkbox"/> Revise RSP (No. __)                  Effective:                  RSP Sunset Date:</p> <p><input type="checkbox"/> Standard Drawing                  Effective:</p> <p><input type="checkbox"/> Create RPD (No. __)                  Effective:</p> <p><input type="checkbox"/> GIFE Update</p> <p><input type="checkbox"/> SiteManager Update</p> <p><input type="checkbox"/> Frequency Manual Update</p>