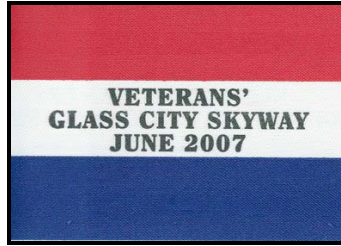


Safety Grooving & Grinding



Owner: ODOT

Veterans Glass City Skyway

In 2001 Ohio Department of Transportation awarded the largest single contract in its history to Frucon Construction. The 230 million dollar contract called for a cable stay bridge to be erected over the Maumee River in Toledo Ohio. Figg Engineering designed the bridge to be a segmental series type bridge. With this in mind the final surface called for a complete diamond grind and longitudinal grooving. Safety Grooving & Grinding LP Napoleon office which is located less than 50 miles from the project gave us a great advantage over our competitors because the 130,000 square yards of surface called for multiple mobilizations. Since the job was so massive and complex the actual work for Safety Grooving & Grinding LP did not begin until the fall of 2005.

With the job being bid in 2001 it fell under ODOT's older ride specification and bonus plan. The initial profile index had to meet a 12 or less for the general contractor to be awarded any bonus which was almost impossible to get with a segmental type bridge. The initial profile index was established at an average of 68 inches per mile. Safety Grooving & Grinding LP utilized two of its PC-6000 grinders for the bulk of the grinding. After the grinding operation was well under way we started the longitudinal grooving process with two of our high production airport groovers. After many mobilizations and a lot of hard work from our dedicated crews the job was completed ahead of schedule on October 20th 2007. The State then performed their final profile traces and was amazed with the results. We had taken the initial average of 68 before grinding and lowered it to an average of 4.2 which qualified both the General Contractor and Safety Grooving & Grinding LP for a nice incentive bonus. Since the completion of the project there have been many articles and a lot of talk at ODOT about how smooth the bridge rides.

General Contractor: Fru Con Construction

