DATE: February 19, 2013

TO: Region Engineers
    Region Associate Construction Engineers
    Region Construction Engineers
    TSC Managers
    TSC Construction Engineers

FROM: Gregory C. Johnson, P.E.
      Chief Operations Officer

      Randel R. Van Portfliet, P.E.
      Bureau Director of Field Services

SUBJECT: Bureau of Highway Instructional Memorandum 2013-02
         Authorization to Allow the Use of Fine Tooothed Milling for Ride Quality Corrective Action on Asphalt Pavements

In January of this year, Frequently Used Special Provision (FUSP) 12SP501(K), Pavement Ride Quality (MRI Acceptance Criteria), was implemented and is attached for reference. This special provision allows contractors to use fine tooth milling to perform ride quality corrective action on asphalt pavements. The department is in full support of the switch to allow the use of fine tooth milling for ride quality corrective action on any current asphalt projects that have ride quality requirements. A contract modification must be processed noting the inclusion of the language from section f.2.B of FUSP 12SP501(K), Pavement Ride Quality (MRI Acceptance Criteria). If the contractor elects to use fine tooth milling for corrective action, this will be done with the understanding that there will be no cost adjustment to the contract.

A copy of this instructional memorandum accompanied by a contract modification shall be placed in the project files documenting the contractual change.

The Federal Highway Administration concurs with this authorization.

If you have any questions, please contact either Kevin Kennedy at 517-322-6043 or Tom Hynes at 517-322-5711.
FHWA approval: 02/05/2013

Attachment

BOFS:CJB:mnn

Index: Hot Mix Asphalt (HMA)

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a. **Description.** This work consists of providing a pavement surface with acceptable ride quality for all pavements covered by this special provision. Furnish, operate and maintain a profiler, in proper calibration, to measure ride quality for quality control purposes. Prepare and submit a Ride Quality Plan and, if required, a corrective action plan, to the Engineer for approval. Complete all corrective action as required by this special provision.

Ensure that the pavement on which ride quality measurements are taken, including acceptance runs conducted by the Engineer, is clean prior to ride quality measurements.

The following subsections of the Standard Specifications for Construction apply only to areas excluded from pavement ride quality in Class II, III and IV sections:

- Subsection 501.03.H (10 foot straightedge on HMA pavements)
- Subsection 602.03.I (10 foot straightedge on concrete pavements)

b. **Terminology.**

**Bridge Ride Quality Limits.** That area between the two end reference lines or between the outermost limits of any structure expansion joint devices, whichever is longer. Within Class I sections ride quality requirements will apply unless specifically noted otherwise. Within Class II, Class III and Class IV sections, bridge ride quality limits will be considered predetermined excluded areas.

**Certified Operator.** Operators of profilers used for acceptance testing who pass a proficiency test and are certified by the Department.

**Class I Ride Quality.** Sections where no project specific excluded areas are allowed, a threshold MRI criteria must be met, and incentives and penalties may apply.

**Class II Ride Quality.** Sections where threshold MRI criteria must be met, but incentives and penalties do not apply.

**Class III Ride Quality.** Sections where the pre-construction MRI must be maintained or improved by a specified percentage. Penalties may apply in lieu of corrective action.

**Class IV Ride Quality.** Sections where acceptance is based on a 10 foot straightedge criteria. Incentives and penalties do not apply.

**Contractor Quality Control Run.** Informational run(s) made by the Contractor to determine ride
quality acceptability, need for corrective action, or need for a process change. Also includes runs made after corrective action to determine if corrective action has been sufficient.

**Correction Areas.** Areas of the pavement which exceed any of the correction limits for ride quality as defined in Table 1 or Table 2 as applicable.

**Course.** A layer of a particular bituminous mixture, paved in one or more lifts.

**Equipment Validation Section.** Equipment Validation Sections are established throughout the state with a minimum of one in each MDOT Region. The Engineer determines a reference MRI value for each validation site based on the mean of 10 runs taken with Department owned or provided equipment. The standard deviation of the 10 runs is also calculated.

