

January 2022 Specification Revisions



Section 001

Changes were proposed by Scott Arnold from the State Construction Office to add definitions for Request for Information, Request for Modification, and Request for Correction to reduce delays in responding to these types of request.

- ~~**Request for Correction.**~~
→ A document initiated by the Contractor proposing a method for correction of work that is not in compliance with the Contract Documents. The Request for Correction is submitted to the Engineer for review and disposition.
- ~~**Request for Information.**~~
→ A document initiated by the Contractor that is submitted to the Engineer for interpretation of a Contract Document provision, the meaning of which is not clear to the Contractor; errors, omissions, or conflicts in the Contract Documents that are identified by the Contractor; or a pay adjustment or entitlement.
- ~~**Request for Modification.**~~
→ A document initiated by the Contractor requesting to modify the Contract Documents, that is submitted to the Engineer for review and disposition.



SS 0010300 – Definitions and Terms.

Added definitions for Request for Information, Request for Modification, and Request for Correction to reduce delays in responding to these types of request.

Section 001

The changes are proposed by Tim Lattner from the State Design Office to add the definition of Estimated Quantities Report (EQR) and provided clarification on when to refer to EQR.

Contract Documents.

The term "Contract Documents" includes: Advertisement for Proposal, Proposal, Certification as to Publication and Notice of Advertisement for Proposal, Appointment of Agent by Nonresident Contractors, Noncollusion Affidavit, Warranty Concerning Solicitation of the Contract by Others, Resolution of Award of Contract, Executed Form of Contract, Performance Bond and Payment Bond, Specifications, Plans (including revisions thereto issued during construction), Estimated Quantities Report, Standard Plans, Addenda, or other information mailed or otherwise transmitted to the prospective bidders prior to the receipt of bids, work orders and supplemental agreements, all of which are to be treated as one instrument whether or not set forth at length in the form of contract.



SS 0010300 – Definitions and Terms.

Added the definition of "EQR" and provided clarification to refer to the EQR when the Plans don't include quantity related information.

Projects that begin the design phase starting in January 2021 are required to provide an Estimated Quantities Report (EQR) and the Summary of Quantities tables will no longer be included in the Plans. The definition of "EQR" is being added with clarification to reference the EQR when the Plans don't include quantity related information.

Section 002

The changes are proposed by Scott Arnold from the State Construction Office to clarify the Contractor's responsibility to examine and interpret any payment coring data provided by the Department.

The Department does not guarantee the details pertaining to borings and pavement cores, as shown in the Plans Contract Documents, to be more than a general indication of the materials likely to be found adjacent to holes bored at the site of the work, approximately at the locations indicated. The Bidder shall examine boring and pavement core data, where available, and make their own interpretation of the subsoil investigations and other preliminary data, and data and shall base their bid solely on their own opinion of the conditions likely to be encountered.

The Bidder's submission of a Proposal is prima facie evidence that the Bidder has made an examination as described in this Article.

Any claim for differing site conditions or unforeseen conditions concerning pavement coring data must meet the following two conditions:

1. The Contractor's opinion of the conditions upon which its bid has been formulated must be reasonable; and

2. The Contractor's opinion of the conditions upon which its bid has been formulated must either be expressly set forth in its bid or delivered in writing to the Construction Engineering and Inspection (CEI) prior to commencing the Work.

The Contractor's compliance with both conditions is a condition precedent to any entitlement for unforeseen conditions or differing site conditions.



SS0020400 – Proposal Requirements and Conditions.

Conditions are identified that the Contractor must meet as a precedent to any entitlement for unforeseen or differing site conditions related to pavement coring data.

Special Provision 0020400

The changes are proposed by Larry Richie and Scott Arnold from the State Construction Office to bring Bid Q&A questions and responses into a construction contract and to clarify the Contractor's responsibility to examine and interpret any payment coring data provided by the Department.

Responses provided by the Department via the website during this period will be considered as being incorporated into this Special Provision. When, in the sole judgment of the Department, responses to questions require plans revisions, specifications revisions and/or addenda, the Contracts Office will issue them as necessary.

The Department does not guarantee the details pertaining to borings and pavement cores, as shown in the Plans/Contract Documents, to be more than a general indication of the materials likely to be found adjacent to holes bored at the site of the work, approximately at the locations indicated. The Bidder shall examine boring and pavement core data, where available, and make their own interpretation of the subsoil investigations and other preliminary data, and data and shall base their bid solely on their own opinion of the conditions likely to be encountered.

The Bidder's submission of a Proposal is prima facie evidence that the Bidder has made an examination as described in this Article.

Any claim for differing site conditions or unforeseen conditions concerning pavement coring data must meet the following two conditions:

1. The Contractor's opinion of the conditions upon which its bid has been formulated must be reasonable; and

2. The Contractor's opinion of the conditions upon which its bid has been formulated must either be expressly set forth in its bid or delivered in writing to the Construction Engineering and Inspection (CEI) prior to commencing the Work.

The Contractor's compliance with both conditions is a condition precedent to any entitlement for unforeseen conditions or differing site conditions.



SP0020400 – Proposal Requirements and Conditions – Examination of Plans, Specifications, Special Provision, and Site of Work.

Clarification of existing language to bring Bid Q&A questions and responses into a construction contract.

Added: "Responses provided by the Department via the Website during this period will be considered as being incorporated into this Special Provision." to the third paragraph of the Special Provision.

Conditions are identified that the Contractor must meet as a precedent to any entitlement for unforeseen or differing site conditions related to pavement coring data.

Special Provision 0020400-60Day

The changes are proposed by Scott Arnold from the State Construction Office to clarify the Contractor's responsibility to examine and interpret any payment coring data provided by the Department.

The Department does not guarantee the details pertaining to borings and pavement cores, as shown in the PlansContract Documents, to be more than a general indication of the materials likely to be found adjacent to holes bored at the site of the work, approximately at the locations indicated. The Bidder shall examine boring and pavement core data, where available, and make their own interpretation of the subsoil investigations and other preliminary data, and shall base their bid solely on their own opinion of the conditions likely to be encountered.

