

**400 CONCRETE STRUCTURES**  
**(REV 6-14-10) (FA 7-29-10) (1-11)**

ARTICLE 400-1 (Page 373) is deleted and the following substituted:

**400-1 Description.**

Construct concrete structures and other concrete members, with the exception of pavement and incidental concrete construction (which are specified in other Sections).

Refer to Section 450 for prestressed construction requirements additional to the requirements of this Section.

For precast concrete structures meet the requirements of Section 450 for inserts and lifting devices, handling, storage, shipping, and erection.

Obtain incidental precast products from a plant that is currently on the list of Producers with Accepted Quality Control Programs. Producers seeking inclusion on the list shall meet the requirements of 105-3.

SUBARTICLE 400-5.7.1 (Pages 376 - 379) is deleted and the following substituted:

**400-5.7.1 General:** Utilization of stay-in-place metal forms is permitted in lieu of removable forms to form concrete bridge decks between beams and between the webs of individual box girders when designated in the plans. Stay-in-place metal forms may be of the cellular, non-cellular or non-cellular with top cover sheet type. The flutes of non-cellular stay-in-place metal forms may be filled with polystyrene foam or concrete. When polystyrene foam is used to fill the forms, fill form flutes completely; do not allow any portion of the polystyrene foam to extend beyond the limits of the flutes. Ensure that the polystyrene foam remains in its required position within flutes during the entire concrete placement process. Do not use reinforcing steel supports or other accessories in such a manner as to cause damage to the polystyrene foam. Replace all damaged polystyrene foam to the satisfaction of the Engineer.

Apply polymer sheeting to stay-in-place metal forms in accordance with the requirements in the following table. Apply polymer sheeting to all faces and edges (including sheared edges) of support angles used on bridges with Moderately and Extremely Aggressive Superstructure Environmental Classifications (as shown in the Plans). No polymer sheeting is required for beam attachment straps or clips partially embedded in concrete, and for support angles used on bridges with a Slightly Aggressive Superstructure Environmental Classification. Use polymer sheeting materials and application methods as described herein.

Polymer Sheeting Usage Requirements			
Form Type	Superstructure Environmental Classification (as shown in Plans)		
	Slightly Aggressive	Moderately Aggressive	Extremely Aggressive
Non-cellular form with concrete filled flutes	No polymer sheeting required	Polymer sheeting required on bottom side	Polymer sheeting required on bottom side

Polymer Sheeting Usage Requirements				
Form Type		Superstructure Environmental Classification (as shown in Plans)		
		Slightly Aggressive	Moderately Aggressive	Extremely Aggressive
Non-cellular form with polystyrene foam filled flutes		Polymer sheeting required on inside	Polymer sheeting required on both sides*	Polymer sheeting required on both sides*
Non-cellular form with Top Cover Sheet	Top Cover Sheet	Polymer sheeting required on bottom side	Polymer sheeting required on bottom side	Polymer sheeting required on bottom side
	Non-cellular form	Polymer sheeting required on top side	Polymer sheeting required on both sides*	Polymer sheeting required on both sides*
Cellular form		No polymer sheeting allowed or required	Not permitted	Not permitted

\* Polymer sheeting not required on bottom side of form located within box girders and U-beams.

Prior to using stay-in-place metal forms, submit detailed plans for approval of the forming system, including method of support and attachment and method of protecting the supporting structural steel components from welding effects. Submit design calculations for the forming system, which have been signed and sealed by the Specialty Engineer. Detail stay-in-place metal forms such that they in no way infringe upon the concrete outline of the slab shown on the plans. Use stay-in-place metal forms that provide and maintain the dimensions and configuration of the original slab in regards to thickness and slope.

Do not weld stay-in-place metal form supports and connections to the structural steel components. Do not connect polymer coated angles or other hardware that support polymer coated metal forms to the beam attachment straps or clips by welding. Electrical grounding to reinforcing steel is prohibited.