**International Roughness Index (IRI).** A statistic used to determine the amount of roughness in a measured longitudinal profile. The IRI is computed from a single longitudinal profile using a quarter-car simulation as described in the paper “On the Calculation of International Roughness Index from Longitudinal Road Profile” (Sayers 1995). The IRI is reported as described in ASTM E 1926.

**Mean Roughness Index (MRI).** A number calculated by averaging the IRI values from the two wheel path profiles.

**Predetermined Excluded Areas.** Areas of pavement within the project where this Pavement Ride Quality special provision does not apply. Straightedge requirements of subsection 501.03.H or 602.03.I of the Standard Specifications for Construction will apply. Predetermined excluded areas include:

- Ramps other than freeway-to-freeway ramps
- All ramp tapers
- Shoulders
- Railroad crossings
- Designated QC/QA loose material sampling areas on the wearing course of HMA pavement projects within Class II, Class III and Class IV sections only. This will not include areas where informational samples are taken by the Contractor for other purposes

**Profile.** The elevation of a pavement along a line parallel to the centerline of the pavement. Also defined as a two dimensional plot of the elevation of a pavement, taken in a longitudinal direction, and drawn to scale. Profiles are measured separately along each wheel path of a lane.

**Profiler.** In general, a device that measures the elevation of a pavement and creates a profile. In particular, a device that meets the requirements for a General Motors type rapid travel profiler, as stated in MTM 726 - *Michigan Test Method for Determining Ride Quality Using a GM Type Rapid Travel Profilometer.*

**Project Specific Excluded Areas.** Pavement areas identified in the approved ride quality plan where this Pavement Ride Quality special provision does not apply. Straightedge requirements will apply. No project specific excluded areas will be considered within Class I Ride Quality sections of the project.

**Ride Point of Beginning.** Ride Point of Beginning will be 20 feet after the start of the new pavement surface.
Ride Point of Ending. Ride Point of Ending will be 20 feet before the end of the new pavement surface.

Ride Quality Equipment Certification. A process managed by the Department to assure that ride quality measuring equipment are capable of measuring ride quality to the standards established in MTM 730 - Michigan Test Method for Certification of Profilometers.

Ride Quality Measurement Area. The traveled way, collector distributor roadways, freeway to freeway ramps, and other areas as shown on the plans.

Section. A portion of a project which has a single class of ride quality assigned to it. Section beginning and section ending points will be defined in the Notice to Bidders for Ride Quality Limits contained in the contract.

Segment. For ride quality reporting purposes, each lane of each section will be subdivided into segments. A full segment is 0.1 miles long while a partial segment is less than 0.1 miles long.

Wheel Path. Longitudinal locations 3 feet from each edge of a lane.

c. Ride Quality Plan. Submit a written Ride Quality Plan to the Engineer for approval a minimum of 14 calendar days prior to the start of paving operations. The Engineer will submit the Plan to the Pavement Evaluation Group at Construction Field Services for concurrent review and to coordinate ride quality acceptance testing. Do not begin paving operations before acceptance of the Ride Quality Plan by the Engineer. The Engineer will notify the Contractor in writing of approval, or any objections to the Plan, within 14 calendar days of receipt of the Plan.

Include the following minimum details in the Ride Quality Plan:

1. Equipment used to measure ride quality on the project for quality control.

2. Proposed project specific excluded areas (see Section (d) of this special provision). Use the form “Proposed Ride Quality Excluded Areas” (MDOT Form 1978).

3. Method(s) to correct surface irregularities.


5. Anticipated ride quality measurement schedule for acceptance testing, including how project staging will affect Department access to the completed pavement.

6. Predetermined excluded areas that apply to this project

d. Project Specific Excluded Areas. Propose for exclusion, from Class II, III and IV ride quality sections, circumstances or physical features that will substantially hinder the ability to achieve ride quality. Identify these proposed areas in the Ride Quality Plan submitted to the Engineer for approval prior to paving. The Engineer has the right to accept or reject each proposed project specific excluded area. Project Specific Excluded Areas may include, but are not limited to, the following for freeway and non-freeway projects:

1. Freeway Pavements. Areas where the constructed pavement must match grades of an existing feature (e.g. curb and gutter or an existing lane that will not be overlaid).
2. Non-Freeway Pavements.

   A. Areas where the constructed pavement must match grades of an existing feature (e.g. curb and gutter, or an existing lane that will not be overlaid).

