20261201 – Special Specifications Committee Meeting

Special Specifications Committee Meeting Agenda

Meeting Date

Tuesday, December 1, 2026 8:30 AM

Meeting Location: 190 Dry Branch Drive, Library, MCS&T Division, Charleston, WV

Also meeting virtually via Google Meet. The e-mail distribution message includes instructions.

Description

This Special meeting has been scheduled outside of the normal biennial meeting cycle to consider two specification items requiring action. One item addresses Federal Highway Administration (FHWA) recommended contract language for Covered Unmanned Aircraft Systems (UAS), and the second item concerns Special Provision 720 for Smoothness Testing.

New Business Items

SECTION	TITLE	DESCRIPTION
107	**107.5.1-Covered Unmanned Aircraft System (UAS):** S. Boggs	**2nd to Committee. Discussed in November and December.** Specification addition to Section 107-Legal Relations and Responsibility to Public, subsection 107.5.1-Covered Unmanned Aircraft Systems (UAS). The proposed specification change adds FHWA recommended contract language regarding the procurement and operation of Covered UAS in connection with Federal-aid projects. A minor editorial update has been applied since the last Specifications Committee meeting. Item is up for a vote:
720	**SP 720-Smoothness Testing** V. Allison	**2nd to Committee. Discussed in November and December.** This Special Provision is a performance-based specification for smoothness on bridges. It is to help incentivize smooth bridge decks, bridge joints, bridge transitions, and bridge approaches. This was introduced as a specification change in early 2026 but was tabled to have discussions outside of the Specification Committee. No comments or changes were received since the last meeting. Item is up for a vote:

New items and updates for the January 7, 2027 meeting are due by December 10, 2026.

20261201 – Special Specifications Committee Meeting

Comments

Comments are requested for Specification Changes and Project Specific Special Provisions as they help in the decision-making process. Please send comments by the Friday prior to the meeting.

Please Send Comments to: **Kristy.J.Huffman@wv.gov & Nicholas.S.Broyles@wv.gov**.

The **2026 Supplemental Specifications and order forms** are available on the MCS&T webpage: https://transportation.wv.gov/specifications-standards-and-publications

- Note: Physical copies of the 2026 Supplemental Specifications are available at no cost to DOH and State personnel. Industry members may purchase copies using the order form available at the link above.

If you are the '**Champion**' of any Specification Changes and/or Project Specific Special Provisions currently in the Specification Committee, it is your responsibility to edit/update/revise your items in a timely manner per Specification Committee Guidelines.

NOTE: Failure to submit updates may result in removal of item and/or delays.

File Format Structure and Progression of items through Specifications Committee

The purpose of the protocol below is to provide guidance on the file structure of Proposed Specifications & Project Specific Provisions as they progress through Specifications Committee. This procedure would facilitate a means of tracking changes from meeting to meeting as the agenda & provisions are posted publicly online on the Spec Committee website.

NEW BUSINESS ITEMS:

New items should be set up & submitted in the following format along with a brief overview of the item or reason for the change:

1. **Specification Changes** – Show as redline copy (see note)
2. **Project Specific Special Provisions (SP)** – Will be shown in all black.
3. **Updates to approved SP** – Shown as redline copy.

NOTE: Redline copy is a form of editing which indicates removal or addition of text. You can redline a Microsoft Word document by using the built-in "Track Changes" feature.

OLD BUSINESS ITEMS:

Updated provisions that were discussed at the last committee meeting should be set up in the following format:

- Redline copy from prior meeting would not be shown.
- Redline copy of new changes/updates (from previous meeting)

PROGRESSION OF ITEMS THRU COMMITTEE AND APPROVAL:

Depending on how important the project and/or comments/discussion of item at previous meeting, then several things can happen in no particular order.

- Few comments/discussion/minor changes…will recommend approval of item at next meeting.
- A lot of comments/discussion…will not recommend approval at next meeting; item will be updated and reviewed again at the next meeting.
- SPs in committee may be used in advertised project. Hope to work to address comments & finish approving at subsequent meeting.

DRAFT

November 5, 2026

WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

SUPPLEMENTAL SPECIFICATION

FOR

SECTION 107
LEGAL RELATIONS AND RESPONSIBILITY TO PUBLIC

107-FEDERAL-AID PROVISIONS:

ADD THE FOLLOWING SUBSECTION:

107.5.1-Covered Unmanned Aircraft Systems (UAS): The Contractor is prohibited from procuring or operating a covered unmanned aircraft system (UAS) manufactured or assembled by a covered foreign entity in the performance of this contract, as defined by Section 1825 of the FY 2024 NDAA and 48 CFR 40.201. The Contractor shall provide, upon request, documentation of the manufacturer and supply chain provenance for any UAS utilized in connection with ~~this~~ a project. Material misrepresentation of UAS origin shall be grounds for contract termination and other remedies under applicable law.