Protect structural steel components from damage by using a shield to guard against weld spatter, weld overrun, arc strikes, or other damaging effects of the welding process. Upon completion of welding, rest the metal form support flush on the supporting steel component. Should any weld spatter, weld overrun, arc strike, or other effects of the welding process be evident or occur to the structural steel component, immediately stop in-place welding of the metal form supports for the remainder of the work. In this event, weld all metal form supports off of the structure and erect the forms after prefabrication, or use an alternate approved method of attaching the form supports. Remove improper weldment, repair the supporting steel component for any improper welding. Perform all required verification and testing at no expense to the Department and to the satisfaction of the Engineer.

Do not use stay-in-place metal forms until the forming system has been approved by the Engineer. The Contractor is responsible for the performance of the stay-in-place forms.

Structures designed, detailed, and dimensioned for the use of removable forms: Where stay-in-place metal forms are permitted, the Contractor is responsible and shall obtain the approval of the Engineer for any changes in design, etc. to accommodate the use of stay-in-place forms. The Engineer will compute pay quantities of the various components of the

structure which are paid on a cubic yard basis from the design dimensions shown on the plans with no allowance for changes in deflection or dimensions necessary to accommodate the stay-in-place forms or concrete to fill the form flutes. The Engineer will limit pay quantities of other Contract items that the Contractor increases to accommodate the use of stay-in-place forms to the quantity required for the original plan design.

Submit all changes in design details of bridge structural members that support stay-in-place forms, showing all revisions necessary to enable the supporting components to withstand any additional weight of the forms and the weight of any extra concrete that may be required to fill the forms. Include with the design calculations a comparative analysis of the stresses in the supporting components as detailed on the Contract plans and as modified to support the forms. Use the identical method of analysis in each case, and do not allow the stresses in the modified components to exceed those of the component as detailed in the Contract plans. Include with the design the adjusted cambers for any changes in deflection over those shown on the original plans. Modify the beams to provide additional strength to compensate for the added dead loads imposed by the use of stay-in-place forms. Obtain the additional strength by adding strands to the pre-stressed beams or by adding steel material to increase the section modulus of steel girders. Substantiate the added strength by the comparative calculations. Do not use stay-in-place forms until the forming system and all necessary design revisions of supporting members have been approved by the Engineer.

Structures designed, detailed, and dimensioned for the use of stay-in-place metal forms:

Prior to using stay-in-place metal forms, submit detailed plans for approval of the forming system (including method of support and attachment) together with design calculations. Include an analysis of the actual unit weight of the proposed forming system over the projected plan area of the metal forms. If the weight thus calculated exceeds the weight allowance for stay-in-place metal forms and concrete required to fill the forms shown on the plans, then modify the supporting components to support the excess weight as specified by the Contractor's Specialty Engineer.

For all structures utilizing structural steel supporting components, paint the vertical sides of the top flange prior to installation of the stay-in-place metal forms in accordance with Section 560.

For non-polymer sheeting form surfaces, use zinc paint coating in accordance with Section 562 to all accessories cut from galvanized sheets, which are not embedded in concrete.

SUBARTICLE 400-7.13.2 (page 389) is deleted and the following substituted:

**400-7.13.2 Screed Demonstration:** Subsequent to the placement of all reinforcing steel and prior to placing any slab or deck concrete, demonstrate that the proposed equipment and methods can finish the concrete to the specified grades while maintaining the specified cover over the reinforcement. Provide the demonstration over the entire length and width of the spans to be placed.

SUBSECTION 400-11.3 (Page 394) is deleted.

SUBSECTION 400-11.4 (Page 394) is the deleted and the following substituted:

**400-11.3 Bearing Pads:** Use bearing pads for seating bridge shoes, ends of beams, and slabs of the types specified or required in the plans.

