

SUBCOMMITTEE ON MATERIALS

2017 Annual Meeting – Phoenix, AZ

Wednesday August 9, 2017

8:00 – 10:00 AM MST

**TECHNICAL SECTION 5b Meeting Minutes
 Bridge and Pavement Preservation**

Derek Nener-Plante (ME) Chair, Mark Felag (RI) Vice Chair, and Morgan Kessler (FHWA) Secretary

AASHTO Support – Casey Soneira and Maria Knake

TS 5b 2017 Annual Meeting Summary		
Meeting Date:	9-Aug-17	
Items approved by the TS for TS/Subcommittee/Concurrent Ballot		
Standard Designation	Summary of Proposed Changes	TS Only, Subcommittee Only or Concurrent? (TS / S / C)
New Standard Specification for Diamond Grinding for Pavement Preservation	Referred to Task Group to be created to handle construction specifications.	N/A
New Standard Specification for Materials for Emulsified Asphalt Sand Seals	Ballot as provisional	Concurrent
New Standard Specification for Materials for Emulsified Asphalt Scrub Seal	Ballot as provisional	Concurrent
New Standard Specification for Thin Overlay Treatments Using a Binder Resin System and Aggregate for Concrete Surfaces	Ballot as provisional	Concurrent

New Standard Practice for Application of Thin Overlay Treatments Using a Binder Resin System and Aggregates for Concrete Surfaces	Referred to Task Group to be created to handle construction specifications.	N/A
New Standard Specification for Emulsified Asphalt Sand Seal Design	Ballot as provisional	Concurrent
New Standard Practice for Emulsified Asphalt Scrub Chip Seal Design	Ballot as provisional	Concurrent
New Task Forces Formed:		
Task Force Name	Summary of Task	Names of TF Members
TF 17-1	To work on development of guide specs on pavement preservation applications once more guidance is received from EC.	Maine, Alabama, IGGA, Tennessee, West Virginia
Research Liaison:	Danny Lane	
Other Action Items:		
The Chair will send the negatives and comments from the TS ballot, along with redlined versions that will be sent to concurrent ballot to the TS members before the ballot is submitted.		

I. Call to Order and Opening Remarks – (5 minutes)

The meeting was called to order at 8:01 PM. The chairmen welcomed members, visitors, and friends.

A. Brief summary of activities *(to ensure all attendees up to speed)*

This TS was created in the last year to address bridge and pavement items that were not adequately covered in other Tech Sections. There are a number of new standards that the TS is reviewing today. The chair reminded the attendees that this TS is more about treatments and systems for bridge and pavement preservation, and that items that are adequately covered elsewhere should stay there.

II. Roll Call (see page 5) – (5 minutes)

Introductions were made by all members, visitors, and friends. The chair mentioned that Travis Walbeck from West Virginia will take Mark Felag’s place as Vice Chair.

The following members were present during roll call: Colorado, Nevada, Virginia, Minnesota, Tennessee, Wyoming, Michigan, Nebraska, Illinois, Alabama, Kansas, Maryland, South Carolina, West Virginia, Wisconsin. All attendees are listed below at the end of minutes document.

III. Approval of Technical Section Mid-Year Minutes (see pages 4-7) – (5 minutes)

A motion was made by Colorado and a second by Alabama. The minutes were approved unopposed.

IV. Presentation, Environmental Benefits of Cold-in-Place Recycling in Wisconsin

A brief presentation was given by Angela Parker. Key points of the presentation are as follows:

- Cold in place recycling (CIR) uses a mechanical process to produce RAP from existing pavement
- There are two types of recycling trains, multi-unit and single-unit.
- The benefits of CIR include potential cost savings, addressing distress symptoms, decreased construction time, environmental.
- 680 mega tons of virgin aggregate are used in road construction every year.
- In CIR, 3-4 inches of CIR are used, and then 2-3.5 inches of new HMA overlay, making the total pavement thickness taller.
- Several case studies have been done in Wisconsin.
- A life cycle assessment program, PaLATE was used to evaluate the projects.
- Overall energy consumption, water consumption, and carbon dioxide emissions were calculated to be significantly reduced in each project.
- More research needs to be done to fully understand project savings predictions of single train recycling units.
- Wisconsin has plans to do more of these types of projects based on the success and cost savings realized thus far.