The Bidder's submission of a Proposal is prima facie evidence that the Bidder has made an examination as described in this Article.

Any claim for differing site conditions or unforeseen conditions concerning pavement coring data must meet the following two conditions:

1. The Contractor's opinion of the conditions upon which its bid has been formulated must be reasonable; and

2. The Contractor's opinion of the conditions upon which its bid has been formulated must either be expressly set forth in its bid or delivered in writing to the Construction Engineering and Inspection (CEI) prior to commencing the Work.

The Contractor's compliance with both conditions is a condition precedent to any entitlement for unforeseen conditions or differing site conditions.



SP0020400-60Day – Proposal Requirements and Conditions – Examination of Plans, Specifications, Special Provision, and Site of Work (60 DAY AD)..

Conditions are identified that the Contractor must meet as a precedent to any entitlement for unforeseen or differing site conditions related to pavement coring data.

Special Provision 0050100PB

The changes are proposed by Ashley Anderson from the State Construction Office to coincide with the Maintenance Push Button Specification change for July 2021.

→ → The ~~initial~~ Work Document may be issued with the Notice to Proceed. The Contractor will be allowed ~~14th~~ calendar days from receipt of the initial Work Document to respond and begin work. The ~~14th~~ calendar days begin on the date the document is received in person, by ~~email or fax or by certified mail~~. The Contractor will be expected to respond and begin work within five working days of receipt of any subsequent Work Document. If a start date later than ~~5~~ working days is identified in a Work Document, the Contractor will be expected to begin work by the start date identified in the Work Document.¶

→ → Charging of Contract time will begin on the actual day that work begins at the site, but no later than:¶

→ → → 1. the 14th calendar day from receipt of the initial Work Document; or¶

→ → → 2. the ~~5th~~ working day from receipt of any subsequent Work Document; or¶

→ → → 3. the "start date" identified in a Work Document (as described above) that is applicable to the specific Work Document issued.¶

→ → If the Contractor does not ~~begin work by the end of the day provided by the Work Document, or if the assignment of work on the Work Document is not~~ complete ~~the work~~ within the number of calendar days specified on the Work Document, then the Department may assess the Contractor, not as a penalty but as liquidated damages, a per day assessment of 1% of the total Work Document amount or the amount shown in Subarticle 8-10.2 (Amount of Liquidated Damages), whichever is less.¶



SP0050100PB – Control of the Work (Push Button).

To coincide with the Maintenance Push Button Specification change for July 2021.

Removed liquidated damage assessment for failure to begin work as required in the Work Document.

Section 006

The changes are proposed by Larry Ritchie from the State Construction Office to provide Department review times for Engineering Analysis Reports (EAR).

→ → → 3. Engineering calculations.¶
→ → A Specialty Engineer, who is an independent consultant, or the Contractor's Engineer of Record as stated within each individual Section shall perform any such analysis within 45 calendar days of the Engineer's approval of the Engineering Analysis Scope, complete and submit the EAR. The EAR must be signed and sealed by the Specialty Engineer or the Contractor's Engineer of Record that performed the engineering analysis. Allow for a 45 calendar day review period for all EARs associated with a category 2 bridge; tolling components identified in the current FDOT General Tolling Requirements (GTR) Part 3; and the tolling-related signing, DMS and ITS infrastructure. Allow for a 25 calendar day review period for all other items. The Engineer will determine the final disposition of the material after review of the EAR. No additional monetary compensation or time extension will be granted for the impact of any such analysis or review.¶



SS 0060401 – Control of Materials

Clarification of existing language to provide Department review times for Engineering Analysis Reports (EAR).

Added 45 calendar day review time for certain construction elements and a 25 calendar day review time for all other items.

Section 007

The changes are proposed by Olivia Townsend to clarify that the contractor must contact law enforcement within 14 days of damage by a known 3rd party and to add guardrail, guardrail transitions and end treatments as items to be paid as invoice plus 20% when damaged by unknown 3rd parties.

If damage to installed material other than guardrail, guardrail transitions and end treatments, and temporary crash cushions is caused by an unknown third party, the Department will reimburse the contractor for 50% of the cost of the repair after reducing the amount of the repair cost by a \$2000.00 deductible for each occurrence, borne solely by the Contractor. Repair costs for damage to guardrail, guardrail transitions and end treatments, and temporary crash cushions installed as part of the work caused by unknown third parties will be reimbursed at the manufacturer's/distributor's invoice price for the new materials/parts plus 20% markup. The 20% markup is compensation for all necessary work, including but not limited to labor, equipment, supplies and profit, as authorized by the Engineer. Payment for any additional MOT required for the repair of installed guardrail, guardrail transitions and end treatments, and temporary crash cushions installed as part of the work will be paid for under the appropriate MOT pay item.



SS 007140 – LEGAL REQUIREMENTS AND RESPONSIBILITY TO THE PUBLIC

Clarified that the Contractor must contact law enforcement within 14 days of damage by a known 3rd party and to add guardrail, guardrail transitions and end treatments as items to be paid as invoice plus 20% when damaged by unknown 3rd parties.

Special Provision 0080302A

The changes are proposed by Olivia Townsend from the State Construction Office to clarify requirements for Critical Path Method (CPM) Contract Schedule submission and remove requirements for budgeted total cost. .

- ~~8-3.2-General: For this Contract, submit the following schedules and reports.~~
- → ~~8-3.2.1-Contract Schedule: Submit to the Engineer for acceptance a Critical Path Method (CPM) Contract Schedule for the project within 30 calendar days after execution of the Contract or at the preconstruction conference, whichever is earlier.~~
- → → ~~The Contract Schedule shall include detailed schedule diagrams and schedule data as described below that shows how the Contractor intends to complete the work within the Contract Time. Any Contract defined holidays, suspension days, or weather days that affect the Critical Path will be added as they occur. When the project includes a Maintenance of Traffic plan, the work breakdown structure (WBS) or project activity codes for the Contract Schedule shall be consistent with the Contract Maintenance of Traffic plan, showing activities for each discrete Contract activity to be accomplished within each Maintenance of Traffic phase. When the project does not include a Maintenance of Traffic plan, the WBS or project activity~~



SP0080302A – PROSECUTION AND PROGRESS - PROSECUTION OF WORK - GENERAL (Submission of Working Schedule).

