



Florida Department of Transportation

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Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

October 2, 2023

Khoa Nguyen
Director, Office of Technical Services
Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312

Re: State Specifications Office
Section: 353
Proposed Specification: **3530600 Concrete Pavement Slab Replacement.**

Dear Mr. Nguyen:

We are submitting, for your approval, two copies of the above referenced Supplemental Specification.

The changes are proposed by Alan McMillan to explicitly exempt concrete slab replacement mix design from hot weather verification for mix design approval.

Please review and transmit your comments, if any, within two weeks (10 business days). Comments should be sent via email daniel.strickland@dot.state.fl.us.

If you have any questions relating to this specification change, please call me at (850) 414-4130.

Sincerely,

Daniel Strickland, P.E.
State Specifications Engineer

DS/jb
Attachment
cc: Florida Transportation Builders' Assoc.
State Construction Engineer

CONCRETE PAVEMENT SLAB REPLACEMENT (REV 7-10-23)

ARTICLE 353-6 is deleted and the following is substituted:

353-6 Concrete Slab Acceptance and Testing.

Reject any Concrete not meeting the plastic property requirements of Section 346. Concrete pavement slab replacement mix designs are exempt from the requirements for concreting in hot weather. Reject concrete pavement slab replacement mix designs exceeding 100°F. Acceptance will be based on achieving a 1,600 psi compressive strength prior to opening the slab to traffic, and a 28 day compressive strength of 3,000 psi. Determine opening to traffic strength using the maturity method or concrete cylinder testing, and determine 28 day strength using concrete cylinder testing.

Perform Quality Control (QC) tests for temperature, slump, and density, and prepare compressive strength cylinders once per LOT. A LOT is defined as one day's production.

The Engineer will evaluate the particular circumstances in each instance where a strength deficiency occurs. Strength deficiencies will be addressed in accordance with Section 346.

Lost quality control cylinders and payment reductions for low strength concrete will be addressed in accordance with Section 346.

Controlled cracks are cracks designed to occur at specific locations based on the pavement design. All other cracks in the pavement are uncontrolled cracks. Repair uncontrolled cracked slabs, which occur during the life of the contract, 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. Investigate and implement immediate effective solutions to eliminate further cracks, in consultation with, and subject to the approval of, the Engineer.

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