Furnish and install Composite Neoprene Pads as detailed in the plans. Place neoprene pads, where specified or required, directly on masonry surfaces finished in accordance with the requirements of this Article. Ensure that pads, bearing areas of bridge seats, and metal bearing plates are thoroughly cleaned and free from oil, grease, and other foreign materials.

Exercise care in fabrication of related metal parts to avoid producing conditions detrimental to the performance of the pads, such as uneven bearing, excessive bulging, etc.

ARTICLE 400-14 (Page 394- 395) is deleted and the following substituted:

**400-14 Removal of Forms.**

Use the table below as the criterion for minimum time or compressive strength required before removal of forms or supports.

When using the time period criterion, include in the time period all days except days in which the temperature falls below 40°F.

Use the specified 28-day minimum compressive strength value as stated in 346-3.1 for each Class of Concrete utilized.

Location of Concrete Placement	Minimum Time for Form Removal for any Strength Concrete*	Minimum (%) of 28-day Compressive Strength for Form Removal
(1) Deck slabs, top slabs of culverts and bottom of caps, forms under sidewalks, and safety curb overhangs extending more than 2 feet		
(a) Class II (Bridge Deck)	7 days**	75**
(b) Class II (Other than Bridge Deck)	7 days	75
(c) Class III	7 days	70
(d) Class IV	7 days	60
(e) Class V	7 days	50
(2) Walls, piers, columns, sides of beams and other vertical surfaces	24 hours***	50***
(3) Front face form of curbs	6 hours	70
* For mass concrete, remove forms in accordance with 346-3.3		
** Reference 400-16.4		
***Do not place additional load on the section until 70% of the specified 28-day concrete strength is attained. Also, refer to 400-7.4.		

When using the percent of required strength, cast test cylinders for each mix for compressive strength determination or develop a curing concrete strength versus time curve (S/T

Curve) which can be used in lieu of multiple test cylinders to determine when percent of required strength has been met.

Prior to curve use; obtain the Engineer's approval of the S/T Curve and its supporting data. An approved testing laboratory may be used to provide this information with approval of the Engineer. Plot S/T Curves using at least three different elapsed times that begin once test cylinders are cast; however, one of the elapsed times must be prior to the Contractor's intended form removal. Each elapsed time plotted must have a corresponding compressive strength computed by averaging the compressive strength of two test cylinders.

Cure such test cylinders as nearly as practical in the same manner as the concrete in the corresponding structural component, and test them in accordance with ASTM C 39 and ASTM C 31. Perform cylinder casting, curing, and testing at no expense to the Department and under the observation of the Engineer. When the S/T Curve indicates a compressive strength equal to or greater than the percentage of specified strength shown in the table above for form removal, the Contractor may remove the forms. When the ambient air temperature falls 15°F or more below the ambient air temperature that existed during development of a S/T Curve, use a S/T Curve that corresponds to the lower temperature and that is developed in accordance with this section.

Do not remove forms at any time without the consent of the Engineer. Even when the Engineer provides consent to remove the forms, the Contractor is responsible for the work.

SUBARTICLE 400-15.2.5.1 (page 397) is deleted and the following substituted:

**400-15.2.5.1 General:** Apply a Class 4 finish on bridge decks and concrete approach slabs. On Short Bridges (bridges having a length less than or equal to 100 ft), and on Miscellaneous Bridges (Pedestrian, Trail and Movable Spans) regardless of length, meet the finish and smoothness requirements of 400-15.2.5.2 and 400-15.2.5.4. On Long Bridges (bridges having a length greater than 100 ft) meet the finish and smoothness requirements of 400-15.2.5.3 and 400-15.2.5.5. When an existing bridge deck is widened, see the plans for the finish and smoothness requirements of the existing bridge deck and its new widened section. After meeting the screeding requirements of 400-7.13 and curing requirements of 400-16 and the smoothness requirements, herein, groove the bridge deck and approach slabs.

Regardless of bridge length, finish decks with less than 2 1/2 inches of top cover in accordance with the requirements for Short Bridges.