DRAFT

October 21, 2026

WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

SPECIAL PROVISION

FOR

STATE PROJECT NUMBER: _____

FEDERAL PROJECT NUMBER: _____

SECTION 720
SMOOTHNESS TESTING

DELETE THE ENTIRE CONTENTS OF SECTION 720 AND REPLACE WITH THE FOLLOWING:

720.1-DESCRIPTION:

To measure and evaluate the ride quality of pavement surfaces in accordance with the International Roughness Index (IRI), as well as the most recent forms of AASHTO R-56, AASHTO M328, and AASHTO R-57.

720.2-EQUIPMENT:

720.2.1-High-Speed or Low Speed Inertial Profiler: Provide a high-speed or low speed inertial profiler for measuring and evaluating the ride quality of pavement surfaces. The inertial profiler shall be certified at a facility approved by the Materials Control, Soils and Testing Division (MCS&T). Certification facilities should conduct the evaluation in accordance with the most recent edition of AASHTO R-56 "~~"~~Standard Practice for Certification of Inertial Profiling Systems."~~".~~ All inertial profilers shall be maintained in accordance with the most recent edition of AASHTO M 328 " ~~"~~Standard Specifications for Inertial Profiler."~~"~~ Calibration and verification shall be done in accordance with MP 720.10.0. The Contractor shall submit equipment certification documentation after becoming certified or after recertification. Proof of equipment certification shall be available upon request.

720.2.2-Inertial Profiler Operator Certification: Certification through ~~the Material Control, Soils and Testing Division~~ MCS&T shall be required to operate an inertial profiler in the State of West Virginia. ~~The operator shall pass a written exam administered by MCS&T. All operators receiving a passing score on the written exam will be placed on the WVDOH Materials Certification Directory that is found on the MCS&T webpage.~~ Refer to MP 106.03.50. ~~Certification shall be for a period of three years. Certified operators shall contact MCS&T for certification renewal.~~

720.3-RIDE QUALITY TESTING:

720.3.1-Quality Control (QC) Testing: QC testing on all eligible projects is the responsibility of the Contractor. QC testing is optional, but when performed shall be completed in accordance with MP 720.10.01 Section 8 and shall be completed no later than thirty (30) calendar days after all lanes are continuously open to traffic. Data collection shall be done by a certified inertial profiler and certified inertial profiler operator (See subsections 720.2.1 and 720.2.2). Collected profile data shall be submitted to the DOH MCS&T roadway inbox DOHMCSnTRoadway@wv.gov in accordance with MP 720.10.01 Section 10 within seven (7) calendar days of testing. Price adjustments will be calculated according to Contractor's QC data unless QA testing determines otherwise.

720.3.2-Quality Assurance (QA) Testing: QA testing is the responsibility of the Division. The Engineer shall submit a pavement testing request form to MCS&T to the DOH MCS&T roadway inbox DOHMCSnTRoadway@wv.gov within five (5) calendar days after all lanes are continuously open to traffic. QA testing will be completed in accordance with MP 720.10.01 Section 8 and should be completed no later than thirty (30) calendar days after receiving the pavement testing request from the Contractor, or within thirty (30) calendar days of the Contractor's QC test. In the event QA testing cannot be completed within thirty (30) calendar days of QC testing, price adjustments will be calculated solely based on QC data. If QC testing was not performed, then price adjustments will be calculated solely based on QA data regardless of time frame. The Division will perform testing using a certified inertial profiler and a certified inertial profiler operator in accordance with the most recent edition of AASHTO R 56 "Standard Practice for Certification of Inertial Profiling Systems".

720.3.3-QA Testing Comparison: The Division's profile data and the Contractor's profile data will be compared to determine the IRI differences. Final project price adjustments will be made using the Contractor's profile data if the IRI differences are within the allowable limits outlined in Table 720.3.3. If the QA testing IRI differences do not meet the maximum allowable difference from Table 720.3.3, QA testing data will be used for final price adjustments. This Comparison is only applicable if both profiles are completed within thirty (30) calendar days of each other.