To clarify requirements for Critical Path Method (CPM) Contract Schedule submission and remove requirements for budgeted total cost.

Section 009

The changes are proposed by Taylor Carlquist from the State Construction Office to delete fuel adjustment for regular gas.

→ → **9-2.1.1-Fuels:** The Department will, in the Contract Documents, provide an estimated quantity for fuel requirements for ~~gasoline and~~ diesel to cover the work specified in the Contract. Price adjustments will be made only for the amount of ~~gasoline and~~ diesel fuel estimated by the Department as required to complete the Contract. The requirement of ~~each type of~~ fuel for each pay item is estimated by multiplying the Department's standard fuel factor for that pay item by the quantity of that pay item. On Contracts with an original Contract Time in excess of 120 calendar days, the Department will make price adjustments on each applicable progress estimate to reflect increases or decreases in the price of ~~gasoline and~~ diesel from those in effect during the month in which bids were received. The Contractor will not be given the option of accepting or rejecting these adjustments. Price adjustments for ~~these fuels~~ will be made only when the current fuel price (CFP) varies by more than 5% from the price prevailing in the month when bids were received (BFP), and then only on the portion that exceeds 5%.



SS 0090201 – Measurement and Payment.

Deleted fuel adjustment for regular gas from Standard Spec.

Revised the Special Provision language to only reference diesel as a fuel adjustment throughout 9-2.1.1.

Section 009DB

The changes are proposed by Taylor Carlquist from the State Construction Office to delete fuel adjustment for regular gas from Design Build projects.

→ → ~~9-2.1.1 Fuels:~~ On Contracts with an original Contract Time in excess of 120 calendar days, the Department will make price adjustments on each applicable progress estimate to reflect increases or decreases in the price of ~~gasoline and~~ diesel from those in effect during the month in which bids were received. The Contractor will not be given the option of accepting or rejecting these adjustments. Price adjustments for ~~these~~ fuels will be made only when the current fuel price (CFP) varies by more than 5% from the price prevailing in the month when bids were received (BFP), and then only on the portion that exceeds 5%.¶

→ → → The Contractor will certify the number of gallons of fuel (~~gasoline and/or~~ diesel) used on this Contract during the period represented by each Contractor's Certified Monthly Estimate.¶



SS 0090201DB – Measurement and Payment (Design Build).

Deleted fuel adjustment for regular gas from Design Build projects..

Revised the Special Provision language to only reference diesel as a fuel adjustment throughout 9-2.1.1 and 9-11.2.

Special Provision 0090103LS

The changes are proposed by Taylor Carlquist from the State Construction Office to delete fuel adjustment for regular gas from Lump Sum project.

→ → **9-2.1.1-Fuels:** On Contracts with an original Contract Time ~~in excess of~~ 120 calendar days, the Department will make price adjustments on each applicable progress estimate to reflect increases or decreases in the price of ~~gasoline and~~ diesel from those in effect during the month in which bids were received. The Contractor will not be given the option of accepting or rejecting these adjustments. Price adjustments for ~~these fuels~~ will be made only when the current fuel price (CFP) varies by more than 5% from the price prevailing in the month when bids were received (BFP), and then only on the ~~portion~~ that exceeds 5%.¶

→ → → The Contractor will certify the number of gallons of fuel (~~gasoline and/or~~ diesel) used on this Contract during the period represented by each Contractor's Certified Monthly Estimate.¶

→ → → Price adjustments will be based on the monthly bulk average price for ~~gas and~~ diesel as derived by the Department. These average indexes shall be ~~determined by~~



SP0090103LS –Measurement and Payment (Lump Sum).

Deleted fuel adjustment for regular gas from Lump Sum projects.

Revised the Special Provision language to only reference diesel as a fuel adjustment throughout 9-2.1.1 and 9-11.3.

Special Provision 0090103LS

The changes are proposed by Taylor Carlquist from the State Construction Office to delete fuel adjustment for regular gas from Lump Sum project.

→ → **9-2.1.1-Fuels:** On Contracts with an original Contract Time ~~in excess of~~ 120 calendar days, the Department will make price adjustments on each applicable progress estimate to reflect increases or decreases in the price of ~~gasoline and~~ diesel from those in effect during the month in which bids were received. The Contractor will not be given the option of accepting or rejecting these adjustments. Price adjustments for ~~these fuels~~ will be made only when the current fuel price (CFP) varies by more than 5% from the price prevailing in the month when bids were received (BFP), and then only on the ~~portion~~ that exceeds 5%. ¶

→ → → The Contractor will certify the number of gallons of fuel (~~gasoline and/or~~ diesel) used on this Contract during the period represented by each Contractor's Certified Monthly Estimate. ¶

→ → → Price adjustments will be based on the monthly bulk average price for ~~gas and~~ diesel as derived by the Department. These average indexes shall be ~~determined by~~



SP0090103LS –Measurement and Payment (Lump Sum).

Deleted fuel adjustment for regular gas from Lump Sum projects.

Revised the Special Provision language to only reference diesel as a fuel adjustment throughout 9-2.1.1 and 9-11.3.

Section 102

The changes are proposed by Olivia Townsend from the State Construction Office to support additional requirements being added to Spec 970 for epoxy adhesives by the State Materials Office.

102-2 Materials.

Meet the following requirements:

Bituminous Marker Adhesive	Section 970
Temporary Raised Pavement Markers	Section 990
Paint	Section 971
Removable Tape	Section 990
Glass Spheres	Section 971
Temporary Traffic Control Device Materials	Section 990
Retroreflective and Nonreflective Sheeting for Temporary Traffic Control Devices	Section 994



SS1020200 – Maintenance of Traffic

Clarify that epoxy adhesive may be used with Raised Pavement Markers.

