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

Date: 7/14/23

Office: Maintenance

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Article/Subarticle: 21.2

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Associated Section(s) Revisions:

Will the proposed revision require changes to the following Publications:

Publication	Yes	No	Office Staff Contacted	Date
Standard Plans Index	○	◉	Rick Jenkins/Joshua Turley	
Traffic Engineering Manual	○	◉	Mariano Amicarelli	
FDOT Design Manual	○	◉	DeWayne Carver	
Construction Project Administration Manual	○	◉	Patrick Overton	
Basis of Estimate/Pay Items	○	◉	Ryan Gray	
Structures Design Guidelines	○	◉	Ben Goldsberry	
Approved Product List	○	◉	Karen Byram	
Materials Manual	○	◉	Susan Musselman/Brad Pearson	
Maintenance Specs	○	◉	Deanna Hutchison	

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? YES

Synopsis: Summarize the changes:

Deleting the last sentence of the first paragraph of 400-21.2 and rewording and inserting it earlier in the paragraph for clarity. In practice we can't have unrestricted traffic before grinding the deck.

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

The last sentence of the first paragraph in 400-21.2 is in conflict to the first sentence of the paragraph as well as a safety concern.

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?

Yes, this change clarifies the Spec so 400-21.2 does not read as if traffic should be placed on a bridge prior to planing and grooving.

2. What financial impact does the change have; project costs, pay item structure, or consultant fees?

None.

3. What impacts does the change have on production or construction schedules?

None, the language has been clarified to follow best and safe industry practice. Schedule is not burdened.

4. How does this change improve efficiency or quality?

Efficiency is not affected. Quality remains the same.

5. Which FDOT offices does the change impact?

Construction (CEI)

6. What is the impact to districts with this change?

None.

7. Does the change shift risk and to who?

Risk remains the same.

8. Provide summary and resolution of any outstanding comments from the districts or industry.

Comments and Responses are available on the Track the Status of Revisions hyperlink located on the Specifications landing page: https://www.fdot.gov/programmanagement/Specs.shtm

9. What is the communication plan?

Internal and Industry Review

10. What is the schedule for implementation?

The Standard Specifications eBook and Workbook are effective July 1st every year.

CONCRETE STRUCTURES.
(REV 8-1-23)

SUBARTICLE 400-21.2 is deleted and the following substituted:

400-21.2 Investigation, Documentation and Monitoring: The Engineer will inspect concrete surfaces as soon as surfaces are fully visible after casting, with the exception of surfaces of precast concrete products produced in offsite plants, between 7 and 31 days after the component has been burdened with full dead load, and a minimum of 7 days after the bridge has been opened to full unrestricted traffic. Additionally, for bridge decks that require planing, the Engineer will perform bridge deck crack measurements once the deck is free of all debris after planing is complete and before transverse grooves are cut. The Engineer will measure the width, length and depth of each crack and establish the precise location of the crack termination points relative to permanent reference points on the member. The Engineer will determine if coring of the concrete is necessary when an accurate measurement of crack depth cannot be determined by use of a mechanical probe. The Engineer will monitor and document the growth of individual cracks at an inspection interval determined by the Engineer to determine if cracks are active or dormant after initial inspection. ~~The Engineer will perform all final bridge deck crack measurements once the deck is free of all debris and before transverse grooves are cut and after planing is complete for decks that require planing~~

Provide the access, equipment and personnel needed for the Engineer to safely perform this work at no expense to the Department. Core cracks for use by the Engineer in locations and to depths specified by the Engineer. ~~at no expense to the Department.~~ Additional compensation or time will not be granted for coring when the Engineer determines the cause of concrete cracking to be the responsibility of the Contractor.