

3501303 CEMENT CONCRETE PAVEMENT

COMMENTS FROM INTERNAL/INDUSTRY REVIEW

William Jeffries

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Comments: (6-16-23 Industry)

I know the last paragraph of the specification still leaves the responsibility on the contractor to “Repair any uncontrolled cracks at no expense to the Department by removing and replacing the pavement across the full width of all affected lanes or shoulders and to the nearest transverse joint in each direction” However, I would add a little bit of language to the spec to make it abundantly clear that this is at their request and at their risk. The Engineer, at the request of the contractor, may extend the time to avoid raveling at joint due to sawing too soon. The Engineer, at the request of the contractor, may reduce the time in effort to avoid slab cracking due to sawing too late. Make a second saw cut, to provide the joint dimensions. indicated in the Plans, just prior to final grinding and sealing the joint. Repair any uncontrolled cracks at no expense to the Department by removing and replacing the pavement across the full width of all affected lanes or shoulders and to the nearest transverse joint in each direction

Response: Change made to state, “Upon approval of the Engineer, the Contractor may ...”

Action(s): See highlighted proposed language changes in Spec document (Image below).

Keith Krieger

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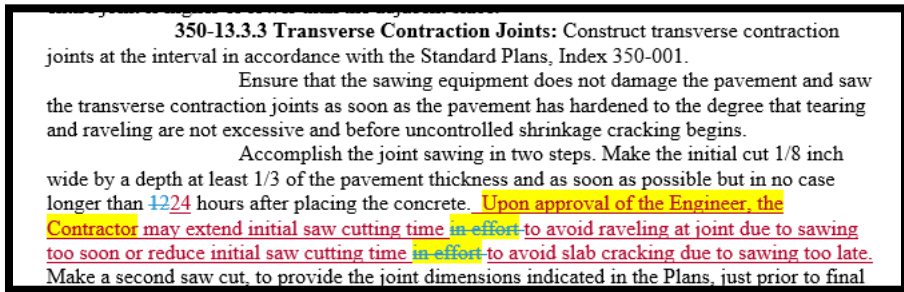
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Comments: (6-16-23 Industry)

Of the 2 new sentences added, why include “in effort” in 2nd sentence, but not in 1st sentence? Seems inconsistent

Response: The phrase “in effort” was deleted from the spec change language. Language is now consistent.

Action(s): See highlighted edited language in Spec document.(Image below)



Brian Price
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Comments: (6-16-23 Industry)

Under 350-18 2. and 3.a, I would recommend 1600 psi for opening to traffic to match the requirement that is stated in 353 Concrete Pavement Slab Replacement section 353-3.1, 353-6, 353-8 and 353-10. This will help with consistency in our specification.

Response: While I generally strive for consistency, we are talking about two different situations that I believe we need to keep separate. Section 350 concrete is new construction. Whereas 353 is typically used to replace slabs in an older, existing, concrete pavement. As such 353 concrete is more like maintenance work, where we generally need to open the pavement to traffic sooner and we're willing to take more risks with the replacement slabs, thus the lower open to traffic value in Section 353 than here in Section 350.

Action(s): No further action is proposed. New spec language lowers open to traffic strength enough.

Ryan Betz
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Comments: (6-20-23 Industry)

The proposed updates to Section 350 seem rational and technically sound.

Response: Thank you!

Action(s): No further action.

Roger Schmitt
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Comments: (6-23-23 Industry)

These changes are a great example of very reasonable specification changes. However, some mixes with 50% slag and placed at lower temperature may take longer than 24 hours to gain initial set.

Response: The language in the spec change fully addresses such a case. The spec change extends the normal maximum saw cutting time from 12 to 24 hours, however it also allows the Engineer to approve a Contractor's request to extend the time (or shorten the time) if needed.

Action(s): No further action needed the new spec language addresses this concern.