TABLE 720.3.3
QA Testing Allowable IRI Differences

Contractor's IRI Mean (in/mi)	Maximum Allowable Differences
50.0 or Less	8.5% of Contractor's IRI Mean
50.1 to 150.0	6.0% of Contractor's IRI Mean
150.1 or Greater	7.0% of Contractor's IRI Mean

720.3.4-Testing After Repairs: Should repairs be needed to the surface from the defects in the pavement prior to project closeout, QA testing shall be conducted after all repairs are made. This will be the final tested value for the lot.

720.4-RIDE QUALITY ANALYSIS:

720.4.1-Data Location: The average IRI number used in ride quality analysis shall be the Mean Roughness Index (MRI) which is the average IRI of both the left and right wheel path. Analysis shall be done in accordance with MP 720.10.01 Section 9.

720.4.2-Omitted ~~Sections~~ Lots for Pavement Projects: ~~Bridge Structures and any sections~~ Any lots tested which are not included in the pavement project shall be removed from the Smoothness Analysis. ~~These removed bridges and sections~~These lots shall also include a Lead-In and Lead-Out distance to be removed from the ~~Ride Quality~~Smoothness Analysis. The Lead-In distance shall be two hundred (200) feet and the Lead-Out distance shall be two hundred (200) feet. These lead in and lead out lots do not apply when testing according to subsection 720.7.

720.4.3-Sampling Lots: The pavement shall be divided into sampling lots of one-tenth (0.1) lane mile each. Each Lot shall have a smoothness measurement, expressed in inches per mile (in./mi.).

720.4.3.1-Special Cases for Sampling Lots Less Than One-Tenth (0.1) Lane Mile: In some cases, sampling, lots of one tenth (0.1) lane mile will not be attainable. These cases include areas at the end of the project as well as areas that are before the 'lead in" length of bridges. If these areas are less than five-hundredths (0.05) of a lane mile that will be eliminated from Smoothness analysis. If these areas are more than five-hundredths (0.05 mile) lane mile these areas will be included in analysis and pay adjustments will be prorated to the nearest one hundredth (0.01) mile.

720.5-NATIONAL HIGHWAY SYSTEM (NHS) PAVEMENT PROJECT:

Pavement projects located on any NHS route and greater than 0.2 miles of continuous new pavement shall be tested with a high-speed or low speed inertial profiler certified in accordance with subsection 720.2.

720.5.1-Determining National Highway System Routes: The NHS map should be used when determining if a route is on the National Highways System. This tool can be found online at the following link:
https://wvdot.maps.arcgis.com/apps/dashboards/88e87932344946408b7c17f1bd454752

720.5.2-Schedule 1 NHS Pavement Projects: NHS pavement projects with a total new pavement thickness of four (4) inches or greater shall be classified as Schedule 1 NHS Pavement Projects. The final price adjustments for Schedule 1 NHS Pavement Projects shall be determined using the calculations shown in Table 720.5.2.

TABLE 720.5.2
Schedule 1 NHS Pavement Projects

IRI for each 0.1-mile ~~section~~ Lot (in/mi)	Price Adjustment ($)
65.0 or Less	0
65.1 to 95.0	1,300 – 20(IRI)
95.1 or Greater	Corrective Action Required

720.5.2.1-Corrective Action for Schedule 1 NHS Pavement Projects: Corrective action shall be required for Schedule 1 NHS Pavement Projects having an IRI greater than 95.1 in/mi. Corrective action shall be performed using diamond grinding, micro milling, or other work methods approved by the Engineer.

720.5.3-Schedule 2 NHS Pavement Projects: NHS pavement projects with a total new pavement thickness less than four (4) and greater than one (1) inch inches shall be classified as Schedule 2 NHS Pavement Projects. The final price adjustments for Schedule 2 NHS Pavement Projects shall be determined using the calculations shown in Table 720.5.3.

TABLE 720.5.3
Schedule 2 NHS Pavement Projects

IRI for each 0.1-mile ~~section~~ Lot (in/mi)	Price Adjustment ($)
80.0 or Less	0
80.1 to 120.0	1,200 – 15(IRI)
120.1 or Greater	-600

720.6-NON-NATIONAL HIGHWAY SYSTEM PAVEMENT PROJECTS:

Pavement projects located on any Non-NHS routes shall be tested with equipment outlined in subsections 720.2.1, 720.2.2 and 720.3 if the project meets all four of the following requirements:

1. Resurfacing is the primary project type
2. Greater than one (1) mile of continuous pavement
3. Edge lines and center line on the new pavement in accordance with Section 663.
4. Thickness of one inch (1) or more of new pavement (including scratch if used)

720.6.1-Ride Quality Analysis Before Project: Non-NHS pavement projects shall be tested before the pavement project begins. Any new construction of a Non-NHS route will be evaluated as an NHS route according to subsection 720.5.