   B. Major at-grade intersections with part width or staged construction (where traffic flow is maintained during construction) may be considered for exclusion if listed as such in the ride quality plan. The excluded area will extend between the approach and departure spring points of the intersection.

   C. In general, areas surrounding existing utility and drainage structures may be designated as excluded areas.

   D. In general, pavement gapped areas may be designated as excluded areas.

3. Bridge Decks (as defined by the Bridge Ride Quality Limits). For bridge decks included in Class I sections, no exclusions will be considered.

Project specific excluded areas will not be considered for Class I Ride Quality sections.

e. Contractor Quality Control Runs. Test in accordance with MTM 726. If the equipment used to measure ride quality excludes a given distance at the beginning and end of each run, account for this when marking the actual starting and stopping locations.

For any Hot Mix Asphalt (HMA) project with 2 or more lifts, take quality control runs on both the leveling and top courses.

f. Corrective Action Requirements. Take initial corrective action to address all surface irregularities (bumps or dips) on any leveling course that exceed 0.5 inches in 25 feet.

Take corrective action to address all surface irregularities (bumps or dips) as defined in Table 1 or Table 2 prior to the ride quality acceptance runs on the final riding surface.

Use quality control measurements to locate surface irregularities. Examine the California profilograph type plot with the Engineer to identify surface irregularities following the guidance in MTM 727 and field check the locations to verify that correction is justified. Alternate bump finding methods which utilize the ProVAL software may be considered by the Engineer, if agreed to by the Contractor. All quality control measurements are at Contractor’s expense.

Submit a corrective action plan to the Engineer for approval. The Engineer must approve of the Contractor’s corrective method prior to the Contractor starting corrective work. Any corrective action must meet the specifications for ride quality over the entire length of the segment. Replace, at no cost to the Department, any permanent pavement markings that are damaged or destroyed during surface correction activities. All proposed corrective action is at the Contractor’s expense.

Use a profilograph or profiler to locate and mark all surface irregularities requiring correction. Correct all segments containing areas exceeding the corrective limits shown in Table 1 or Table 2.

Corrective action for Class I, II, III and IV sections must consist of the following methods:
1. For Concrete Pavement and Diamond Grinding Work Types. Diamond grind in accordance with subsections 603.03.A.4 and 603.03.C of the Standard Specifications for Construction. Do not impair surface drainage or create any areas that allow water to pond.

2. For All Other Work Types. Use one or a combination of the following methods:

   A. Diamond grind the HMA surface in accordance with the requirements as stated in subsections 603.03.A.4 and 603.03.C of the Standard Specifications for Construction. Do not impair surface drainage or create any areas that allow water to pond.

   B. Fine Tooth Milling. Provide equipment that consistently mills the HMA surface in one or more passes to the required grade or cross section with the required uniform textured surface. Do not impair surface drainage or create any areas that allow water to pond. Use equipment that will not cause damage to the underlying surface of the pavement. To remove residue and excess water, provide vacuum equipment that extracts the milled material and excess water from the pavement and prevents dust from escaping into the air.

   Provide machines equipped with the following:

   (1) Automatically controlled and activated cutting drums,

   (2) Grade reference and transverse slope control capabilities, and

   (3) Cutting drums with teeth spacing at a maximum 5/16 inch (8 mm).

   Mill HMA pavement in the longitudinal direction beginning and ending at lines perpendicular to the pavement centerline. Ensure the milled surface has a mean texture depth of at least 0.03 inches, in accordance with ASTM E 965.

   Construct a uniform transverse slope with no depressions or misalignment greater than 1/8 inch when checked with a 10-foot straightedge. Provide for cross slope drainage.

   C. Remove and replace a minimum of 1.5 inches of HMA pavement surface one full lane width wide by the length required (a minimum of 100 feet).

   D. Profile milling can be used for corrective action on leveling and base courses only.

For Class III pavements (all design speeds) that exceed the correction limits indicated in Table 1 or Table 2, the Engineer may assess penalties in accordance with Table 3 in lieu of corrective action.