V. Old Business

A. SOM Ballot Items

None

B. TS Ballots (see pages 8-54) – (60 minutes, 5-10 minutes per standard)

There was some discussion regarding this ballot at the EC meeting. Many of these proposed standards are more closely related to construction and maintenance applications. The EC is considering handling construction specs differently than SOM standards, and would not follow our typical ballot procedures. It is possible that a Task Force will be formed to develop some construction specs as guide specs. The draft “Standard Practice for Application of Thin Overlay Treatments Using a Binder Resin System and Aggregates for Concrete Surfaces” and “Standard Specification for Diamond Grinding for Pavement Preservation” are standards that may be moved to that new Task Force. Members discussed the importance and necessity of these standards, and felt that moving forward with development was the right move. It is yet to be determined how these standards will be handled and who will own the standards moving forward, since Construction and Maintenance committees also have an interest in the use and development of these documents.

A new Task Force, TF 17-01, was developed to work on these guide specs once more guidance from the EC is provided. If you have an interest in being involved in the development of these specs, please speak to the Chair (Maine, Alabama, IGGA, Tennessee, West Virginia volunteered).

A motion was made by MN and AL second to table the Diamond Grinding and Application of Thin Overlay Using Binder Resin standards until further clarification from the EC is given on the path forward. The motion passed unopposed.

1. Discussion Item: Combining materials specification and practice into one?

There were some comments on the ballot suggesting that the sand seal and scrub seal standards be combined into one practice. Comments from the ETF indicated opposition to this idea, since these specifications do not fall squarely under construction, materials, or maintenance. The tech section leadership found the argument to keep the materials and design standards separate convincing.

2. Discussion Item: Should Acceptance procedures and criteria be included in standards?

Topics was adequately covered under the discussion about the construction standards, so the topic was skipped.

3. Technical Section Ballot 06/02/2017 Results (Comments attached in pages 55-68)

The results of the ballot, and items addressed were briefly discussed. Several negatives and comments were received. Pertinent comments were addressed in the meeting. A copy of the

presentation that was used to discuss the negatives is attached to the meeting minutes. The comments and negatives have been addressed in new drafts, except for Maryland, who voted negative with a statement that they have no experience with these products/applications. A motion was made by Minnesota and a second by Tennessee to move these standards, with changes, to Concurrent Ballot. The chair will send the negative and comments, along with redlined versions with the TS members before the item is submitted for ballot.

Ballot Item	Positives	Negatives	No Votes	Standard Pages	Comments Pages
Standard Specification for Diamond Grinding for Pavement Preservation	15	3	5	9-14	55-58
Standard Specification for Materials for Emulsified Asphalt Sand Seals	16	2	5	15-17	58-59
Standard Specification for Materials for Emulsified Asphalt Scrub Seal	16	2	5	18-23	59-61
Standard Specification for Thin Overlay Treatments Using a Binder Resin System and Aggregate for Concrete Surfaces	15	3	5	24-33	61-63
Standard Practice for Application of Thin Overlay Treatments Using a Binder Resin System and Aggregates for Concrete Surfaces	16	2	5	34-42	63-65
Standard Specification for Emulsified Asphalt Sand Seal Design	17	1	5	43-46	65-67
Standard Practice for Emulsified Asphalt Scrub Chip Seal Design	17	1	5	47-54	67-68

C. Task Force Reports

VI. New Business

A. Research Proposals

There is a research problem statement in TS 4c on “How Thermal Compatibility Affects Polymer – Aggregate Systems” that may also be of interest to TS 5b. The problem statement was briefly discussed.

B. AASHTO Re:source/CCRL - Casey Soniera / John Malusky (AASHTO) – (5 minutes)

AASHTO re:source currently accredits and has a Proficiency Sample Program for ISSA and ASTM pavement preservation standards. There are 15 labs accredited, and there are 25 labs enrolled the proficiency sample.

C. NCHRP Issues – Amir N. Hanna (NCHRP) – (5 minutes)

Mr. Hanna briefly spoke about issues related to NCHRP. Every state contributes to NCHRP research funds, and states are encouraged to propose research projects. NCHRP is currently soliciting projects for FY2018.

D. Correspondence, calls, meetings

None.

E. Presentation by Industry/Academia

See above.

F. Proposed New Standards

There are some Concrete Restoration standards developed by Missouri for future discussion and review by this Tech Section. Will be forwarded on by the Concrete Task Force through FP2.

