

ORIGINATION FORM

Date: **May 20, 2013**

Originator: Richard Hewitt

Contact Information: **(386) 943-5305, richard.hewitt@dot.state.fl.us**

Specification Title: **Concrete Pavement Slab Replacement**

Specification Section, Article, or Subarticle Number: **353-1 and 353-7**

Why does the existing language need to be changed? **Provides additional emphasis on cracking, as well as, provides more timely correction of replacement slabs with objectionable ride.**

Summary of the changes: **Language to provide additional emphasis of slabs to be free of cracking. Language added to require grinding within 72 hours to address any slabs with objectionable ride.**

Are these changes applicable to all Department jobs? **Yes.**

If not, what are the restrictions?

Will these changes result in an increase or decrease in project costs? **No.**

If yes, what is the estimated change in costs?

With who have you discussed these changes? **Greg Schiess, Tim Ruelke, Mike Bergin.**

What other offices will be impacted by these changes? **No**

Are changes needed to the PPM, Design Standards, SDG, CPAM or other manual? **No.**

Is a Design Bulletin, Construction Memo, or Estimates Bulletin needed? **No.**

Contact the State Specifications Office for assistance in completing this form.

Trey Tillander 850-414-4140 trey.tillander@dot.state.fl.us

Frances Thomas 850-414-4101 frances.thomas@dot.state.fl.us

Debbie Toole 850-414-4114 deborah.toole@dot.state.fl.us

Andy Harper 850-414-4127 clifton.harper@dot.state.fl.us

Ray Haverty 850-414-4129 ray.haverty@dot.state.fl.us



Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

ANANTH PRASAD, P.E.
SECRETARY

MEMORANDUM

DATE: May 30, 2013

TO: Specification Review Distribution List

FROM: Trey Tillander, Manager, State Specifications and Estimates Office

SUBJECT: Proposed Specification: **3530100 Concrete Pavement Slab Replacement.**

In accordance with Specification Development Procedures, we are sending you a copy of a proposed specification change.

This change was proposed by Richard Hewitt of the State Construction Office to stress that slabs are to be free of uncontrolled cracks and to address corrective measures for slabs with objectionable ride.

Please share this proposal with others within your responsibility. Review comments are due within four weeks and should be sent to Mail Station 75 or to my attention via e-mail at SP965TT or trey.tillander@dot.state.fl.us. Comments received after **June 27, 2013**, may not be considered. Your input is encouraged.

TT/dt
Attachment

CONCRETE PAVEMENT SLAB REPLACEMENT.
(REV 5-20-13)

ARTICLE 353-1 (Page 347) is deleted and the following substituted:

353-1 Description.

Replace the existing defective area of concrete pavement with portland cement concrete *free of any uncontrolled cracks*. Repair the damaged area of adjacent slabs, caused by slab removal at no cost to the Department.

ARTICLE 353-7 (Page 349) is deleted and the following substituted:

353-7 Placing, Striking Off, Consolidating and Finishing Concrete.

Place concrete as specified in 350-8.

The requirements of 350-9 and 350-10 are applicable to this Section.

Perform straight edging while the concrete is still in plastic state after floating is completed and the excess water removed. Furnish and operate a 10 foot straightedge meeting the requirements of 350-3.6. Hold the straightedge in successive positions parallel to the road centerline, in contact with the surface, testing until the replacement slab is straight edged from one side to the other. Advance along the road in successive stages of not more than one-half the length of the straightedge. Fill any depressions immediately with freshly mixed concrete, strike-off, consolidate and refinish. Cut down and refinish any high areas. Continue straightedge testing and surface correction until the entire surface conforms to the required grade and cross section. Ensure that transverse slope deviations of the finished pavement do not exceed 1/8 inch with the straightedge laid in a direction perpendicular to the centerline. When portland cement concrete pavement abuts bridge approaches or pavement not under this Contract, ensure that the longitudinal slope deviations of the finished pavement do not exceed 1/8 inch in 10 foot length. Produce a uniform, gritty textured final finish longitudinally along the pavement by dragging a broom or seamless strip of damp burlap, having at least 3 feet in contact with the pavement.

If the event the Engineer identifies a surface irregularity that is determined to be objectionable, if the area is to be opened to traffic and the design speed is 55 mph or greater, straightedge with a 10-foot long straightedge and address all deficiencies in excess of 1/4 inch within 72 hours of placement by grinding in accordance with the requirements of Section 352.

When required in the Contract Documents, produce a pavement surface that is true to grade and uniform in appearance with a longitudinal line type texture by grinding in accordance with Section 352.