Do not, under any circumstance, subject the pavement to an artificial heat source.

g. Documentation of Ride Limits. As part of the corrective action plan provide a list of approved excluded areas on the form “Proposed Ride Quality Excluded Areas” (MDOT form 1978) for each lane. Include the locations of any noted surface irregularities on new surfaces that the Engineer evaluated and agreed did not require correction.

h. Ride Quality Acceptance. The Engineer will take measurements for ride quality acceptance. Ride quality acceptance testing will be completed within 7 days of notification provided the following conditions are met: the entire length of the pavement (or an entire phase of a phased project) can be accessed and measured, the pavement is clean and clear of all obstructions for the
entire length of a proposed run, and the Contractor has kept the Engineer informed of changes to the anticipated ride quality measurement schedule. It is the Engineer’s responsibility to coordinate ride quality measurement with the appropriate MDOT personnel. The Engineer will determine pavement acceptance based on the selected method of measurement for the final MRI for each lane for the entire project length minus excluded areas. Each tenth-mile segment of pavement falling outside the acceptable range for ride quality will be removed and replaced or corrected at the Contractor’s expense.

1. Unit of Measurement. Ride quality measurements will be calculated and reported by the Engineer as MRI. Calculations will be in accordance with MTM 726.

2. Project Layout. Acceptance runs will be laid out in one tenth-mile segments in the direction of travel starting at the section beginning point and ending at the section ending point. Distance measurement will be continuous through excluded areas. Segments that include an excluded area will be reported as partial segments. Project phasing will not affect project layout.

3. Measurement Means. One of the following methods will be selected by the Engineer at the time of approval of the Ride Quality Control Plan. Method B can only apply if agreed to by the Contractor:

   A. The Engineer will provide and operate a certified profiler. Should discrepancies exist between the Department’s acceptance measurement and the Contractor’s quality control measurements, the Contractor may request that the segments of the project with discrepancies be tested for acceptance using method B.

   B. The Engineer will provide a Certified Operator to operate the Contractor’s certified profiler. The Contractor may require that their employee drive the vehicle the profiler is mounted on, but the Engineer must be in total control of the profile measurement and analysis.

4. Equipment Validation. For each day that acceptance measurements are taken, the Engineer will verify that the profiler passes all daily checks as outlined in MTM 726. In addition, for each day that acceptance measurements are taken using Contractor provided equipment, the Engineer will use one of the following three methods to validate the profiler operation:

   A. Measure a nearby Equipment Validation Section. One run will be made with the Contractor’s profiler and the shape of California-type profilograph plot must visually match valid plots previously obtained by Department owned or provided equipment. In addition, the MRI value obtained by the Contractor’s profiler must be within two standard deviations of the Department’s previously determined reference value, using the Department’s previously determined standard deviation.

   B. When acceptance measurements are taken on consecutive days, re-measure a one tenth-mile long portion of the previous day’s acceptance runs. Method A or C must have been used to validate equipment operation on the first day of acceptance testing. One run will be made and the graphical representation of the profile (for example, a California Profilograph plot) must visually match the valid plot previously obtained. In addition, the MRI value obtained must be within 5.7 percent of the previous day’s value.

   C. Measure a one tenth-mile long portion of the project with both Contractor and Engineer-supplied equipment. One run will be made with each piece of equipment and the
graphical representation of the profile (for example, a California Profilograph plot) must visually match. In addition, the MRI value obtained by the Contractor’s equipment must be within 10 percent of the value obtained by the Engineer’s equipment.

The Engineer may require equipment re-certification if measurements cannot be validated or the equipment repeatedly fails daily checks.

5. Calculation Method. The Engineer will calculate and report an MRI value for each tenth-mile segment and for the entire length of each lane in each section. Reported values will be rounded to the nearest whole number following ASTM E 29.

Segments less than a tenth of a mile in length will be reported as partial segments and the MRI calculation will account for the shorter length by using weighted averaging.

Ride quality on Class III sections will be measured by the Engineer before and after construction. The “before” measurement will be completed in the same construction season as the paving. The “after” measurement will be completed within 10 days after completion of each stage of paving. Before and after MRI values (for the entire lane length and for each tenth-mile segment) will be compared to calculate the percentage improvement in ride quality. Percent improvement values will be rounded to the nearest whole percent following the rounding method of ASTM E 29.