G. Proposed New Task Forces

TF 17-1: To work on development of guide specs on pavement preservation applications once more guidance is received from EC. Members include Maine, Alabama, IGGA, Tennessee, West Virginia.

H. Standards Requiring Reconfirmation – (5 minutes)

1. MP 27-16 – “Materials for Emulsified Asphalt Chip Seals” – *Adopt, revise, or extend 2 years*
2. MP 28-16 – “Materials for Micro Surfacing” – *Adopt, revise, or extend 2 years*
3. PP 82-16 – “Emulsified Asphalt Chip Seal Design” – *Adopt, revise, or extend 2 years*
4. PP 83-16 – “Micro Surfacing Design” – *Adopt, revise, or extend 2 years*
5. TP 96-13 – “Protective Sealers for Portland Cement Concrete” – *Adopt, revise, or extend 1 year*

The Chair will send out a survey to gauge TS member interest in moving these standards to full standards. There was some discussion about whether TP 96 belonged to TS 5b or TS 4c, will be reconciled by TS Chair and AASHTO prior to release of reconfirmation ballot.

I. Provisional Standards – (5 minutes)

1. MP 22-17 – “Fiber-Reinforced Polymer Composite Materials for Highway and Bridge Structures” – *Adopt, revise, or extend 2 years*
2. MP 32-17 – “Materials for Slurry Seal” – *Adopt or no action*
3. MP 33-17 – “Materials for Emulsified Asphalt Fog Seal” – *Adopt or no action*
4. PP 87-17 – “Slurry Seal Design” – *Adopt or no action*
5. PP 88-17 – “Emulsified Asphalt Fog Seal Design” – *Adopt or no action*

The Chair will send out a survey to gauge TS member interest in moving these standards to full standards.

J. SOM Ballot Items (including any ASTM changes/equivalencies) *None*.

VII. Open Discussion (5 minutes)

Mark Felag was recognized for his work serving as the Vice-Chair for the creation of the tech section. His contributions are appreciated by all who work with the section.

Attendees of the meetings were treated to surprise experience by musician 5-cent, who led a sing-along to two songs, including “Standards in a Spec Book” and “We Write the Specs.”

