

**SUPPLEMENTAL SPECIFICATION**

**REVISIONS TO STANDARD SPECIFICATION 506 – GRINDING  
PORTLAND CEMENT CONCRETE PAVEMENT**

**506-3 CONSTRUCTION REQUIREMENTS**

**506-3.02 Equipment –**

**Delete Paragraph b.**

**Paragraph c. is revised to read as follows:**

- c. All grinding equipment shall be satisfactorily maintained and the diamond blades replaced as necessary to obtain the required results during the grinding operations.

**506-3.03 Grinding Procedures**

**Paragraph b. is revised to read as follows:**

- b. The entire areas designated on the plans and established by the Engineer shall be ground until the pavement surfaces adjacent sides of transverse joints and cracks are in the same plane. The operation shall result in a pavement that conforms to the required cross sections. It is the intention of this specification that the faulting at joints and cracks be eliminated, that the overall riding characteristics be within the limits specified, and that substantially the entire pavement surface be textured. Pavement areas to grinded will be divided in lots of the width of the lane and 100 meters long. Extra depth grinding to eliminate minor depressions in order to provide texturing for all of the pavement surfaces will not be required but at least 90% of each lot of the surfaces designated for grinding shall be textured.

**506-3.04 Final Surface Finish**

**Paragraph a. 1. is revised to read as follows:**

1. The texture shall consist of parallel longitudinal corrugations that present a corduroy type appearance of narrow ridges. The peaks of the ridges shall be of approximately 0.16 centimeters (1/16") higher than the bottom of the grooves. These corrugations shall be evenly spaced throughout the pavement at approximately 0.55 centimeters between groove.

**Delete Paragraph a. 2. .**