

ORIGINATION FORM

Date: September 13, 2012
Originator: Cheryl Hudson
Contact Information: 850-414-5332, cheryl.hudson@dot.state.fl.us

Specification Title: Concrete Barriers, Traffic Railing Barriers and Parapets
Specification Section, Article, or Subarticle Number: 521-4.3 Slip Form Construction

Why does the existing language need to be changed? To set tolerances for concrete cover in slip formed barriers. Slip forming cannot meet the more precise tolerances of stationary forms, but needs to be within design tolerances.

Summary of the changes: Added 1 sentence setting concrete cover tolerance to be within 1¼ inch of the design dimensions, but not less than 1¾ inches for slip formed barriers.

Are these changes applicable to all Department jobs? No
If not, what are the restrictions? Only applicable to slip formed barriers

Will these changes result in an increase or decrease in project costs? No
If yes, what is the estimated change in costs?

With who have you discussed these changes? Steve Nolan, Steve Plotkin, Gevin McDaniel, Charles Boyd

What other offices will be impacted by these changes? Construction

Are changes needed to the PPM, Design Standards, SDG, CPAM or other manual? No

Is a Design Bulletin, Construction Memo, or Estimates Bulletin needed? No

Contact the State Specifications Office for assistance in completing this form.
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ANANTH PRASAD, P.E.
SECRETARY

MEMORANDUM

DATE: October 3, 2012

TO: Specification Review Distribution List

FROM: Trey Tillander, State Specifications Engineer

SUBJECT: Proposed Specification: **5210403 Concrete Barriers, Traffic Railing Barriers and Parapets.**

In accordance with Specification Development Procedures, we are sending you a copy of a proposed specification change.

This change was proposed by Cheryl Hudson of the State Structures Design Office to set tolerances for concrete cover in slip formed barriers.

Please share this proposal with others within your responsibility. Review comments are due within four weeks and should be sent to Mail Station 75 or to my attention via e-mail at SP965TT or trey.tillander@dot.state.fl.us. Comments received after **October 31, 2012**, may not be considered. Your input is encouraged.

TT/dt
Attachment

CONCRETE BARRIERS, TRAFFIC RAILING BARRIERS AND PARAPETS.
(REV 9-2610-1-12)

SUBARTICLE 521-4.3 (Page 675) is deleted and the following substituted:

521-4.3 Slip Form Construction: When electing to use the slip form method in lieu of the stationary forming method, place the concrete with a slip form machine approved by the Engineer. *The concrete cover tolerance is plus or minus 1-1/4 inches from the design plan dimensions, except the minimum concrete cover must not be less than 1-3/4 inches.*

Provide a finished texture to the slip formed barrier wall by hand troweling, brushing, or both to eliminate pockmarks, blemishes and any other discontinuities in surface texture. Ensure that the final finish has a fine texture and is free of pinholes, pockmarks, and blemishes.

Remove and recast or repair sections of slip formed barrier wall having areas of unconsolidated concrete, having surface blemishes, and/or having pockmarks greater than 1/2 inch in diameter after hand troweling and brushing. Repair areas of unsatisfactory surface finish by hand methods using mortar screened from the concrete used to construct the barrier wall. Use the mortar screened from the barrier wall concrete only to fill holes and surface blemishes below the slip formed surface of the concrete. Do not use mortar as a surface overlay coating on the barrier wall concrete.

During the finishing operation, while the concrete remains plastic, straightedge all plane surfaces of the slip formed barrier wall with a 10 foot straightedge. Straightedge by half lapping the straightedge for the full length of the plane surfaces. Correct any deviation found during straightedging, greater than 3/8 inch, measured as an ordinate between the concrete surface and the straightedge, in an approved manner at no expense to the Department. Do not use surface overlay coatings of mortar screened from the concrete, or surface overlay coatings of concrete to correct alignment deviations.