

Origination Form

Specifications

Name:	David Cerlanek	Specification Number:	110-6.3
Email:	david.cerlanek@dot.state.fl.us	Associated Specs:	No
Date:	2024-06-28T00:32:54Z	Verified:	VERIFIED

Summary:

Replace the term "slurry" with a more appropriate descriptor for residue generated during concrete sawing, grinding, grooving, and hydro-blasting to be more in line with industry terminology and practice.

Justification:

Confusion exists on whether or not to test the material currently listed as "slurry". By renaming this material as Concrete Grinding Residue (CGR) or demolition waste, we can further clarify how the material is to be treated. The proposed language is intended to provide better direction and consistency.

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
Traffic Engineering Manual		No

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

N/A

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

These recommended modifications will provide added clarity to how this type of demolition waste is to be handled.

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

Further defining certain materials should give better guidance to contractors and streamline production.

How does this change improve efficiency or quality?

The change reduces potential disputes on how to characterize and handle this material and thereby improves efficiency and avoids production delays.

Which FDOT offices does the change impact?

Design, Construction and Materials Office.

What is the impact to districts with this change?

It provides more clear guidance to districts.

Does the change shift risk and to who?

There is no expected shift of risk.

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>

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.

CLEARING AND GRUBBING
(REV 6-28-24)

SUBARTICLE 110-6.3 is deleted and the following substituted:

110-6.3 Partial Removal of Bridges: On concrete bridges to be partially removed and widened, remove concrete by manually or mechanically operated pavement breakers, by concrete saws, by chipping hammers, or by hydro-demolition methods. Do not use explosives. Where concrete is to be removed to neat lines, use concrete saws or hydro-demolition methods capable of providing a reasonably uniform cleavage face. If the equipment used will not provide a uniform cut without surface spalling, first score the outlines of the work with small trenches or grooves. For all demolition methods, submit for review and approval of the Engineer, a demolition plan that describes the method of removal, equipment to be used, types of rebar splices or couplers, and method of straightening or cutting rebar. In addition, for hydro-demolition, describe the method for control of water or demolition waste ~~slurry~~ runoff and measures for safe containment of concrete fragments that are thrown out by the hydro-demolition machine.