

3531100 – CONCRETE PAVEMENT SLAB REPLACEMENT-METHOD OF
MEASUREMENT
COMMENTS FROM INDUSTRY REVIEW

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Comments:

Comments from Mike Bergin

I suggest that the last sentence be changed to " No additional compensation will be allowed for additional concrete required to bring the proposed concrete slab up to ~~proposed~~ the finished grade."

I think this clarifies the intent of the change.

Ken Morgan
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Comments:

How is the "nominal" pavement thickness determined? Should this be the design thickness?

Mike Conner
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Comments:

This specification change presents a unknown risk to the contractor. Past expierence on similiar projects has almost always resulted in the concrete being replaced being thicker than the nominal thickness shown on the plans. This is especially true when working on urban streets and highways verses interstates. The specification change will result in contractors trying to estimate what the actual replacement thickness will be(added cost) and in all likelihood adding contingency money on top of that. Bidding this type of work under the new proposed specification would be like bidding a earthwork project with no differing site condition or unforeseen condition clauses in the contract. An alternative to this would be to create two bid items 1)Concrete paving slab replacement (nominal thickness) by the sy, and 2)Extra depth concrete by the cy.

Randy Carpenter
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Comments:

Have one comment regarding the concrete pavement slab spec. I am assuming that "proposed grade" at the end of the last sentence refers to top of subgrade, so that should probably be reworded to reflect that, as it could be misinterpreted. Thanks.

Jeff Moore, PCL Civil Constructors Inc
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Comments:

The pavement thickness should be based on the actual thickness as measured in the field. If the depth is more than the nominal thickness, it is unforeseen and the contractor can't be expected to bring the concrete slab to the proposed grade at no compensation.

Also, what does "horizontal measurement" mean when paving in a vertical curve or super elevation?

Robert Bistor
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Comments:

The proposed specification change places substantial additional risk on any contractor bidding projects involving slab replacement. The contractor has to make assumptions based upon the slab thickness shown in the plans. It is not reasonable or feasible to obtain cores of every slab prior to bid. In addition, the contractor has no knowledge of any previous replacements that may have been performed under other contracts or as part of maintenance. From past experience, it is not uncommon to find slabs which exceed the assumed thickness. In these circumstances, the contractor must either place embankment material to bring the area to the proper grade, or place additional concrete. In these types of projects embankment material is not always readily available. Although a stockpile could be maintained on-site, the time table to remove existing slabs, prepare and pour the replacement slab, and obtain strength prior to opening to traffic, often does not allow sufficient time to place, grade and compact additional embankment material. Therefore the contractor often must resort to placing additional concrete.

The proposed change may result in significant increases to unit prices for slab replacement as contractors place a value on the added risk. This additional pricing may significantly out weigh the costs of additional concrete under the current specification.

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Comments:

The term "nominal pavement thickness" needs to be clarified - is it is the planned nominal thickness or the actual placed nominal thickness of the slab? The contractor could argue either way depending on how the pour turns out.