720.6.2-Data Source Collection After Project Completion: The data collection after project completion shall be collected by the Division's high-speed or low speed inertial profiler as referenced in subsection 720.3.2. On non-NHS routes Quality Control Testing is optional for the Contractor. If QC testing is performed, it shall follow the process outlined in subsection 720.3.

720.6.3-Final Price Adjustments for Non-NHS: If the average percent improvement for the entire project is 30.1% or more, no price adjustment will be assessed for the project. If the average percent improvement for the entire project is 30.0% or less, then each 0.1 mile lot that has an IRI of 80.1 or greater, will be penalized based on the following table. Table 720.6.3.

TABLE 720.6.3
Non-NHS Pavement Projects

IRI for each 0.1-mile ~~section~~ Lot (in/mi)	Price Adjustment ($ per 0.1-mile ~~Section~~ Lot)
80.1-170.0	320.4(IRI)
170.1 or Greater	-360

Where:

$$\text{Percent Improvment (\%)} = \frac{\text{Before IRI of Lot} - \text{After IRI of same Lot}}{\text{Before IRI of Lot}} \text{X } 100$$

720.7-TESTING OF BRIDGE DECKS AND APPROACHES:

720.7.1–Interstate System Bridge Construction: Smoothness evaluation is required on bridge encounters that satisfy all of the following:

1. Bridge is located on Interstate Systems
2. Bridge is either of new construction, complete deck replacement or complete deck overlay
3. Project includes rehabilitation or replacement work on bridge approaches
4. Project includes a minimum of 150 feet of new pavement (asphalt or concrete) beyond the bridge approaches on both sides. Asphalt shall also have a minimum of a two (2) inch surface course.

A bridge encounter for smoothness evaluation is defined as the 25 feet of new entry pavement (asphalt/concrete), bridge entry approach, bridge deck, bridge exit approach, and 25 feet of new exit pavement (asphalt/concrete).

Smoothness evaluations shall be conducted once all wearing courses are placed on the project. Pay adjustment will be based on whether the bridge is constructed with or without ~~a~~an Armored Expansion Joint. The final price adjustment shall be determined using the calculations shown in Table 720.7.1.1 and 720.7.1.2. This testing shall replace rolling straight edge testing where applicable.

TABLE 720.7.1.1
Interstate System Bridge Projects
Without Armored Expansion Joint

MRI for Each 25 ft. Lot	Price Adjustment ($ per 25 ft. Lot)
50 or less	2000
50 to 200	(-13.3)*(IRI)+2667
200.1 to 250	0
250.1 to 600	(-34.3)*(IRI) + 8578
600.1 or Greater	Corrective Action

TABLE 720.7.1.2
Interstate System Bride Projects
With Armored Expansion Joint

MRI for Each 25 ft. Lot	Price Adjustment ($ per 25 ft. Lot)
50 or less	2000
50 to 200	(-13.3)*(IRI)+2667
200.1 to 300	0
300.1 to 600	(-40)*(IRI)+12000
600.1 or Greater	Corrective Action

720.7.2-Price Adjustment: The sum of the pay adjustment will be made according to Table 720.7.1.1 and 720.7.1.2 based on the individual lot MRI values. The Contractor can elect to perform corrective action to avoid negative price adjustments. No positive price adjustments will be paid to the Contractor if any negative price adjustments remain on any 25 ft lot.

720.7.3-Corrective Action: The Contractor will receive a single attempt to conduct corrective action after the initial post construction evaluation. Any lot with an MRI of 600.1 or greater will require corrective action. The Contractor must submit a corrective action work plan with an approved method such as diamond grinding, micro milling, or other work methods approved by the Engineer.

720.~~7~~8-PROJECTS THAT DO NOT FALL UNDER PREVIOUS CHARACTERIZATIONS:

At the discretion of the Engineer pavement projects not falling into any of the other classifications shall be measured and evaluated for ride quality analysis under the direction of the Engineer. If recommended by the Engineer this shall be done by the Contractor with a ten (10) foot straightedge. There will not be any pay adjustments based on Smoothness for these projects.