SUBARTICLE 400-15.2.5.5 (pages 398 – 399) is deleted and the following substituted:

**400-15.2.5.5 Smoothness Evaluation and Concrete Surface Planing, Long Bridges (including approach slabs):** Prior to planing, provide a smoothness evaluation of the completed bridge deck and exposed concrete surfaces of approach slabs by a computerized Cox California-type profilograph in accordance with the criteria herein and FM 5-558E. Furnish this evaluation through an independent provider approved by the Engineer, using equipment calibrated by the Engineer. All bridge deck and concrete approach slab surfaces to within 2 feet of gutter lines are subject to this smoothness evaluation.

Prior to initial profilograph testing, complete work on the bridge deck and approach slabs. Thoroughly clean and clear the bridge deck and approach slab areas to be evaluated for smoothness of all obstructions and provide the smoothness evaluation. Ensure that no radio transmissions or other activities that might disrupt the automated profilograph equipment are allowed during the evaluation.

Average the Profile Index Value for the bridge deck, including the exposed concrete surfaces of the approach slabs, for the left and right wheel path of each lane. The maximum allowable Profile Index Value for acceptable smoothness is 10 inches per mile utilizing the 0.2 inch blanking band. Apply these criteria to a minimum of 100 feet of each lane. Additionally, correct individual bumps or depressions exceeding a cutoff height of 0.3 inch from a chord of 25 feet (see ASTM E-1274) on the profilograph trace. Ensure that the surface meets a 1/4 inch in 10 feet straightedge check made transversely across the deck and approach slabs if determined necessary by the Engineer. Provide additional profilograph testing as necessary following longitudinal planing and any other actions taken to improve smoothness, until a profile meeting the acceptance criteria is obtained.

Regardless of whether expansion joints are installed before or after deck planing is complete, plane off the concrete deck surface to a minimum depth of 1/4 inch and also meet or exceed the profilograph smoothness criteria. Longitudinally plane the entire bridge deck and exposed concrete surfaces of the approach slabs using a self-propelled planing machine with gang mounted diamond saw cutting blades specifically designed for such work. Use the profilograph generated smoothness data, to establish the optimum planing machine settings. Plane the deck surface to within 2 feet of the gutter line so that there is a smooth transition, without vertical faces or sudden surface discontinuities, from the fully planed surface to the unplaned surface. Use a machine with a minimum wheel base length of 15 feet, constructed and operated in such manner that it does not cause strain or damage to deck or approach slab surfaces, excessive ravels, aggregate fractures or spalling. The equipment shall be approved by the Engineer. Perform longitudinal planing parallel to the roadway centerline, and provide a consistent, textured surface. Clean the surface of all slurry/debris generated during this work concurrently with operation of the machine.

After the deck has been planed the minimum 1/4 inch, reevaluate the surface smoothness using the profilograph testing described above. Perform cycles of planing and profilograph retesting as necessary until the deck and exposed concrete surfaces of approach slabs are in compliance with the smoothness criteria but do not exceed the maximum concrete removal depth of 1/2 inch.

SUBARTICLE 400-21.2 (page 407) 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. 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.

SUBARTICLE 400-21.3 (page 407) is deleted and the following substituted:

**400-21.3 Classification of Cracks:** The Engineer will classify cracks as either nonstructural or structural and determine the cause. In general, nonstructural cracks are cracks 1/2 inch or less deep from the surface of the concrete; however, the Engineer may determine that a crack greater than 1/2 inch deep is nonstructural. In general, structural cracks are cracks that extend deeper than 1/2 inch. A crack that is fully or partially underwater at any time during its service life will be classified as a structural crack unless the Environment note on the General Notes sheet in the plans categorizes the substructure as slightly aggressive, in which case, the nonstructural crack criteria may apply as determined by the Engineer.

Review and comment on the Engineer's crack classification; however, the Engineer will make the final determination.