

SECTION 503 — DIAMOND GRINDING PCC PAVEMENT

503.01 DESCRIPTION. Diamond grind existing PCC pavements. Eliminate faulting at joints and cracks, restore the ride quality to meet or exceed limits specified, and restore texture to the entire pavement surface.

503.02 MATERIALS AND EQUIPMENT.

503.02.01 Grinding Machine. Furnish a self-propelled grinding machine with diamond blades that is specifically designed to smooth and texture PCC pavement. Furnish a machine that is capable of cutting or planing at least 3 feet wide on each pass and that does not encroach on traffic movement outside the work area.

503.02.02 Joint Sealer. Conform to Section 807. Use preformed or silicone rubber.

503.03 CONSTRUCTION.

503.03.01 Test Section. At the beginning of work, grind an initial test section at least 3 feet wide and 100 feet long. The Engineer will evaluate the initial test section to determine if the texture meets the requirements of this section. Modify the blade spacing or other features as necessary to produce the specified texture. Make similar modifications throughout the project to ensure acceptable surface texture.

503.03.02 Diamond Grinding. Grind the entire surface of the PCC pavement mainline. Grind ramps, tapers, acceleration and deceleration lanes, turn lanes, median crossovers, and bridge decks as the Contract specifies. Grind shoulders or gutters when necessary for proper pavement drainage.

Grind in a longitudinal direction and parallel to the pavement centerline. Begin and end at lines normal to the pavement centerline. When the end of the cut is subject to public traffic, grind a smooth transition from the smooth pavement to the non-ground pavement. Maintain a constant cross-slope between grinding extremities in each lane to ensure positive lateral drainage. Overlap the edge of grinding passes by less than 2 inches.

503.03.03 Cleaning. Remove solid residue from the pavement surface before traffic or wind blows it. Perform a separate washing operation to remove residue that may cause dust after the completion of grinding when the Engineer directs. Ensure that waste water and residue do not flow across the pavement, into gutters, or into drainage structures. Dispose of waste water and residue as the Engineer approves.

503.03.04 Lighting. Provide lighting, as the Engineer approves, when grinding between dusk and dawn.

503.03.05 Joint Seals.

- A) **Resealing Existing Joints.** After grinding is complete on areas adjacent to the joints and after conforming to the ride quality requirements, clean and reseal the joints according to Subsection 501.03.
- B) **Preserving Existing Joints Seals.** After grinding is complete and when the Engineer directs, remove and replace any damaged seals with new seals. The Engineer may require replacement of preformed compression joint seals when damage penetrates the top void of the seal and replacement of silicone joint seals when the seal shows loss of bond with the sides of the joint or significant loss of the profile of the seal. Remove damaged seals for the full traffic lane width, thoroughly clean the joint, and install new seals according to Subsection 501.03.18.

503.03.06 Pavement Marking. Remove existing pavement marking and provide temporary pavement markings according to Section 112 where the Contract specifies.

503.03.07 Texture. The Department will measure the dimensions of the longitudinal grooves. If the dimensions are not within the following limits, make adjustments to the grinding equipment to achieve the required texture:

<u>Groove Dimension</u>	<u>Value (inch)</u>
Width of grooves	Between 0.09 and 0.130
Width between grooves	Between 0.08 and 0.125
Height of groove (Peak to bottom)	Between 0.031 and 0.063

503.03.08 Alignment Tolerances. The Department will measure the transverse slope of ground pavement with a straightedge placed normal to the centerline. If a depression or misalignment of slope greater than 0.25 inch in 12 feet occurs, adjust the grinding equipment to correct the misalignment.

The Engineer will measure the alignment of the top of the pavement surface across the joint and cracks. Correct all misalignments that exceed 0.063 inch by additional grinding.

503.03.09 Ride Quality. Conform to Section 410 with the following exceptions:

- 1) The lift thickness adjustment does not apply.
- 2) All references are to PCC pavement in lieu of asphalt pavement.
- 3) All references are to diamond grinding in lieu of paving.
- 4) Achieve an RI of 3.60 or greater for each one-mile section and an RI of 3.80 or greater for each traffic lane.
- 5) Perform corrective work to achieve the required RI by regrinding the entire width of the traffic lane at areas having a low RI. The Engineer may exclude pavement areas where grinding alone will not correct deficiency.
- 6) The Department will create a strip chart when the test results show that the RI is less than 3.80 or upon request for higher RI values.

503.04 MEASUREMENT.

503.04.01 PCC Diamond Grinding. The Department will measure the quantity in square yards. The Department will measure the width as the width shown on the typical cross section of the Plans and the length horizontally along the centerline of each lane or ramp. The Department will not measure corrective work for payment. The Department will not measure the ride quality to calculate an adjusted unit price for this item of work.

503.04.02 Joint Sealing. The Department will measure Joint Sealing by linear feet. The Department will not measure removing existing joint material or cleaning joints for payment but will consider them incidental to this item of work.

503.05 PAYMENT. The Department will make payment for the completed and accepted quantities under the following:

<u>Code</u>	<u>Pay Item</u>	<u>Pay Unit</u>
2060	PCC Pavement Diamond Grinding	Square Yard
8540	Joint Sealing	Linear Foot

The Department will consider payment as full compensation for all work required under this section.