VIII. Adjourn

Attachments on Proceeding Pages

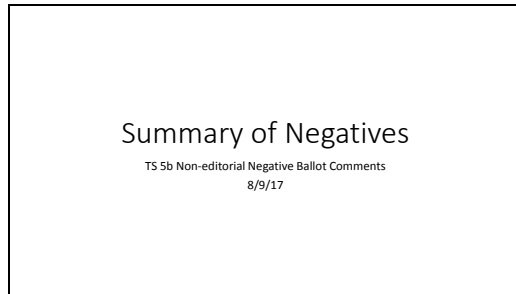
Technical Section 5b Members List

FirstName	LastName	Company	State Code	Designation	Member Type
Derek	Nener-Plante	Maine Department of Transportation	ME	Chair	Voting
Mark	Felag	Rhode Island Department of Transportation	RI	Vice Chair	Voting
Bill	Schiebel	Colorado Department of Transportation	CO	Member	Voting
Bruce	Johnson, P.E., S.E.	Oregon Department of Transportation	OR	Member	Voting
Changlin	Pan	Nevada Department of Transportation	NV	Member	Voting
Charles	Babish	Virginia Department of Transportation	VA	Member	Voting
Christopher	Peoples	North Carolina Department of Transportation	NC	Member	Voting
Curt	Turgeon	Minnesota Department of Transportation	MN	Member	Voting
Danny	Lane	Tennessee Department of Transportation	TN	Member	Voting
Greg	Milburn	Wyoming Department of Transportation	WY	Member	Voting
John	Staton	Michigan Department of Transportation	MI	Member	Voting
Kent	Miller	Nebraska Department of Roads	NE	Member	Voting
LaDonna	Rowden	Illinois Department of Transportation	IL	Member	Voting
Lyndi	Blackburn	Alabama Department of Transportation	AL	Member	Voting
Michael	Lee	Texas Department of Transportation	TX	Member	Voting
Paul	Hanczaryk	New Jersey Department of Transportation	NJ	Member	Voting
Richard	Barezinsky	Kansas Department of Transportation	KS	Member	Voting
Sejal	Barot	Maryland Department of Transportation	MD	Member	Voting
Stewart	Linz	Arkansas State Highway and Transportation Department	AR	Member	Voting
Temple	Short	South Carolina Department of Transportation	SC	Member	Voting
Travis	Walbeck	West Virginia Department of Transportation	WV	Member	Voting
William	Oliva	Wisconsin Department of Transportation	WI	Member	Voting
Becca	Lane	Ontario Ministry Of Transportation	ON	Associate Member	Voting
Evan	Rothblatt	AASHTO	DC	AASHTO Staff Associate	Non-Voting
Amir	Hanna	Transportation Research Board	DC	Member	Non-Voting
Jason	Dietz	Federal Highway Administration	DC	Ex Officio	Non-Voting
Larry	Tomkins	Ergon Asphalt and Emulsions, Inc. International Grooving and Grinding Association	MS	Friend	Non-Voting
Larry	Scofield		NY	Friend	Non-Voting
Robert	Horan	Asphalt Institute	VA	Friend	Non-Voting
Casey	Soneira	AASHTO Re:source	MD	Liaison	Non-Voting
John	Malusky	AASHTO Re:source	MD	Liaison	Non-Voting
Bartholomew	Sweeney	Connecticut Department of Transportation	CT	Member	Non-Voting
Brian	Egan	Tennessee Department of Transportation	TN	Member	Non-Voting
Brian	Pfeifer	Illinois Department of Transportation	IL	Member	Non-Voting
Christopher	Ohm	Wisconsin Department of Transportation	WI	Member	Non-Voting
Jeffrey	Milton	Virginia Department of Transportation	VA	Member	Non-Voting
Jose	Lima	Rhode Island Department of Transportation	RI	Member	Non-Voting
Kyle	Lester	Colorado Department of Transportation	CO	Member	Non-Voting
Scott	George	Alabama Department of Transportation	AL	Member	Non-Voting

Meeting Attendance (from electronic badge check-ins)

First Name	Last Name	Company / Agency
Mark	Felag	Rhode Island Department of Transportation
Mladen	Gagulic	VTrans Vermont
Woodrow	Hood	Maryland Department of Transportation
Mostafa	Jamshidi	Nebraska Department of Transportation
Maria	Knake	AASHTO re:source
Derek	Nener-Plante	MaineDOT
Casey	Soneira	AASHTO re:source
TRAVIS	WALBECK	West Virginia Division of Highways
Curt	Turgeon	Minnesota DOT
Will	Rogers	Georgia Asphalt Pavement Association
RON	STANEVICH	WV DIVISION OF HIGHWAYS - MATERIALS
Ahmad	Ardani	Federal Highway Administration
Stephen "Todd"	Rumbuagh	West Virginia Department of Transportation
Scott	George	Alabama Department of Transportation
Sheila	Hines	Georgia Department of Transportation
David	Kuniega	Pennsylvania Department of Transportation
Robert	Horan	Asphalt Institute
Lyndi	Blackburn	Alabama Department of Transportation
Kevin	Kennedy	Michigan Department of Transportation
Greg	Milburn	Wyoming Department of Transportation
Allen	Myers	Kentucky Transportation Cabinet
Ryan	Proctor	Ergon Asphalt & Emulsions Inc.
Steve	Tritsch	National Concrete Pavement Technology Center
Tom	Grannes	South Dakota Dept. of Transportation
Amir	Hanna	TRB/NCHRP
Brad	Neitzke	Federal Highway Administration
Brian	Pfeifer	Illinois Department of Transportation
Temple	Short	SCDOT
Karl	Zipf	DelDOT
Merrill	Zwanka	SCDOT
William	Bailey	Virginia Department of Transportation
Jeffrey	Curtis	MDOT
Wes	Musgrove	Iowa DOT
Angela	Pakes	Recycled Materials Resource Center, UW-Madison
Gina	Ahlstrom	FHWA
Derrick	Castle	The Sherwin Williams Company
Deborah	Kim	AASHTO
Danny	Lane	Tennessee Department of Transportation
Rick	Barezinsky	Kansas Department of Transportation
Charles	Dusseault	New Hampshire Department of Transportation
Joe	Seiders, Jr.	Raba Kistner Infrastructure, Inc.
Jack	Springer	Federal Highway Administration
Michael	Stenko	Transpo Industries, Inc.
John	Donahue	Missouri DOT
Meysam	Najimi	Iowa State University
Mario	Paredes	TRI/Environmental
Kenny	Seward	Oklahoma Department of Transportation
Darin	Tedford	Nevada DOT
Matthew	Corrigan	Federal Highway Administration
Bill	Schiebel	Colorado Department of Transportation
Don	Streeter	New York State Department of Transportation
Paye	Barry	Wisconsin DOT
John	Grieco	MassDOT
Cecil	Jones	Diversified Engineering Services, Inc
Robert	Lauzon	Connecticut Department of Transportation
Brian	Ikehara	Hawaii DOT, Materials Lab
Robert	Dingess	Mercer Strategic Alliance
Paul	Burch	Arizona Department of Transportation
Timothy	Ramirez	Pennsylvania Department of Transportation

