

# Origination Form

## Specifications

<b>Name:</b>	David Cerlanek	<b>Specification Number:</b>	352-2
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<b>Date:</b>	2024-06-28T00:47:08Z	<b>Verified:</b>	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.

**GRINDING CONCRETE PAVEMENT  
(REV 6-28-24)**

SUBARTICLE 352-2 is deleted and the following substituted:

**352-2 Equipment.**

Provide a power driven self-propelled machine that is specifically designed to grind portland cement concrete pavement with diamond-impregnated grinding blades. Provide, operate, and maintain in working condition all necessary equipment to ensure performance of the work in the allotted time. Use equipment of the size, shape, and dimensions that does not restrict the movement of traffic in areas outside the designated limits of construction. The equipment will be of a size that can cut or plane at least 3 feet wide or as approved by the Engineer. Use equipment that is capable of grinding specified surfaces without causing spalls at cracks, joints, or other locations. The equipment will be capable of removing any Concrete Grinding Residue (CGR) ~~slurry or residue~~ resulting from the grinding operation.