Section 105

The changes are proposed by Elizabeth Weber from the State Materials Office to update the language in the Materials Manual for Section 6.1.

~~CONTRACTOR QUALITY CONTROL GENERAL REQUIREMENTS~~
~~(REV 5-19-21)~~

~~SUBARTICLE 105-4.4 is deleted and the following substituted:~~

- ~~→ 105-4.4 Compliance with the Materials Manual.~~
- ~~→ → Producers of Flexible Pipe shall meet the requirements of Section 6.1, Volume II of the Department's Materials Manual, which may be viewed at the following URL:~~
~~<https://www.fdot.gov/programmanagement/Implemented/URLinSpecs/Section61V2.shtm>~~
~~<https://www.fdot.gov/programmanagement/Implemented/URLinSpecs/Section61V2.shtm>~~



SS1050404MM6.1V2 –Contractor Quality Control General Requirements.

Updated Section 6.1 in the Materials Manual to:

- Change the language from certification to statement of compliance for non-metallic fasteners,
- Clarify attainment of stripping and shipping strength prior to form removal and shipment and to adjust minimum slump flow target.

Section 105

The changes are proposed by Elizabeth Weber from the State Materials Office (SMO) to include shifting plant qualification and review processes from the Districts to the SMO for both timber and flexible pipe, allowing SMO to provide immediate consistency to industry as well as cost savings to the Department.

→ → **105-4.3.1 State Materials Office (SMO):** Producers of cementitious materials, steel and miscellaneous metals, galvanized metal products, aggregates, ~~timber, flexible pipe, and fiber-reinforced polymer (FRP)~~ products must submit their proposed Producer Quality Control Program to the SMO for review and acceptance.¶

→ → **105-4.3.2 District Materials Office:** Producers of hot mix asphalt, portland-cement concrete (structural), earthwork, ~~timber, and precast~~ prestressed ~~and/or precast~~ concrete products ~~and drainage products~~ must submit their proposed Producer Quality Control Program to the local District Materials Office for acceptance. Producers located outside the State must contact the SMO for address information of the District Materials Office responsible for the review of the proposed Quality Control Program.¶



SS1050403 –Contractor Quality Control General Requirements.

The changes include shifting plant qualification and review processes from the Districts to the State Materials Office for both timber and flexible pipe, allowing SMO to provide immediate consistency to industry as well as cost savings to the Department.

Section 105

The changes are proposed by Elizabeth Weber from the State Materials Office to update the Materials Manual link for Section 6.3.

105-4.3.1 State Materials Office (SMO): Producers of cementitious materials, steel and miscellaneous metals, galvanized metal products, aggregates, ~~timber, flexible pipe,~~ and fiber reinforced polymer (FRP) products must submit their proposed Producer Quality Control Program to the SMO for review and acceptance.

105-4.3.2 District Materials Office: Producers of hot mix asphalt, portland cement concrete (structural), earthwork, ~~timber, and precast/prestressed and/or precast~~ concrete products ~~and drainage products~~ must submit their proposed Producer Quality Control Program to the local District Materials Office for acceptance. Producers located outside the State must contact the SMO for address information of the District Materials Office responsible for the review of the proposed Quality Control Program.



SS1050404 –Contractor Quality Control General Requirements.

Changes were made to include shifting plant qualification and review processes from the Districts to the State Materials Office for both timber and flexible pipe, allowing SMO to provide immediate consistency to industry as well as cost savings to the Department.

Section 105

The changes are proposed by Frank Thomas from the State Materials Office to update the Materials Manual link for Section 8.2.

Producers of Precast Prestressed Concrete Products using Self Consolidating Concrete shall meet the requirements of Section 8.4, Volume II of the Department's Materials Manual, which may be viewed at the following URL:

<https://www.fdot.gov/programmanagement/Implemented/URLinSpecs/Section84V2.shtm>.

Producers of Precast/Prestressed Concrete Products using Flowing Concrete shall meet the requirements of Section 8.6, Volume II of the Department's Materials Manual, which may be viewed at the following URL:

<https://www.fdot.gov/programmanagement/Implemented/URLinSpecs/Section86V2.shtm>.

Producers of Incidental Precast/Prestressed Concrete Products shall meet the requirements of Section 8.2, Volume II of the Department's Materials Manual, which may be viewed at the following URL:

<https://www.fdot.gov/programmanagement/Implemented/URLinSpecs/Section82V2.shtm>.

<https://www.fdot.gov/programmanagement/Implemented/URLinSpecs/Section82V2.shtm>



SS1050404MM8.2V2 –Contractor Quality Control General Requirements.

Updated Section 8.2 in the Materials Manual to change certification to statement of compliance for non-metallic fasteners and clarify attainment of stripping and shipping strength prior to form removal and shipment.

Section 105

The changes are proposed by Frank Thomas from the State Materials Office to update the Materials Manual link for Section 8.4.

Producers of Precast Prestressed Concrete Products shall meet the requirements of Sections 8.1 and 8.3, Volume II of the Department's Materials Manual, which may be viewed at the following URLs:

<https://www.fdot.gov/programmanagement/Implemented/URLinSpecs/Section81V2.shtm>

<https://www.fdot.gov/programmanagement/Implemented/URLinSpecs/Section83V2.shtm>

Producers of Precast Prestressed Concrete Products using Self Consolidating Concrete shall meet the requirements of Section 8.4, Volume II of the Department's Materials Manual, which may be viewed at the following URL:

<https://www.fdot.gov/programmanagement/Implemented/URLinSpecs/Section84V2.shtm>

<https://www.fdot.gov/programmanagement/Implemented/URLinSpecs/Section84V2.shtm>



SS1050404MM8.4V2 –Contractor Quality Control General Requirements.

Updated Section 8.4 in the Materials Manual to adjust minimum slump flow target requirement and to clarify field demonstration requirement when receiving concrete from a ready-mixed plant.

Section 105

The changes are proposed by Frank Thomas from the State Materials Office to update the Materials Manual link for Section 8.6.

Producers of Precast Prestressed Concrete Products using Self Consolidating Concrete shall meet the requirements of Section 8.4, Volume II of the Department's Materials Manual, which may be viewed at the following URL:

<https://www.fdot.gov/programmanagement/Implemented/URLinSpecs/Section84V2.shtm>

Producers of Precast/Prestressed Concrete Products using Flowing Concrete shall meet the requirements of Section 8.6, Volume II of the Department's Materials Manual, which may be viewed at the following URL:

<https://www.fdot.gov/programmanagement/Implemented/URLinSpecs/Section86V2.shtm>

<https://www.fdot.gov/programmanagement/Implemented/URLinSpecs/Section86V2.shtm>



SS1050404MM8.6V2 –Contractor Quality Control General Requirements.

Updated Section 8.6 in the Materials Manual to clarify field demonstration requirement when receiving concrete from a ready-mixed plant..

Section 105

The changes are proposed by Jose Armenteros from the State Materials Office to update the Materials Manual link for Section 9.2.

Producers of Incidental Precast/Prestressed Concrete Products shall meet the requirements of Section 8.2, Volume II of the Department's Materials Manual, which may be viewed at the following URL:

<https://www.fdot.gov/programmanagement/Implemented/URLinSpecs/Section82V2.shtm>

Producers of Portland Cement Concrete shall meet the requirements of Section 9.2, Volume II of the Department's Materials Manual, which may be viewed at the following URL:

<https://www.fdot.gov/programmanagement/Implemented/URLinSpecs/Section92V2.shtm>

<https://www.fdot.gov/programmanagement/Implemented/URLinSpecs/Section92V2.shtm>

Producers of Paving Concrete produced by Central Mix Plants shall meet the requirements of Section 9.3, Volume II of the Department's Materials Manual, which may be viewed at the following URL:

<https://www.fdot.gov/programmanagement/Implemented/URLinSpecs/Section93V2.shtm>



SS1050404MM92V2 –Contractor Quality Control General Requirements.

Updated Section 9.12 in the Materials Manual to move the language in subarticle 9.2.6.1.3 that existed in Section 346 and to MM 9.2 because it is the Concrete Producers responsibility not the Contractor job.

Section 105

The changes are proposed by Timothy McCullough from the State Materials Office to update the Materials Manual link for Section 11.1.

Producers of Portland Cement Concrete shall meet the requirements of Section 9.2, Volume II of the Department's Materials Manual, which may be viewed at the following URL:

<https://www.fdot.gov/programmanagement/Implemented/URLinSpecs/Section92V2.shtm>

Producers of Paving Concrete produced by Central Mix Plants shall meet the requirements of Section 9.3, Volume II of the Department's Materials Manual, which may be viewed at the following URL:

<https://www.fdot.gov/programmanagement/Implemented/URLinSpecs/Section93V2.shtm>

Producers of Structural Steel and Miscellaneous Metal Components shall meet the requirements of Sections 11.1, 11.2, 11.3, 11.4, 11.5 and 11.6 of the Department's Materials Manual, which may be viewed at the following URLs:

<https://www.fdot.gov/programmanagement/Implemented/URLinSpecs/Section111V2.shtm>

<https://www.fdot.gov/programmanagement/Implemented/URLinSpecs/Section111V1.shtm>



SS1050404MM111V2 –Contractor Quality Control General Requirements.

Updated Section 11.1 in the Materials Manual to minimize the impact on current and future construction projects. All of the changes presented further assist active construction projects to ensure clear communication from the selection of production facilities, on-site personnel, to project requirements. One statement was added to avoid substandard material from reaching the jobsite.

Section 110

The changes are proposed by Jason Russell from the State Construction Office to further clarify revisions made last cycle.

2. All areas where roadway embankments will be constructed, unless constructing over an existing road. If constructing over an existing road, remove asphalt ~~pavement~~ and base in accordance with 120-4.2 and the Plans.
3. All areas where structures will be constructed, including pipe culverts and other ~~pipe lines~~.

ARTICLE 110-7 is ~~deleted~~ and the following substituted:

110-7 Removal of Existing Concrete.

Remove and dispose of existing ~~rigid p~~Portland cement concrete pavement, sidewalk, slope pavement, ditch pavement, curb, and curb and gutter, etc., where shown in the Plans. Remove all gravity walls, noise/sound walls, retaining walls, MSE walls, perimeter walls, and roadway concrete barriers, where shown in the Plans. All ancillary elements of these concrete features being removed including, but not limited to, ~~base~~, leveling pads, copings, reinforcing steel or straps, footings, ~~edgedrains~~, etc., are incidental and included in the cost of the removal.

SUBARTICLE 110-12.4 is ~~deleted~~ and the following substituted:

110-12.4 Removal of Existing Concrete: Price and payment will be full compensation for performing and completing all the work of removal and satisfactory disposal.

When no separate item for this work is provided ~~and no applicable item of excavation or embankment covering such work (as provided in 120-13.4)~~ is included, the Contractor shall include the costs of this work in the Contract price for the item of clearing and grubbing or for the pipe or other structure for which the concrete removal is required.



SS1100201 –Clearing and Grubbing

"Pavement" added to 110-2 for clarity. Corrected the term used for concrete pavement. Added "base" and "edgedrains" to list of ancillary items. .

Section 120

The changes are proposed by Jason Russell from the State Construction Office to further clarify revisions made last cycle and to clarify removal of pavements and the embankment quantities when construction over an existing roadway.

Meet the requirements of Section 110 for excavation of material for clearing and grubbing and Section 125 for excavation and backfilling of structures and pipe. Material displaced by the storm sewer or drainage structure system is not included in the earthwork quantities shown in the Plans. The original ground line is defined as the contour of existing natural topography. The finished grading template is defined as the contour of the finished side slopes, unpaved shoulders, and the bottom of the roadway base ~~or subbase, as applicable~~ and shoulder base for flexible or rigid pavement.

SUBARTICLE 120-4.2 is ~~deleted~~ and the following is substituted:

120-4.2 Construction over Existing Old Road: Where a new roadway is to be constructed over an old one, completely remove the existing ~~flexible and Portland cement concrete~~ pavement for the entire limits of the width and depth. Compact disturbed material in accordance with Section 120 or 160, whichever material applies. If indicated in the Plans, remove the existing base in accordance with Section 110-2.



SS1200101 –Excavation and Embankment

Removing subbase from 120-1. Add clarification language to 120-4 for the removal of pavement types and to 120-5 for disposal and use of existing materials. Clean up language in 120-7 . Clarification of the removal of pavement types and the embankment measure in 120-13.

Section 234

The changes are proposed by Wayne Rilko from the State Materials Office to update the Flexible Pavement Design Manual and remove references to traffic level D. The proposed specification change is associated with changes to Section 334 and 525.

SUPERPAVE ASPHALT BASE (REV 5-13-21)

ARTICLE 234-1 is deleted and the following substituted:

234-1 Description.

Construct a Superpave asphalt concrete base course as defined in these Specifications. Base course mixes are designated as Type B-12.5. The Contractor may use a Type SP-12.5 mixture (Traffic Level B, C, ~~D~~, or E) or a Type SP-19.0 mixture (Traffic Level B, C, ~~D~~, or E), in lieu of a Type B-12.5.

Obtain Superpave asphalt base from a plant that is currently on the Department's Production Facility Listing. Producers seeking inclusion on the list shall meet the requirements of Section 105.



SS2340100 - Superpave Asphalt Base
Update the Flexible Pavement Design Manual.
No TL A or TL D Pay Items.
Two references to Traffic Level D have been removed.

Section 300

The changes are proposed by Wayne Rilko from the State Materials Office to add Bill of Lading requirements for prime and tack and allow trailer-mounted distributor tanks to be used for non-mainline paving areas to the Standard Specification.

PRIME AND TACK COATS (REV 5-3-21)

SUBARTICLE 300-2.1 is deleted and the following substituted:

300-2 Materials.

300-2.1 Prime Coat: For prime coat, use a product listed on the Department's Approved Product List (APL), meeting the requirements of 916-3, or other types and grades of bituminous material if specified in the Contract Documents. A copy of the Bill of Lading representing the material in the distributor tank must be in the truck and be always available.

Where prime coats are to be diluted, certify the dilution was done in accordance with the specific dilution requirements for each product and for each load of material used.

The Contractor may select any approved prime coat unless the Contract Documents indicate the use of a specific material. The Engineer may allow types and grades of bituminous material other than those specified above if the Contractor can show the alternate



SS3000201

-2.1 and -2.3. Field personnel need to know what material is in the distributor tank prior to application.

-3.1. A smaller distributor could be used for application of tack and prime in non-mainline areas.

Section 300

The changes are proposed by Richard Hewitt from the State Construction Office to simplify tack rates in the Standard Specification.

Asphalt Mixture Type	Underlying Pavement Surface	Target Tack Rate (gal/yd ²)
Base Course, Structural Course, Dense-Graded Friction Course	Newly Constructed Asphalt Layers	0.05 minimum
	Milled Surface or Oxidized and Cracked Pavement	0.07
	Concrete Pavement	0.09
Open-Graded Friction Course	Newly Constructed Asphalt Layers	0.06
	Milled Surface	0.08

Asphalt Mixture Type	Underlying Pavement Surface	Target Tack Rate (gal/yd ²)
Base Course, Structural Course, Dense-Graded Friction Course, Open-Graded Friction Course	Newly Constructed Asphalt Layers	0.06
	Milled Asphalt Pavement Surface, Oxidized and Cracked Asphalt Pavement, Concrete Pavement	0.09

Note 1: Target tack application rates greater than those specified may be used upon approval of the Engineer.



SS3000100

Change to simplify tack rates down to two (from current number of five tack rates) and only require project staff to know surface being paved on top of (i.e. tack rate no longer dependent upon type of mix being placed). This greatly simplifies tack rates. Change also increases the upper tack rate tolerance. This helps reduce out of tolerance tack rates.

Section 330

The changes are proposed by Wayne Rilko from the State Materials Office to remove language regarding passes and clarify coverage in the Standard Specification.

HOT MIX ASPHALT GENERAL CONSTRUCTION REQUIREMENTS. (REV 5-3-21)

SUBARTICLE 330-7.1 is deleted and the following substituted:

330-7 Compacting Mixture.

330-7.1 General Requirements: When density testing for acceptance is required, select equipment, sequence, and coverages (number of times the roller passes over a given area of pavement) of rolling to meet the specified density requirement. Regardless of the rolling procedure used, complete the final rolling before the surface temperature of the pavement drops to the extent effective compaction may not be achieved or the rollers begin to damage the



SS3300701

Delete the reference to roller passes unless passes is defined. The Contractor will make as many passes as needed to achieve the number of coverages required. See -7.2.

Section 334

The changes are proposed by Wayne Rilko from the State Materials Office to update the Flexible Pavement Design Manual. Based on design mixes there was elimination of TL A and TL D. The proposed specification change is associated with changes to Section 234 and 525.

334-3.2 Mix Design:
334-3.2.1 General: Design the asphalt mixture in accordance with AASHTO R 35-17, except as noted herein. Prior to the production of any asphalt mixture, submit the proposed mix design with supporting test data indicating compliance with all mix design criteria to the Engineer. For all mix designs, include representative samples of all component materials, including asphalt binder. Allow the Director of the Office of Materials a maximum of four weeks to either conditionally verify or reject the mix as designed.
~~For a Traffic Level A mixture, meet the mix design criteria for a Traffic Level B mixture and for a Traffic Level D mixture meet the mix design criteria for a Traffic Level B mixture.~~
At no additional cost to the Department, for a Type SP mix the following Traffic Level substitutions are allowed:
~~Traffic Level B can be substituted for Traffic Level D.
Traffic Level D or E can be substituted for Traffic Level C.
Traffic Level C can be substituted for Traffic Level B.
Traffic Level B or C can be substituted for Traffic Level A.~~
The same traffic level and binder type that is used for the mainline traffic lanes may be placed in the shoulder at no additional cost to the Department, even if the conditions stated above are not met for the shoulder.
Do not use more than four mix designs per nominal maximum aggregate size per traffic level per binder grade per year, where the year starts at the Notice to Proceed. Exceeding this limitation will result in a maximum Composite Pay Factor (CPF) of 1.00 as defined in 334-8.2 for all designs used beyond this limit.



