

3520000 GRINDING CONCRETE PAVEMENT
COMMENTS FROM INTERNAL/INDUSTRY REVIEW

Name: Bob Dion
386 740-0665
bob_dion@urscorp.com

Comment: (11-2-10)

352-1 addresses new concrete pavement and existing pavement; if it is your intent to pay for grinding new concrete pavement a change is also needed to section 350. It (see 350-13) mentions grinding. 350-18, Basis of Payment, includes a statement 'Prices and payments will be full compensation for all work specified in this Section.' The cost of grinding new concrete pavement is incidental to the 350 pay item. If it is not your intent to pay for grinding new concrete pavement you need to mention it in 350-8.

Response:

Tom Bowles Russell Engineering, Inc.
Tom Bowles
941-757-0080, Fax 941-757-0085
E-Mail: tom.b@russellengineering.com

Comments: (11-3-10)

This is a baby step in the right direction. Certainly work of this nature should be measured and paid for separately. However, specifying Plan Quantity as the method of measurement is disingenuous. Where is the measurement? You might as well make it a Lump Sum item. What is wrong with actually measuring the in place area? I do not understand the logic of arbitrarily mandating the quantity. This practice automatically defaults to the definition of "substantial error". It is ludicrous. Just measure the work! There is no reason to expose the Owner or the Contractor to except risk equal to five percent or five grand.

Response:

Earl Taylor
863-519-2231
earl.taylor@dot.state.fl.us

Comments: (11-3-10)

Specification 352-7 I believe changing the sentence to plan area may cause confusion in the field and may be misinterpreted as Plan Quantity.

Response:

Ido Shimony, PE
9545794892
E-Mail: ishimony@eismanrusso.com

Comments: (11-3-10)

This new pay item should be changed to plan quantity. This work is no different than the grinding and grooving of bridge decks (Spec 400-22.3 and 400-22.4), where the lane widths are fixed and can easily be calculated by the EOR. There is no reason for the requirement of field measurement, other than documenting any changes (plan error or field revision) to the plan quantity. Please review and reconsider the method of measurement.

Response:

Tim Ruelke
3869617730
timothy.ruelke@dot.state.fl.us

Comments: (11-5-10)

Pay adjustment should be made AFTER all corrective work has been performed on the FINAL surface. This is what we are delivering to the public. That should be the basis of any payment. Pay (Price) Adjustments for Incentives will be based on the FINAL measured average Profile Index, AFTER to any corrective work.

Response:

This being discussed and the decision was the change described by Tim below is beyond the scope of paying separately for grinding new pavements. This may be addressed in future changes. RHP

Katie Bettman
904-360-5391
katie.bettman@dot.state.fl.us

Comments: (11-10-10)

The following sentence in 352-8 seemed confusing, "Pay (Price) Adjustments for Incentives will be based on the initial measured average Profile Index, prior to any corrective work." When grinding existing concrete pavement, the contracted work could be considered corrective and then the initial Profile Index will be taken after corrective work is done. Also, why couldn't a Contractor do the work, do a Profile Index, then do additional work and receive the Pay Adjustment? This seems to make sense as long as all the work and testing are performed by the Contractor and at the Contractor's expense.

Response:

Ben Molenaar
(813) 267-6523

Fax: (727) 556-2825
bcmolenaar@pbsj.com

Comments: (11-10-10)

Proposed Specification: 3520000 Grinding Concrete Pavement Comments: Section: 352-6 Surface Corrections. Sentence “Repair all joint seals destroyed by grinding at no expense to the Department”. Please include random cracks with this sentence as well. Question: Will there continue to be a pay item for Cleaning and Resealing Joints? The cost for the cleaning and resealing of the existing concrete pavement appears now to be included with the Grinding Concrete Pavement. Section: 352-8 Basis of Payment Sentence “Contract Unit Price adjustments will be made in accordance with the following schedule(s)” Followed by the table and the following sentence: “ Pay (Price) Adjustments for incentives will be based on the initial measured average Profile Index, prior to any corrective work”. This section is confusing and should apply to the grinding and initial profilograph for new concrete pavement only. Please include some language stating that the Pay Adjustments for Incentives applies to new pavement only. Question: Can we reasonably expect a Contractor to bring existing concrete pavement into spec. if this concrete has settled substantially over the years? Can we expect a Contractor to bid on this pay item without performing a profilograph test so that he can determine how many passes it will take to bring the existing pavement into compliance?

Response:

Eddy L. Scott
FDOT District 2
Specifications / Design Review Manager
386.961.7831
eddy.scott@dot.state.fl.us

Comments: (11-18-10)

- 352-4 1st paragraph suggest adding a requirement to grind new concrete after the curing period.
- 352-4 2nd paragraph suggest striking “being corrected”. As worded it could be taken to apply only to corrective work required.
- 352-6 1st paragraph should “After the curing period” be replaced with “After grinding”. If after curing the concrete meets 352-5 for smoothness does he have to grind at all?
- 352-8 3rd paragraph suggest modifying to read “Pay (Price) Adjustments for Incentives will be based on the ~~initial~~ **final** measured average profile index, ~~prior to any~~ **after all** corrective work. Why not allow the additional incentive to be paid if the Department gets a better product.
- District 2 has had some temporary issues with smoothness of concrete during construction of concrete rehab projects. Even FHWA has pointed this out. It seems that there is a tendency for the repaired or replaced slabs to be a little higher than the surrounding slabs even though we called for grinding existing, repaired and replaced slabs. The problem is when to grind – we’ve been hesitant to require grinding immediately after curing or in phases as lanes are complete in the theory that meeting the smoothness requirements could be more difficult. And then having contractors claim that the reason smoothness wasn’t met was because of the phased grinding. We came up with

the following plan note **”When replacing and repairing concrete slabs maintain a smooth riding surface as required by FDOT Specification 102-5.2 and 353-7. This may require preliminary grinding of new concrete within 7 days of concrete placement as required by the Engineer. The cost shall be included under pay item 102-1.”** Could this requirement be added to 352?

- Please modify the BOE Details for 352-70 to reflect the fact the grinding of new concrete is now paid for under this pay item.

Response:

Christopher Wood

D2 Construction Contract Support Specialist
2198 Edison Ave, Jacksonville, FL 32204-2619, MS 2803
(904) 360-5673
Email:Christopher.Wood@dot.state.fl.us

Comments: (11-30-10)

The explanation for the proposed changes are to pay for grinding separately on new pavement as well as existing concrete pavement. The grinding of existing pavement has an incentive unit price adjustment due to profilograph readings. How would this unit price adjustment be applied to New Concrete Pavement? Is it the intention of the department to include a Grinding pay item with all new Concrete Pavement Pay Items? The Method of Measurement is stated as follows:

352-7 Method of Measurement.

The quantity to be paid for will be the plan area, in square yards, completed and accepted.

Is this meant to be a plan quantity or measured pay item. Using the “plan” without specifically stating plan quantity or not, is ambiguous and will lead to some confusion.

Response:

NJohn Depman
410 679 2612, Fax: 410 671 9988
john@sgglp.com

Comment: (11-26-10)

Method of measurement will be the 'plan' area. Does that mean the square yards of grinding will not be measured?

Response:
