

March 26, 1996

GRINDING AND TEXTURING OF PCC PAVEMENT

1. General: This work shall consist of grinding and texturing of Portland Cement Concrete Pavement as shown on the plans and as specified in these Supplemental Specifications.

2. Construction: Grinding and texturing shall be performed on the entire surface of the Portland Cement Concrete Pavement. The surface on each side of the transverse joint shall be textured and after grinding and texturing both sides of the transverse joint must be in the same plane. The finished pavement shall be of uniform texture, have a high skid number, and shall not have an excessive noise level under traffic. The finished texture shall be produced with machines using diamond blades. Upon commencement of the grinding and texturing, the Contractor shall perform a demonstration section for inspection and approval by the Engineer. Upon approval of the type of finished texture by the Engineer, the remaining work shall be performed in the same manner as the approved demonstration section. Grinding and texturing equipment that excessively ravels, causes spalls, or disturbs the transverse joints shall not be permitted. The finished work shall provide satisfactory riding qualities, as determined by the Engineer. Residue from the grinding and texturing operation shall be removed from the roadway and shall not be permitted to flow across shoulders or lanes occupied by traffic or flow into gutters or other drainage structures. Solid residue shall be removed from the pavement surface before such material is blown by the action of traffic or wind.

3. Rideability: The ground and textured concrete pavement shall have a satisfactory ride as determined by the Engineer. In order to assist the Engineer in making this determination, the Department will test the pavement with a Mays Ride Meter. The pavement will be considered acceptable provided the relative roughness does not exceed 55 inches for each mile of each vehicle lane when tested in accordance with "Test Method for Determining Pavement Roughness with the Mays Ride Meter" and also provided there are no sections of excessive roughness as determined by the Engineer. Due consideration will be given to sags and dips which may not have been textured when rideability is determined and other unusual conditions.

4. Measurement: The quantity of grinding and texturing concrete pavement to be paid for shall be the number of square yards completed and accepted and measured along the surface of the road.

5. Payment: The yardage, measured as provided above, will be paid for at the contract unit price per square yard of Grinding and Texturing Concrete Pavement, which price and payment shall be full compensation for furnishing all materials, equipment, work, labor, supplies and incidentals, satisfactory disposal of waste materials, and performing all work as described herein.