SS3340104 – Superpave Asphalt Concrete

Update the Flexible Pavement Design Manual.

Based on mix designs, eliminate TL A and TL D. TL E can be substituted for TL C. TL C can be substituted for TL B.

Use production data for mix design adjustments. Update AASHTO and ASTM references.

Elimination of TL A and TL D: -1.4.1; -3.2.1; -3.2.3; Table 334-4.

Waive the limit of individual sieves: Table 334-5.

Reference updates: -3.2.3.2; -8.2.3. Minor changes: -3.2.6; -3.2.7; -5.1.1.

AR1

Florida Department of Transportation


SP3340302

The change is proposed by Scott Arnold from the State Construction Office to replace the Standard Spec subarticle and includes URL for SMO web site.

**SUPERPAVE ASPHALT CONCRETE
(REV 5-4-21)**

SUBARTICLE 334-2.3.4 is deleted and the following substituted:

334-2.3.4 Pavement Coring Report: ~~When the Contract includes milling of the existing asphalt pavement, the Pavement Coring Report may be available on the Department's website.~~ ~~This Contract includes removal and/or milling of the existing asphalt pavement. The Pavement Coring Report is available on the Department's website at the following URL:~~ <https://www.fdot.gov/materials/pavement/coringdata/default.shtm>



SP3340302

This new Special Provision will be included on projects where pavement coring data is made available on the State Materials Office web site.

Slide 32

AR1

Arcia, Rebecca, 10/11/2021

Section 346

The changes are proposed by Jose Armenteros from the State Materials Office to expand classification, move existing language to the Materials Manual, and clarify existing language in the Standard Specification.

STRUCTURAL PORTLAND CEMENT CONCRETE. (REV 6-3-21)

ARTICLE 346-1 is deleted and the following substituted:

346-1 Description.

Use a Department-approved concrete mix design composed of a mixture of portland cement, aggregate, water, and, where specified, admixtures, and supplementary cementitious materials. Deliver the portland cement concrete to the site of placement in a freshly mixed, unhardened state.

Obtain concrete from a plant that is currently on the Department's Production Facility Listing. Producers seeking inclusion on the list shall meet the requirements of Section 105. If the concrete production facility's Quality Control (QC) Plan is suspended, the Contractor is solely



SS

- (1) Classification of concrete was expanded (346-3.1) to enhance Spec interpretation
- (2) Use of chemical admixtures was moved to MM 9.2 VII.
- (3) Rearrangement of sub article 9.4 Acceptance of Concrete
- (4) Format changes.

Section 413

The changes are proposed by Guangming Wang from the State Materials Office to provide the services of an independent enterprise with prior experience on roadway friction testing with the equipment described to perform the friction test.

SEALING CRACKS AND CONCRETE STRUCTURE SURFACES (REV 5-13-21)

SUBARTICLE 413-3.4.6 is deleted and the following substituted:

413-3.4.6 Sand Distribution: Apply sand over the monomer treated area within a timely period following the application of the polymer based on the manufacturer's recommendations for the existing conditions. Use equipment that will produce a uniform distribution of the sand over the treated area. If wheel mounted, use a sand spreader that has pneumatic tires compatible with the treatment material such that no tire footprints are left on the deck surface.

Use an initial application rate of 0.6 (plus or minus 0.05) pounds of sand per square yard of treated area, and adjust the rate as necessary to produce a friction number (FN) of no less than FN40R greater than or equal to 35 at 7 days. [Coordinate with the Engineer to conduct a preliminary on-site friction test to determine the actual sand application rate prior to the beginning of production application.](#) If friction numbers below those specified are obtained, completely remove all loose sand from the surface and re-apply the polymer at a rate of 150 square feet per gallon and spread additional sand as necessary to achieve the specified friction numbers. Remove the surface material by grinding, shot blasting, or other approved method if satisfactory friction values are not achieved. Friction tests [must](#) be conducted [in accordance with AASHTO T242, using the ribbed tire option.](#) [By the State Materials Office Secure the services of an independent enterprise with prior experience on roadway friction testing with the equipment described to perform the friction tests.](#)



SS4130304 – Sealing Cracks and Concrete Structures

The existing language requires SMO to conduct QC friction test for the contractors, which should be avoided.

Secure the services of an independent enterprise with prior experience on roadway friction testing with the equipment described to perform the friction tests.

Section 430

The changes are proposed by Elizabeth Weber from the State Materials Office to reflect updates to Section 948 and Materials Manual 6.1 Volume II.

SUBARTICLE 430-2.1 is deleted and the following substituted:

430-2 Materials.

430-2.1 Pipe: Meet the following requirements:

Concrete Pipe	Section 449
Steel Pipe	556-2.1
Round Rubber Gaskets	Section 942
Resilient Connectors*	Section 942
Corrugated Steel Pipe and Pipe Arch	Section 943
Corrugated Aluminum Pipe and Pipe Arch	Section 945
Corrugated Polyethylene Pipe	Section 948
Steel Reinforced Polyethylene Ribbed Pipe	Section 948
<u>Steel Reinforced Polyethylene Corrugated Pipe</u>	<u>Section 948</u>
Corrugated Polypropylene Pipe	Section 948
Corrugated Polyvinyl Chloride (PVC) Pipe	Section 948
Fiberglass Reinforced Polymer Pipe	Section 948
Liner Repair Systems	Section 948
Metal Grates	Section 962

*Use resilient connector products listed on the Department's Approved Product List (APL).



SS4300201 – Pipe Culverts

The existing language needs to be changed to reflect updates to Section 948 and Materials Manual 6.1 Volume II.

