



## Florida Department of Transportation

RON DESANTIS  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.  
SECRETARY

### **OFFICE OF DESIGN BULLETIN 25-01**

*(FHWA Approved: 2/19/25)*

DATE: March 6, 2025

TO: District Directors of Transportation Operations, District Directors of Transportation Development, District Design Engineers, District Construction Engineers, District Maintenance Engineers, District Pavement Engineers, District Consultant Project Management Engineers, District Structures Design Engineers, District Roadway Design Engineers, District Geotechnical Engineers, District Traffic Operations Engineers, District Program Management Engineers, District Drainage Engineers, District Materials Engineers, District Specifications Engineers, District Estimates Engineers, District Safety Engineers, District Safety Administrators

FROM: Will Potter, P.E., Director, Office of Design

DocuSigned by:  
*Will Potter*  
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COPIES: Will Watts, Rudy Powell, Jennifer Marshall, Tim Lattner, Lance Grace, Katasha Cornwell, Xiaoyan Zheng, Derwood Sheppard, Rick Jenkins, Patrick Overton, Scott Arnold, Cathy Kendall (FHWA), Dan Hurtado (FTBA)

SUBJECT: ***Mandatory Specification Revision – Voluntary Acceleration***

This bulletin announces Mandatory Specification Revision No. 3 for FY 2024-25 and Mandatory Specification Revision No. 1 for FY 2025-26 (shown in ‘Attachment A’) for lettings beginning May 2025 through June 2026. Article 8-3 “Prosecution of Work” has been expanded to add a new Subarticle 8-3.6 “Voluntary Acceleration”. This change will allow a contractor to request to voluntarily accelerate a construction project with the Department’s approval. If they successfully complete the project early, they will receive an established benefit to the traveling public based on the Road User Costs table.

### **IMPLEMENTATION**

Revise specification packages as described below for the effective letting date as noted:

| Specification Number | Heading  | Revision Date | Effective Letting Date | Remarks   |
|----------------------|--|---------------|------------------------|---|
| SS0080306            | Prosecution and Progress - Prosecution of Work | 02-10-25      | 5-25                   | All Conventional Design-Bid-Build Construction Jobs |

**CONTACT**

Daniel Strickland, P.E.  
 State Specifications Engineer  
 Phone (850) 414-4130  
[daniel.strickland@dot.state.fl.us](mailto:daniel.strickland@dot.state.fl.us)

WP/ds

# **ATTACHMENT 'A'**

**PROSECUTION AND PROGRESS**

**(REV 2-10-25)**

ARTICLE 8-3 is expanded by the following new Subarticle:

**8-3.6 Voluntary Acceleration:** For contracts with an original Contract Time of 180 calendar days or greater, the Contractor may submit a written request to the Engineer to expedite construction on this Contract to minimize the inconvenience to the traveling public and to reduce the time of construction, by voluntarily accelerating construction to achieve final acceptance ahead of the Contract Time and thereby receive the established benefit to the traveling public based on the Road User Cost (RUC) table below. Voluntary acceleration proposals may be submitted to the Department for review and approval at any time prior to 90 percent completion of the Contract. The percentage of completion used to determine an eligible Contract Time Savings percentage will be based on the percentage paid of the Contract amount as processed in the most recent monthly estimate upon submittal of the written proposal. Acceptance of the proposal is at the sole discretion of the Department. Contract Time Savings is defined as the difference between the Contract Time and the number of calendar days elapsed when final acceptance in accordance with 5-11 is achieved. The maximum percentage of Contract Time Savings that is shared will be dependent upon the Contract Percentage of Completion, as defined below:

|                                   |  |
|-----------------------------------|--|
| Contract Percentage of Completion | Percent of eligible Contract Time Savings (PECT) |
| 0% - 50% complete .....           | 100%   |
| 51% - 70% complete .....          | 75%  |
| 71% - 90% complete .....          | 50%  |

Upon approval of a proposal, the Contract Time, as of the date the proposal is approved in writing by the Department, will be reduced by 5 percent and a provision will be established for the Contract through a Supplemental Agreement that will include the reduction of Contract Time. The total payment shall not exceed five percent of the original contract amount. The payment amount established in the Supplemental Agreement shall be based on the anticipated days of acceleration, submitted by the Contractor and accepted by the Department, and applied to the calculation. Calculations shall use the following formulas:

$$CTS \text{ (Contract Time Savings, days)} = \text{Contract Time} - \text{Total Contract Days Used at Final Acceptance}$$

$$\text{Established benefit} = (CTS \times PECT) \times \text{RUC daily benefit}$$

| Table 8-1<br>Road User Cost Benefit    |                   |                      |
|--|-------------------|----------------------|
| Original Contract amount               | RUC daily benefit |                      |
|  | *Capacity project | Non-Capacity Project |
| \$299,999 and under                    | \$2,000           | \$1,200              |
| \$300,000 but less than \$2,000,000    | \$2,400           | \$1,440              |
| \$2,000,000 but less than \$5,000,000  | \$2,800           | \$1,680              |
| \$5,000,000 but less than \$10,000,000 | \$3,200           | \$1,920              |

|   |          |         |
|---|----------|---------|
| \$10,000,000 but less than \$20,000,000   | \$3,600  | \$2,160 |
| \$20,000,000 but less than \$40,000,000   | \$4,800  | \$2,880 |
| \$40,000,000 but less than \$80,000,000   | \$7,200  | \$4,320 |
| \$80,000,000 but less than \$150,000,000  | \$10,000 | \$6,000 |
| \$150,000,000 but less than \$250,000,000   | \$12,000 | \$7,200 |
| \$250,000,000 and over  | \$14,000 | \$8,400 |
| *Capacity project is defined as a project that provides additional traffic lanes. |          |         |

The Contract Time will include adjustments made in accordance with 8-7. The payment will be made after final acceptance in accordance with 5-11. This payment shall not be considered an incentive, but an established benefit to the traveling public for early completion.