Acceptance test results will be made available to the Contractor within 7 calendar days of the run.

6. Ride Quality Requirements. Required ride quality values are given in the attached tables for each Class of Ride Quality. Each lane of each section must meet the criteria listed for both the entire length of the lane, and for each tenth-mile segment.

i. Measurement Appeal Process. Appeal only applies if method h.3.A is used for acceptance measurement. If the Engineer’s acceptance measurements indicate corrective action is required and the Contractor’s quality control measurements show no corrective action is required, the Contractor may request that the disputed segments be rerun and accepted based on method h.3.B. Any costs for maintaining traffic for appeal reruns will be borne by the party whose ride data are shown to be incorrect.

j. Measurement and Payment. All costs associated with quality control ride quality measurements are included in other items of work and will not be paid for separately.

All corrections within the limits of ride quality will be done at the Contractor’s expense. In addition, all corrections required to bring excluded areas into compliance with the straightedge requirements of subsections 501.03.H or 602.03.I of the Standard Specifications for Construction, will be done at the Contractor’s expense.

Corrections requested by the Engineer to areas outside the limits of ride quality (such as existing pavement) or to excluded areas that meet the straightedge requirements will be done under the direction of the Engineer and paid for at the contract unit price for the following pay item:

<table>
<thead>
<tr>
<th>Pay Item</th>
<th>Pay Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bump Grinding</td>
<td>Square Yard</td>
</tr>
</tbody>
</table>
# Table 1: Ride Quality Requirements (MRI) for Design Speeds Greater than 50 mph

<table>
<thead>
<tr>
<th>Class</th>
<th>Work Type</th>
<th>For Total Length of Lane</th>
<th>For Each Tenth-Mile Segment</th>
<th>Surface Irregularities Subject to Correction (a)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Acceptable Range (MRI)</td>
<td>Correction Limit (MRI)</td>
<td></td>
</tr>
<tr>
<td>I</td>
<td>HMA Pavement (Excluding Bridge Decks)</td>
<td>0-70</td>
<td>&gt; 70</td>
<td>&gt; 75</td>
</tr>
<tr>
<td>I</td>
<td>Concrete Pavement (Excluding Bridge Decks)</td>
<td>0-70</td>
<td>&gt; 70</td>
<td>&gt; 75</td>
</tr>
<tr>
<td>I</td>
<td>Bridge Decks (b)</td>
<td>0-130</td>
<td>130</td>
<td>N/A</td>
</tr>
<tr>
<td>II</td>
<td>HMA or Composite Pavement (2 or more lifts)</td>
<td>0-75</td>
<td>&gt; 75</td>
<td>&gt; 85</td>
</tr>
<tr>
<td>II</td>
<td>Concrete Pavement</td>
<td>0-75</td>
<td>&gt; 75</td>
<td>&gt; 85</td>
</tr>
<tr>
<td>III</td>
<td>Single Course HMA Overlay (with milling)</td>
<td>≥ 25% Improvement (c)</td>
<td>&lt; 25% Improvement (c)</td>
<td>&gt; Initial MRI (c)</td>
</tr>
<tr>
<td>III</td>
<td>Single Course HMA Overlay (without milling)</td>
<td>≥ 20% Improvement if initial MRI is &gt; 165</td>
<td>&lt; 20% Improvement if initial MRI is &gt; 165</td>
<td>&gt; Initial MRI (c)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>&lt; 105 if the initial MRI is ≤ 165.</td>
<td>&gt; 105 if the initial MRI is ≤ 165.</td>
<td>&gt; Initial MRI (c)</td>
</tr>
<tr>
<td>III</td>
<td>Diamond Grinding</td>
<td>≥ 40% Improvement (d)</td>
<td>&lt; 40% Improvement (d)</td>
<td>&lt; 30% Improvement (d)</td>
</tr>
<tr>
<td>IV</td>
<td>HMA Pavement</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>IV</td>
<td>Concrete Pavement</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

