

Origination Form

Specifications

Submittal Information			
Name:	Mateo Carvajal	Standard Specification Section:	350
Email:	mateo.carvajal@dot.state.fl.us	Special Provision:	
Date:	2026-06-01T14:01:18Z	Associated Specs:	N/A

Summary:

References to Portland cement were revised and AASHTO T413 is added as an accepted standard for maturity-based strength relationship development and opening-to-traffic determinations.

Justification:

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.

Do the changes affect other types of specifications?

Neither

List Specifications Affected:

Other Affected Documents/Offices	Contacted	Yes/No
Other Standard Plans		No
Florida Design Manual		No
Structures Manual		No
Basis of Estimates Manual		No
Approved Product List		No
Construction Office		No
Maintenance Office		No
Materials Manual		No

Are changes in line with promoting and making progress on improving safety, enhancing mobility, inspiring innovation, and fostering talent; explain how?

The change supports innovation by recognizing blended cements and improves flexibility by allowing use of AASHTO T413 for maturity-based strength and opening-to-traffic determinations.

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

N/A

What impact does the change have on production or construction schedules?

N/A

How does this change improve efficiency or quality?

This change improves consistency and efficiency by harmonizing cement terminology and aligning maturity provisions with a widely and nationally recognized standard.

Which FDOT offices does the change impact?

State Materials Office

What is the impact to districts with this change?

N/A

Does the change shift risk and to who?

N/A

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/specifications/default.shtm>

What is the communication plan?

Through the established specification revision process (e.g., Internal and Industry Review)

What is the schedule for implementation?

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

CEMENT CONCRETE PAVEMENT (REV 6-1-26)

ARTICLE 350-1 is deleted and the following substituted:

350-1 Description.

Construct ~~Portland cement~~ concrete pavement in one course, on a prepared subgrade or base. Use either the fixed-form or the slip-form method of construction. When reinforced cement concrete pavement is specified or required, use concrete reinforced with steel bars or welded wire reinforcement, in accordance with details shown in the Plans. The Engineer may require a demonstration of equipment and paving operations.

If any uncontrolled cracks appear during the life of the Contract, remove and replace the cracked concrete at no expense to the Department. Investigate and implement immediate effective solutions to eliminate further cracks, in consultation with, and subject to the approval of the Engineer.

ARTICLE 350-18 is deleted and the following substituted:

350-18 Opening Pavement to Traffic.

Construct an earth berm along longitudinal free edges of the pavement within 36 hours, when newly placed concrete pavement is constructed on a granular base of an erodible material. Build the berm to the full height of the pavement and at least 18 inches wide. Sufficiently compact the berm to prevent underwash of the pavement. Maintain the berm until the final shoulders are complete.

~~Keep the pavement closed to traffic, including construction operations until~~ Open the pavement to traffic only after one of the following conditions has been met:

1. Fourteen calendar days after placement of the concrete. ~~;~~ ~~or~~
2. 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. ~~(e~~ Cure these test cylinders in a manner identical to the corresponding section of pavement). ~~);~~ ~~or~~
3. Provide a A strength-maturity relationship, ~~curve as outlined by FM 3-C 1074 for opening to traffic determined during design mix verification established during mix design verification 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. Use the maturity method specified in this Section to:~~

~~_____~~ a. Determine if whether the concrete has achieved 2,000 psi and can be opened to traffic.

~~_____~~ b. Verify the strength of the last slab of each day's placement.

~~_____~~ Fabricate three test cylinders for strength and maturity curve correlation testing. The compressive strength cylinders and maturity curve correlation testing will be performed at the first day of production or at the discretion of the Engineer.