




SUBJECT: Infrastructure Design Directive
IDD-2018-12
401 Smoothness Category Determinations

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TO: Office of Infrastructure Divisions
District Offices
Transportation Design Community

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FILE REFERENCE:
PSESHARE:Design Directives

The following IDD shall be used to ensure consistency in the development of all projects to be let by the NMDOT in relation to 401 Pavement Smoothness. This IDD will complement the Operations Division Directive (ODD) 2016-04.

For Hot Mix / Warm Mix Asphalt Pavements:
(Bid Items 423### / 424###)

Category I (MRI <52.1 @ 100% Pay):

1. This category shall be used on all Interstate projects.
2. This category shall be used on projects with new construction and reconstruction that has no curb & gutter.
3. This category shall be used on all projects that have more than one paving opportunity and have no curb & gutter.
4. This category shall be used on projects where the posted speed limit is greater than 45 mph.
5. This category shall be used on urban reconstruction projects with curb & gutter when pavement smoothness is very important. A minimal amount of left turn bays, manholes, utility valves, intersections and grade changes. Provide a Notice to Contractors (NTC) indicating all manholes and utility valves will be raised to finished grade after paving. Special consideration shall be afforded to the suggested traffic control phasing, limited production rates and multiple phases may be better suited to an alternate category of smoothness for this case.
6. The Deputy Secretary of Operations can review and approve justification provided by the District to deviate from any of the above category requirements.

Category II (MRI <62.1 @ 100% Pay):

1. This category is suggested to be used on projects with new construction and complete reconstruction that have curb & gutter along the outside shoulder only.
2. This category is suggested to be used on projects that have one layer of placement of HMA / WMA over milled surface (mill / inlay or overlay), cold in-situ, etc.
3. This category shall be used on projects where the posted speed limit is less than or equal to 45 mph.
4. This category shall be used on urban projects with curb & gutter along the outside shoulder and median with numerous left turn bays, manholes and utility valves along the travel lanes.

Provide a (NTC) indicating all manholes and utility valves will be raised to finished grade after paving.

5. The category is suggested to be used on bridge reconstruction / rehabilitation projects with HMA / WMA pavement approaches greater than 0.5 miles.
6. This category is suggested to be used on projects on the National Highway System (NHS)

Category III (Straight Edge Measurement):

1. This category is suggested to be used on all projects not identified above.

For Portland Cement Concrete Pavements (PCCP):
(Bid Items 450### and 451###)

Category I (MRI <59.3 @ 100% Pay):

1. This category shall be used on all Interstate projects.
2. This category shall be used on all Interstate and any other PCCP that is not affected by curb & gutter, numerous intersections, turn-outs, manholes and utility valves.
3. This category shall be used on all projects where the posted speed limit is greater than 45 mph.
4. The Deputy Secretary of Operations can review and approve justification provided by the District to deviate from any of the above category requirements.

Category II (MRI <65 @ 100% Pay):

1. This category is suggested to be used on projects that will be affected by curb & gutter, numerous intersections, turn-outs, manholes, and utility valves.
2. This category is suggested to be used on projects where the posted speed limit is less than or equal to 45 mph.

Category III (Straight Edge Measurement):

1. This category is suggested to be used on all projects not identified above.

When appropriate, divide the project into different sections with different pavement smoothness categories instead of using the less restrictive pavement smoothness category for the whole project.

For example:

Category I US 285 Sta. 1+00 to 10+00 mainline

Category II US 285 Sta. 10+00 to 11+00 mainline

Category III US 285 all other locations within the project limits

The example project includes a rural and urban section along US 285. Assign category I for the rural section (STA. 1+00 to 10+00). Assign category II for the urban section (Sta. 10+00 to 11+00). Assign category III to other locations within the project i.e. turn bays, acceleration and deceleration lanes etc. This can be identified early in the NTC.

The Assistant District Engineer (ADE) – Construction will assign the pavement smoothness category and provide this information to the Project Development Engineer (PDE) for inclusion in the NTC for each

project. When the category is not identified in the NTC the default category will be category I. Category I is the most restrictive category within the contract.

A change order will not be approved to change the category after letting.