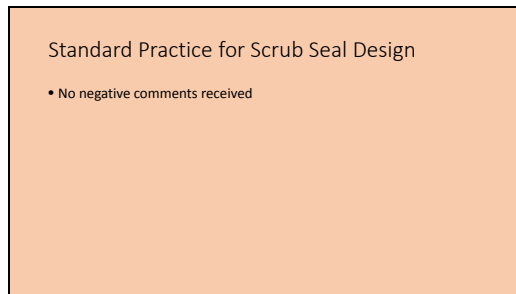
Slide 1



Summary of Negatives

TS 5b Non-editorial Negative Ballot Comments
8/9/17

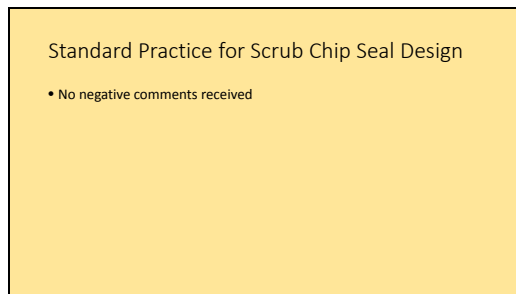
Slide 2



Standard Practice for Scrub Seal Design

- No negative comments received

Slide 3



Standard Practice for Scrub Chip Seal Design

- No negative comments received

Slide 4

Standard Specification for Materials for Scrub Seal

- From: Rhode Island Department of Transportation (Mark E Felag)
- Comment 1: Note 1 - A state can do this at any time for any part of a standard that meets their criteria. No need to include this here. This should be deleted.
- Reason for Negative - There should be a section for a supplier to submit a Certified Test verifying the properties of the emulsified asphalt and that they are in accordance with the specifications. See section 9 of the Thin Overlay Treatment standard.

Slide 5

Standard Specification for Materials for Scrub Seal

- Response 1: (JD) Note 1 was deleted based on comment. Other emulsion specifications (M316, M208, M140) do not include these requirements. Methods of acceptance, product certification, QC, can be left to the discretion of the state. If there is a need for guidance, I suggest it go in the construction guideline.

Slide 6

Standard Specification for Materials for Scrub Seal

- From: Rhode Island Department of Transportation (Mark E Felag)
- Comment 2: Should we roll this into the Scrub Seal Design? Long term it would be less standards to track and easier for users to access and use.
- Response 2: (JD) Keywords were added and the general approach to these surface treatments has been to keep design practices and materials specifications separate.

Slide 7

Standard Specification for Materials for Scrub Seal

- **From:** Maryland Department of Transportation (Sejal Barot)
- **Comment 3:** We have no experience: do not cast a vote.
- **Response 3:** none

• Note: Identical negative comments from MD have been omitted from this presentation for the sake of brevity.

Slide 8

Standard Specification for Thin Overlay Treatments Using a Binder Resin System and Aggregate for Concrete Surfaces

- **From:** Rhode Island Department of Transportation (Mark E Felag)
- **Comment 1:** Should this be combined with the Application for this material?
- **Response 1:** We will look to AASHTO for guidance.

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Standard Specification for Thin Overlay Treatments Using a Binder Resin System and Aggregate for Concrete Surfaces

- **From:** Rhode Island Department of Transportation (Mark E Felag)
- **Comment 2:** Section 6.1.4 - This should be provided by the supplier. Remove 'Section 6' and insert 'this specification'
- **Response 2:** Section 6.1.4 has been changed to "meets the requirements of this specification".

