4130302 SEALING CRACKS AND CONCRETE STRUCTURE SURFACES
COMMENTS FROM INTERNAL/INDUSTRY REVIEW

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Comments: (5-28-19, Internal)
1. This test now requires the contractor to conduct the testing. I am not sure as to why they want the contractor tom complete this testing versus FDOT. Another question is how many workers have this experience?

Response: These comments (1-9, below) refer to previously proposed changes to 413-3.4.6 and 413-5 which have been withdrawn from the proposed revision based on feedback during internal review. The State Materials Office will continue to review the referenced articles of the Section and identify how they may be improved.

2. I'm inexperienced with applying methacrylate, so I can't say that I know how this process has worked in the past, but my initial read has me confused about responsibilities.

Response: See response to #1.

3. In 413-3.4.6, Sand Distribution, are they putting responsibility for a friction test onto the contractor? I've never done one of these and can't imagine many have. I certainly can't "provide workers experienced in friction testing".

Response: See response to #1.

4. I'm confused as to who is conducting the friction test and who provides the equipment. Who provides the trailer type measuring vehicle for the friction test? I went back and read the existing unaltered specification and it really didn't help me figure out then intent.

Response: See response to #1.

5. I think it's going to be real tough to get someone to perform the friction tests. Due to the specialty nature I think it should stay with the Department.

Response: See response to #1.

6. Is the spec as written for all sealing operations? If so, sealing a small area to due to cracking during construction should not have the same friction requirement/testing as that of a large deck area being treated as part of rehabilitation.

Response: See response to #1.

7. It appears that the spec covers ALL sealing – not just complete deck rehab projects. Every small bridge we have completed with FIB girders and no intermediate webs or thickened ends has seen minor structural cracking (due to design) on each side of the bents once traffic is on it

for a few days. The accepted repair method has been isolated surface sealing with methacrylate and hand-broadcasted sand. Width of sealing area perpendicular to wheelpaths is only a couple inches. This should not be included with entire span type rehabilitation.

Response: See response to #1.

8. I agree and it never has been tested before so we need to get this clarified now and removed so no CEI misconstrues the meaning of this specification.

Response: See response to #1.

9. Same as the sealing, there should be some difference between rehabilitation of a complete structure and minor replacement/addition of bracing members, etc.

Response: See response to #1.

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Comments: (6-17-19)
This specification change affect APL products by the change in the test method. Additionally, there is no reference to a test method for Odor, Bulk cure Speed, Surface Cure, Gel time, Tack Free time and Wax content.

Response: Agree with the change potentially affecting APL products, however the proposed change would still permit the procedure from the withdrawn method to be utilized. The ASTM method was withdrawn as a standard due to the highly operator-dependent nature of the test. There is currently no replacement.
Further work will need to be done to identify standard methods for Odor, Bulk cure Speed, Surface Cure, Tack Free time and Wax content.
No change made.

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Comments: (7-3-19)
The monomer shall have a shelf life of no less than 12 months and shall be no more than 8 months old at the time of application. Reason: The contents seems to be contradictory.

Response: There were no changes proposed to this paragraph, however the intent is to avoid concerns about being too close to the end of the product's shelf life at the time of application.
No change made.

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