a. See Section f of this special provision.
b. Includes all new bridge decks, and all shallow and deep concrete overlays within Class I sections.
c. Requirement waived if final MRI ≤ 85.
d. Requirement waived if final MRI ≤ 75.
e. See subsection 501.03.H of the Standard Specifications for Construction.
f. See subsection 602.03.I of the Standard Specifications for Construction.
<table>
<thead>
<tr>
<th>Class</th>
<th>Work Type</th>
<th>For Total Length of Lane</th>
<th>For Each Tenth-Mile Segment</th>
<th>Surface Irregularities Subject to Correction (a)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Acceptable Range (MRI)</td>
<td>Correction Limit (MRI)</td>
<td></td>
</tr>
<tr>
<td>II</td>
<td>HMA or Composite Pavement (2 or more lifts)</td>
<td>0-100</td>
<td>&gt; 100</td>
<td>&gt; 125</td>
</tr>
<tr>
<td></td>
<td>Concrete Pavement</td>
<td>0-100</td>
<td>&gt; 100</td>
<td>&gt; 125</td>
</tr>
<tr>
<td>III</td>
<td>Single Course HMA Overlay (with milling)</td>
<td>≥ 25% Improvement (b)</td>
<td>&lt; 25% Improvement (b)</td>
<td>&gt; Initial MRI (b)</td>
</tr>
<tr>
<td>III</td>
<td>Single Course HMA Overlay (without milling)</td>
<td>≥ 20% Improvement if initial MRI is &gt; 165</td>
<td>&lt; 20% Improvement if initial MRI is &gt; 165</td>
<td>&gt; Initial MRI (b)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>&lt; 105 if the initial MRI is ≤ 165</td>
<td>&gt; 105 if the initial MRI is ≤ 165</td>
<td>&gt; Initial MRI (b)</td>
</tr>
<tr>
<td>III</td>
<td>Diamond Grinding</td>
<td>≥ 40% Improvement (b)</td>
<td>&lt; 40% Improvement (b)</td>
<td>&lt; 30% Improvement (b)</td>
</tr>
<tr>
<td>IV</td>
<td>HMA Pavement</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>IV</td>
<td>Concrete Pavement</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

a. See section f of this special provision.
b. Requirement waived if final MRI ≤ 100.
c. See subsection 501.03.H of the Standard Specifications for Construction.
d. See subsection 602.03.I of the Standard Specifications for Construction.
Table 3: Optional Penalties for Class III Pavements in Lieu of Corrective Action Based on Final MRI

<table>
<thead>
<tr>
<th>Class</th>
<th>Work Type</th>
<th>Acceptable Range (MRI) from Table 1 or Table 2, as applicable</th>
<th>Actual Range of Improvement in MRI for total length of lane</th>
</tr>
</thead>
<tbody>
<tr>
<td>III</td>
<td>Single Course HMA Overlay (with milling)</td>
<td>≥ 25% Improvement (a)</td>
<td>20-24% Improvement</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>15-19% Improvement</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>&lt; 15% Improvement</td>
</tr>
<tr>
<td>III</td>
<td>Single Course HMA Overlay (without milling)</td>
<td>≥ 20% Improvement if initial MRI is &gt; 165</td>
<td>15-19% Improvement</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>10-14% Improvement</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>&lt; 10% Improvement</td>
</tr>
<tr>
<td>III</td>
<td>Single Course HMA Overlay (without milling)</td>
<td>&lt; 105 if initial MRI is ≤ 165</td>
<td>≥ 105 and &lt; 115</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>≥ 115 and &lt; 135</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>≥ 135</td>
</tr>
<tr>
<td>III</td>
<td>Diamond Grinding (b)</td>
<td>≥ 40% Improvement</td>
<td>35-39% Improvement</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>25-34% Improvement</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>&lt; 25% Improvement</td>
</tr>
</tbody>
</table>

Penalty Amount (c) | $200.00/segment of traffic lane | $400.00/segment of traffic lane | $600.00/segment of traffic lane

a. Requirement waived if final MRI ≤ 85 for design speeds above 50 mph or if final MRI ≤ 100 for design speeds 30 to 50 mph.
b. For diamond grinding all surface irregularities per Table 1 or 2 must be addressed in each segment.
c. Penalties will be determined based on the average MRI value for the total section length of each lane. The penalties will be assessed for the entire section length of the lane. Calculate lane lengths to the nearest tenth of a mile.