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Standard Specification for Thin Overlay Treatments
Using a Binder Resin System and Aggregate for
Concrete Surfaces

- **From:** South Carolina Department of Transportation (Temple Short)
- **Comment 3:** Section 10 should be removed or made an appendix/note/informational. NTPEP should not be part of the standard. Section 10 of the specification refers to NTPEP program of evaluating related materials. While this is a great program that I am heavily involved in, we do not feel this belongs as part of the standard. Perhaps this could be made a Note somewhere in the standard but it should not be a full section since it's "informational" at best. I agree that these standards and evaluation programs should be used in conjunction with one another, but I don't feel like NTPEP should be a part of ANY of the standards. Seems to endorse the program when that is not the purpose of the standards.

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Standard Specification for Thin Overlay Treatments
Using a Binder Resin System and Aggregate for
Concrete Surfaces

- **Response 3:** Duly noted, we will remove this section and ask the Tech section if they would like it made as an appendix, note, or informational.

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Standard Specification for Emulsified Asphalt
Sand Seal Design

- **From:** Rhode Island Department of Transportation (Mark E Felag)
- **Comment:** There should be a section for a supplier to submit a Certified Test verifying the properties of the emulsified asphalt and that they are in accordance with the specifications. See section 9 of the Thin Overlay Treatment standard.
- **Response:** Agreed.

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Standard Practice for Application of Thin Overlay Treatments Using a Binder Resin System and Aggregates for Concrete Surfaces

- **From:** South Carolina Department of Transportation (Temple Short)
- **Comment 1:** Remove all contract language as this should be left up to the states (sections 4 and 8). Section 4.1 stipulates installer requirements that should be left up to the owner/agency in their specifications and contracts. Sections 8.3-8.6 are also contract language dealing with contractor responsibilities and liabilities and should not be in the standard.
- **Response 1:** Would ask the tech section for comments, Can change to Owner Agency (may)

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Standard Specification for Diamond Grinding for Pavement Preservation

- **From:** Alabama Department of Transportation (Lyndi D Blackburn)
- **Comment 1:** The ASTM Standard XXXX does not exist. This proposed AASHTO standard does not appear complete so I question balloting as a full standard. This standard is also written more as a construction specification - I believe it should be revised to reflect the material requirements desired as a final product and describe the practice on how we determine what those requirements need to be based on factors such as the existing material surface characteristics and traffic

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Standard Specification for Diamond Grinding for Pavement Preservation

- **Response 1:** ASTM E1926 specification added. Section 3.1 was eliminated. Diamond grinding does not involve placement of a new material so it is unclear how this can be described through material requirements. The resulting surface characteristics are determined by the grinding operation through specified texture development and tolerances as indicated.

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Standard Specification for Diamond Grinding for Pavement Preservation

- From: Rhode Island Department of Transportation (Mark E Felag)
- Comment 2: Section 4.1 - Why is there a need for a minimum weight of machine?
- Response 2: The purpose for machine weight is to ensure there is sufficient size to behave as a "land plane" leveling out the surface. Bump grinding on new construction typically addresses localized areas. Pavement preservation grinding is typically full surface grinding and weight helps ensure that the head is held in proper position to plane the surface where needed. Light machines can raise up during the grinding of a bump. The larger weight also supports requiring a longer frame which also provides better smoothening of the surface.

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Standard Specification for Diamond Grinding for Pavement Preservation

- From: Rhode Island Department of Transportation (Mark E Felag)
- Comment 3: Section 5.4 - No more than 1 inch overlap. Why is that if multiple passes may be allowed to meet specifications?
- Response 3: The overlap requirement is to prevent grinding off the texture that was previously installed in the adjacent pass. Although unlikely, it could happen. This could then result in a small strip with less texture. When grinding multiple times, you are then grinding into new material and establishing a new texture.

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Standard Specification for Diamond Grinding for Pavement Preservation

- From: Rhode Island Department of Transportation (Mark E Felag)
- Comment 4: Section 7.1 - Should we include wording such as 'in accordance with applicable or local regulations'?
- Response 4: Changed wording to "in accordance with applicable requirements and regulations".

