

Specification Section 350

Subarticle 350-1

ORIGINATION

Date: 6-1-26

Name: Mateo Carvajal

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COMMENTARY

Needed to update terminology and provide an alternative with an accepted method for development of the maturity relationship and determination of opening-to-traffic time.

INDUSTRY COMMENTS AND RESPONSES

(Please note all comments and responses are verbatim as received. The Specifications Office does not alter typos or grammar.)

BLACK = Comment **BLUE** = Specifications Response **GREEN** = Change Made to Specification

Name: Neil Monkman

Email: nmonkman@hardestyhanover.com

Date: 6/11/26

COMMENT: Why eliminate the words "portland cement"? If that is the standard type used it seems to me it opens the door for someone to use a type of cement that may not be suitable for concrete pavement.

RESPONSE:

Thank you for your comment. The reason for removing "portland cement" is to allow both portland and blended cements for pavement use. This ensures the specification covers all suitable cement types, not just portland, while still requiring appropriate performance for concrete pavements.

ACTION TAKEN:

NA

Name: Alan McMillan

Email: alan.mcmillan@dot.state.fl.us

Date: 6/18/26

COMMENT: - Suggest changing 350-18 #2 from "Test cylinders, made in accordance with ASTM C31 and tested in accordance with ASTM C39, indicate a compressive strength of at least 2,000 psi. (Cure these test

cylinders in a manner identical to the corresponding section of pavement)" to "2. Field cured test cylinders, made in accordance with ASTM C31 and tested in accordance with ASTM C39, indicate a compressive strength of at least 2,000 PSI."

- Field cured cylinders require identical curing as the thing it's representing per ASTM C31

10.2.1.

- Suggest changing 350-18 #3 from ". . . in accordance with AASHTO T 413 or FM 3-C 1074, indicates that the concrete has achieved a compressive strength of at least 2,000 psi." to ". . . in accordance with AASHTO T 413 or FM 3-C 1074, indicating that the concrete has achieved a compressive strength of at least 2,000 psi."

RESPONSE:

Thank you for your comment, 350-18 #2 will be updated to: "Field-cured test cylinders, made in accordance with ASTM C31 and tested in accordance with ASTM C39, indicate a compressive strength of at least 2,000 PSI." and #3 to "in accordance with AASHTO T 413 or FM 3-C 1074, indicating that the concrete has achieved a compressive strength of at least 2,000 psi."

ACTION TAKEN:

350-18 #2 and #3 updated

Name: Melissa Hollis

Email: melissa.hollis@dot.state.fl.us

Date: 6/29/26

COMMENT: Section 350- Pavement you drive upon, may not be the appropriate Section for colored concrete; we don't normally color pavement. It is normally sidewalk and driveways that are colored. While this spec has been used for several years, please consider moving it to the appropriate section (maybe 520, 522 or 347).

RESPONSE:

Thank you for your comment. While colored pavement is less common than colored sidewalks or driveways, it does occur — truck aprons, roundabouts, and other delineated pavement areas are typical applications. Since these are pavement elements (not sidewalk, driveway, or precast items covered by 522/520/347), Section 350 remains the appropriate location for the requirement. We will keep it as-is, but appreciate you flagging it for consideration.

ACTION TAKEN:

NA