Section 202 of the Standard Specifications is hereby revised for this project to include the following:

**DESCRIPTION**

This work consists of saw cutting and diamond grinding to remove the top surface of the bridge deck and approach slabs to provide a smooth (0.2 percent maximum grade break) transition between the existing approach pavement and ¾ inch Polyester Concrete overlay.

The work also consists of removing existing pourable joint material before grinding.

**CONSTRUCTION REQUIREMENTS**

Diamond Grinding machines shall be required, and general milling machines shall not be used to remove existing bridge deck and approach slab concrete.

The equipment for diamond grinding and removing the pavement surface shall be capable of removing a thickness of concrete material to ¾ inch, or as specified on the plans, and providing a tapered transition from the maximum thickness to 0 inches. The grinding length shall be a minimum of 30 foot longitudinally, or as specified in the plans, and is based on a maximum allowable grade break of 0.2 percent for a ¾ inch depth. The equipment shall also be capable of grinding to the full required depth flush with the face of curb or barrier.

The surface shall be ground to the depth, width, grade and cross slope shown on the plans or as directed by the Engineer. The grinding process shall produce a surface that is true to grade and uniform in appearance. The concrete surface after grinding shall have no depressions or misalignment of slope exceeding 1/8 inch in 12 feet when measured with a 12-foot straightedge. All areas of deviation shall be reground at no additional cost.

The slurry and residue resulting from the grinding operation shall not be allowed to flow across lanes occupied by the traffic and shall be continuously removed during the grinding operation, leaving the pavement in a clean condition. The Contactor shall dispose of the grinding residue off site at no additional cost.

The removal edge parallel to the existing expansion joints and end dams shall be saw cut to a depth of ¾ inches, or as shown in the plans, to provide a smooth, clean and uniform removal line. Sawing of concrete shall be done to a true line, with a vertical face, unless otherwise specified.

After grinding is complete, the Contractor shall sound the ground area for delamination in accordance with ASTM D4580, Procedure B Chain Drag. The Contractor shall mark the areas of deteriorated concrete to be removed as directed by the Engineer. Unsound concrete shall be removed in accordance with Project Special Provision Revision of Section 202 – Removal of Portions of Present Structure (Class 1, 2, and 3).

The Contractor shall take all steps necessary to prevent saw cutting, diamond grinding, or otherwise damaging concrete, reinforcing steel, drains, inlets, or other assets which are not designated for removal. Any damage caused by the Contractor to assets not intended for repair shall be repaired in kind by the Contractor at the Contractor’s expense using means and methods approved by the Engineer with no allowance for contract time extension.

If the plans show grinding across the joint between the back face of abutment and approach slab, the pourable joint material shall be removed prior to grinding.

If existing concrete header end dams are to remain at the existing elevation at expansion joints, the diamond ground approach shall have a temporary HMA taper. The taper length shall be as defined in the plans or as approved by
REVISION OF SECTION 202  
REMOVE CONCRETE PAVEMENT (PLANING) (SPECIAL)  

the Engineer. The final roadway surface shall be placed within 28 calendar days of grinding. Additional grinding may be required at bridge deck drains or inlets in approach slabs. This additional grinding may be inside or outside of grinding taper area limits, as shown on the plans.

METHOD OF MEASUREMENT

Remove Concrete Pavement (Planing) (Special) will be measured by the quantity completed to the required depth and accepted.

Any concrete beyond the limits and depths shown on the plans that is removed will not be measured and shall be replaced with Polyester Concrete material at the Contractor’s expense.

BASIS OF PAYMENT

The accepted quantities of Remove Concrete Pavement (Planing) (Special) will be paid for at the contract unit price.

Payment will be made under:

<table>
<thead>
<tr>
<th>Pay Item</th>
<th>Pay Unit</th>
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<tbody>
<tr>
<td>Remove Concrete Pavement (Planing) (Special)</td>
<td>Square Yard</td>
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</tbody>
</table>

Payment for Remove Concrete Pavement (Planing) (Special) will be full compensation for all labor, equipment, materials, tools, and incidentals required to complete the work including debris handling and disposal of materials.

Removal of existing pourable joints and saw cutting along the existing expansion joints and end dams will not be paid for separately, but shall be included in the work.

Removal of unsound concrete material removed beyond the designated grinding depths will be paid for in accordance with Project Special Provision 202 - Removal of Portions of Present Structure (Class 1, 2, and 3).

Additional grinding at bridge deck drains or inlets in approach slabs will not be paid for separately, but shall be included in the work.

INSTRUCTIONS TO DESIGNERS (delete instructions and symbols from final draft):

Use this project special provision when concrete grinding is necessary, most often from the end of approach slab and onto the bridge, to provide a smooth transition (0.2% maximum grade break) for a thin bonded polyester concrete overlay.

The thin bonded polyester overlay thickness is typically ¾”, which requires the grinding length to be 30 feet. The grinding is typically ¾” deep at the end of the approach slab, tapers to 0” over the 30 feet, and typically ends on the bridge. If a thicker overlay is planned, the taper length should be adjusted accordingly.

PERMANENT CHANGES TO PROJECT DATED SPECIAL PROVISIONS
<table>
<thead>
<tr>
<th>DATE</th>
<th>AUTHOR</th>
<th>DESCRIPTION OF CHANGE</th>
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<tbody>
<tr>
<td>1/14/19</td>
<td>BPM Cons.</td>
<td>Initial Website Issue</td>
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