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Standard Specification for Diamond Grinding
for Pavement Preservation

- From: Rhode Island Department of Transportation (Mark E Felag)
- Comment 5: Section 8.2 - Is there criteria we could include to define the line laser equipment rather than specify some products or equivalents?
- Response 5: The two product names are the only line lasers currently in use; both from the same manufacturer. No specific standards have been developed specific to line lasers. Diamond ground textures produce aliasing in dot lasers which can artificially increase the roughness through aliasing. It is very important to use line lasers when testing diamond ground surfaces. A previous comment requested referencing AASHTO R56 in section 8.2, which puts the certification in conformance with AASHTO procedures.

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Standard Specification for Diamond Grinding
for Pavement Preservation

- From: Rhode Island Department of Transportation (Mark E Felag)
- Comment 6: Section 8.9 - 2nd Sentence - Does this conflict with the Table 1 requirements?
- Response 6: The smoothness requirements indicated in Table 1 are for lot based smoothness, which is typically established using a 528 ft baseline in the analysis. The requirements indicated in Section 8.9 are localized roughness requirements which are based on a 25 ft baseline analysis for speeds above 45 mph and a straight edge requirement for speeds below or equal to 45 mph. So, there should be no conflict.

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Standard Specification for Diamond Grinding
for Pavement Preservation

- From: Rhode Island Department of Transportation (Mark E Felag)
- Comment 7: Sections 8.10, 8.11, and 8.12 - Seem like they should be deleted since they refer to changes to this standard that the owner can do. As a compromise they could be left as Notes. Vice-Chair recommended deletion.
- Response 7: The statement was included to remind agencies that municipal roadways are somewhat different in terms of smoothness and grinding needs. Similarly, 8.11 was included as a reminder to consider incentives and disincentives. All three sections could be deleted.

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Standard Specification for Diamond Grinding
for Pavement Preservation

- **From:** Rhode Island Department of Transportation (Mark E Felag)
- **Comment 8:** Reason for Negative - Table 1 - The required post grind for less than existing 230 or 130 is 0.6. The 0.4 factor seems like a mistake and that it should be 0.6. Otherwise, for a >45 of an existing 130 you would need a required of 78 but for an existing of 132 you would need to achieve a 52!
- **Response 8:** The factor should be changed from 0.4 to 0.6 as indicated by the comment. The formula is given in 3.1.10. the table has been changed to reflect this.

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Standard Specification for Diamond Grinding
for Pavement Preservation

- **From:** Rhode Island Department of Transportation (Mark E Felag)
- **Comment 9:** Table 1 - For <=45 the value of 138 seems high for a correction.
- **Response 9:** The thought was that this is preservation grinding and the concept of a 40% improvement was used to establish the limit and to limit the amount of grinding that would be necessary. Remember that IRI is based on a vehicle traveling at 50 mph so its application to lower speed roadways (25 to 35 mph) is tenuous. At slower speeds vehicles are responding to different wavelengths.

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Standard Specification for Diamond Grinding
for Pavement Preservation

- **From:** South Carolina Department of Transportation (Temple Short)
- **Comment 10:** Our concerns are with references to "the contractor" in this standard. Section 6.2 says "It shall be the contractor's responsibility to...", section 6.3 "at the contractor's expense...", and section 6.4 "It is the contractor's responsibility to..." - we feel this language goes beyond the scope of a materials standard in prescribing how the work should be done. The contractor's responsibilities and liabilities should be at the owner/agency discretion and described in their specifications and contracts. Sections 8.1 and 8.2 are also language that should be between the contractor and the owner/agency in the contract for the project since it speaks of the responsibilities and liabilities placed upon the contractor. Sections 8.5, 8.7, and 8.8 dictate who is reviewing for approval which is beyond the scope of the standard. There is also reference to payment in section 8.8 and 10.1 which again we feel is the owner/agency's discretion and beyond prescribing the work.

Standard Specification for Diamond Grinding for Pavement Preservation

- Response 10:
- Sections 6.2: The first sentence could be modified to read: "The number of blades per foot shall be chosen to provide the proper surface finish for..."
- Section 6.3: The term "at the contractor's expense" could be deleted.
- Section 6.4: The first sentence could be deleted.
- Section 8.1: This is intended to recommend that initial profiles be available from and agency and that contractors review them prior to bidding. But again, language is provided to protect the agency. This section could be deleted if necessary.
- Section 8.2: This section needs to remain but the language "the contractor shall provide" could be deleted.
- Section 8.5: The last sentence could be deleted.
- Section 8.7 & 8.8 could be deleted.
- Section 10.1: Can be deleted if no Basis of Payment section is needed.