

ORIGINATION FORM
Proposed Revisions to the Specifications
(Please provide all information - incomplete forms will be returned)

Date:

Office:

Originator:

Specification Section:

Telephone:

Article/Subarticle:

email:

Associated Section(s) Revisions:

Will the proposed revision require changes to the following Publications:

Publication	Yes	No	Office Staff Contacted	Date
Standard Plans Index				
Traffic Engineering Manual				
FDOT Design Manual				
Construction Project Administration Manual				
Basis of Estimate/Pay Items				
Structures Design Guidelines				
Approved Product List				
Materials Manual				
Maintenance Specs				

Will this revision necessitate any of the following:

Design Bulletin

Construction (DCE Memo)

Estimates Bulletin

Materials Bulletin

Have all references to internal and external publications in this Section been verified for accuracy?

Synopsis: Summarize the changes:

Justification: Why does the existing language need to be changed?

Do the changes affect either of the following types of specifications (Hover over type to go to site.):

[Special Provisions](#)

[Developmental Specifications](#)

List Specifications Affected: (ex. SP3270301, Dev330TL, Dev334TL etc.)

Contact the State Specifications Office for assistance completing this form.

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1. Are changes in line with promoting and making meaningful progress on improving safety, enhancing mobility, inspiring innovation, and fostering talent; explain how?
2. What financial impact does the change have; project costs, pay item structure, or consultant fees?
3. What impacts does the change have on production or construction schedules?
4. How does this change improve efficiency or quality?
5. Which FDOT offices does the change impact?
6. What is the impact to districts with this change?
7. Does the change shift risk and to who?
8. Provide summary and resolution of any outstanding comments from the districts or industry.
9. What is the communication plan?
10. What is the schedule for implementation?

STRUCTURAL PORTLAND CEMENT CONCRETE.**(REV 7-26-23)**

SUBARTICLE 346-3.3 is deleted and the following substituted:

346-3.3 Acceptance Requirements: The specified minimum 28-day strengths, maximum water to cementitious materials ratio (w/cm), and target slumps for each class of concrete are given in Table 346-3. For lightweight concrete, acceptance requirements also include the hardened density specified in the Contract Documents.

The calculation of the water to cementitious materials ratio (w/cm) is based on the total mass of cementitious materials including portland cement and any SCMs used in the mix.

Class of Concrete	28-day Specified Minimum Compressive Strength (f'c) (psi)	Maximum Water to Cementitious Materials Ratio (pounds per pounds)	Target Slump Value (inches)
I (Seal)	3,000	0.53	8
I (Pavement) ⁽¹⁾⁽⁵⁾	3,000	0.50	1.5 or 3
II ⁽³⁾	3,400	0.53	3 ⁽²⁾
II (Bridge Deck)	4,500	0.44	3 ⁽²⁾
III	5,000	0.44	3 ⁽²⁾
IV	5,500	0.41 ⁽⁴⁾	3 ⁽²⁾
IV (Drilled Shaft)	4,000	0.41	8.5
V	6,500	0.37 ⁽⁴⁾	3 ⁽²⁾
VI	8,500	0.37 ⁽⁴⁾	3 ⁽²⁾
VII	10,000	0.37 ⁽⁴⁾	3 ⁽²⁾

Notes:

(1) Meet the requirements of Section 350.

(2) For increased slump concrete, flowing concrete, SCC and slip form concrete meet the requirements of 346-3.1.

(3) For precast three-sided culverts, box culverts, endwalls, inlets, manholes and junction boxes, the target slump value and air content will not apply. The maximum allowable slump is 6 inches, except as noted in (2). The Contractor is permitted to use concrete meeting the requirements of ASTM C478 (4,000 psi) in lieu of the specified Class II concrete for precast endwalls, inlets, manholes and junction boxes.

(4) When silica fume or metakaolin is required, the maximum water to cementitious material ratio will be 0.35. When ultrafine fly ash is used, the maximum water to cementitious material ratio will be 0.30.

(5) If 28-day strength is 2,500 or greater, concrete may be accepted if 28-day compressive strength is reached by 56 days.

SUBARTICLE 346-11.3 is deleted and the following substituted:

346-11.3 Calculating Pay Adjustments: The Engineer will determine payment reductions for low strength concrete accepted by the Department. The 28-day strength is represented by either cylinders or correlated cores strength test results in accordance with 346-11.2.

Reduction in Pay is equal to the reduction in percentage of concrete compressive strength below the specified minimum strength:

$$\text{Reduction in Pay (\%)} = \left(\frac{f'c - 28 \text{ day Strength}}{f'c} \right) 100$$

For the elements that payments are based on the per foot basis, the Engineer will adjust the price reduction from cubic yards basis to per foot basis, determine the total linear feet of the elements that are affected by low strength concrete samples and apply the adjusted price reduction accordingly.

Use the concrete compressive strength data at 56 days in lieu of the 28 days when the acceptance of concrete is at 56 days.

For 28-day Class I pavement concrete, if the 56-day strength meets or exceeds the 28-day strength requirement, no reduction in pay will be made. If the 56-day strength is less than the 28-day strength requirement, but is at least within 500 psi of the 28-day strength requirement, reduction in pay is equal to the reduction in percentage of concrete compressive strength below the specified minimum strength:

$$\text{Reduction in Pay (\%)} = \left(\frac{f'c - 56 \text{ day Strength}}{f'c} \right) 100$$