430-2.1 adds steel reinforced polyethylene corrugated pipe as an option under 430-2 Materials. 430-4.1 clarifies wall zone hydrostatic testing to be performed 2 inches from home in both straight alignment and 5% deflection.

Section 450

This change was proposed by Thomas Frank from the State Materials Office to clarify camber tolerances, the length of exposed strand between adjacent ends of products vs. length of exposed strand between end header and stressing anchorage.

450-6.4 End Header Locations:

450-6.4.1 General: Provide a minimum of 18 inches of exposed strands from the end header to the stressing anchorage for all products. Provide a minimum of 18 inches of exposed strands and between adjacent ends of all products except 24-inch square and smaller piles. Provide a minimum of 6 inches of exposed strands between adjacent ends of 24-inch square and smaller piles.

450-13.5 Restoration of Surfaces and Edges: When reinforcing steel or prestressing strand is exposed, remove concrete from around the items to provide a 1-inch clearance all around. When less than one-half the reinforcement diameter is exposed, a positive connection utilizing anchor screws may be proposed in lieu of 1-inch clearance all around. Do not damage the reinforcement. Form surfaces and edges to the original dimensions and shape of the product. Coat the prepared surface with an approved epoxy bonding agent applied in accordance with the manufacturer's recommendations. Restore surfaces and edges with an approved high-strength, non-metallic, non-shrink grout mixed and applied in accordance with the manufacturer's recommendations. An epoxy mortar meeting the requirements of Section 926, Type F may be used as an alternative to non-shrink grout. Firmly consolidate the grout or epoxy mortar in the area to be repaired. Restore surfaces and edges to the original dimensions and shape of the product.



SS4500203 Precast Prestressed Concrete Construction

Clarify camber tolerances. Clarify length of exposed strand between adjacent ends of products vs. length of exposed strand between end header and stressing anchorage. Include an option to use anchor screws to provide a positive connection of the repair to the product in lieu of 1" clearance around reinforcing steel.

Clarified camber tolerances. Clarified length of exposed strand between adjacent ends of products vs. length of exposed strand between end header and stressing anchorage. Included an option to use anchor screws to provide a positive connection of the repair to the product in lieu of 1" clearance around reinforcing steel.

Section 455

This change was proposed by Juan Castellanos from the State Construction Office to provide modifications to the language regarding redrilling hole depths, steel piling measurements, and adjust measurement for grouted performed holes.

In the setting of permanent and test piling, the Contractor may initially predrill holes to a depth up to 10 feet or 20% of the test pile length whichever is greater, unless required otherwise by the Engineer or shown in the Plans. Predrill holes for production piles in the same manner as the test piles. Where installing piles in compacted fill, predrill the holes to the elevation of the natural ground surface. With prior written authorization from the Engineer, the Contractor may predrill holes to greater depths to minimize the effects of vibrations on existing structures adjacent to the work and/or for other reasons the Contractor proposes.

$$\cancel{s_{apc} = 0.7 f'_c - 0.75 f_{cpe}} \quad s_{apc} = 0.7 f'_c - 0.75 f_{pe} \quad (1)$$

455-11.3 Steel Piling:

455-11.3.1 Length: The length of steel piles will be considered as the overall length from head to tip. Final pay length will subject to provisions of 455-11.8, 455-11.9, 455-11.10, 455-11.12, and 455-11.13.



SS4550501 Structures Foundations

To fix typos, to improve language regarding predrilling hole depths, to improve language regarding steel piling measurement, to adjust measurement for grouted preformed holes, to improve language in 455-16.3, 455-17.6.1.3, 3, 455-20, and 455-44.

455-5.1: add sentence stating that the depth for predrilled holes should be the same on production piles as it was on test piles. 455-5.12.2: fix typo on equation (1). 455-5.11: Steel Piling measurement must be the overall length from head to tip; delete unnecessary language. To add language to pay grouted preformed holes as 70% of piling. 455-16.3: include language to allow flexibility on the contractors means to center the cage in the top of the shaft 455-17.6.1.3 Delete an alignment vs depth output requirement, and include the alignment in the conclusion statement. 455-17.6.1.2: add missing "and". 455-20: Improve language regarding diameter tolerance. 455-44, modify item 8 for clarity, 455-44, item 13, allow the deletion of the upper line of spacers for noise wall ACP when the full reinforcement is attached to the post.

Changes apply to Conventional Projects that use the Standard Specification SS455. They

don't apply to DB projects.

SP4550000DB

This change was proposed by Juan Castellanos from the State Construction Office to modify the language regarding predrill hole depths, allow flexibility on Contractors to center the cage, and ensure the certification letters are complete. All proposed changes apply to Design Build projects only.

In the setting of permanent and test piling, the Contractor may initially predrill holes to a depth up to 10 feet or 20% of the test pile length whichever is greater, unless required otherwise by the Engineer or shown in the plans. Predrill holes for production piles in the same manner as the test piles. When installing piles in compacted fill, predrill the holes to the elevation of the natural ground surface. With prior written authorization from the Engineer, the Contractor may predrill holes to greater depths to minimize the effects of vibrations on existing structures adjacent to the work or for other reasons the Contractor proposes.

4. Variations in temperature between access tubes which may indicate variations in cage alignment.

5. The calculated radius of the shaft throughout the entire depth.

~~6. Alignment of the reinforcing cage along the shaft.~~

~~7. Calculated concrete cover throughout the entire depth.~~

~~8. Shaft Details, Probe Details, Environmental Details, Tube Run~~

Selection and Shaft Adjustment Data that show the measurements, inputs and adjustments to the data. Screen captures of these pages from the "TIP Reporter" software will be acceptable.

~~9. A conclusion stating whether the tested shaft is free from integrity defects, and meets the minimum concrete cover and diameter requirements by the specifications and the cage is properly aligned.~~ When anomalies are detected, include in the report a three-dimensional rendering of the shape of the shaft.



SP4550000DB Structures Foundations (Design Build).

455-5.1: To improve language regarding predrilling hole depths. To improve language in 455-16.3, 455-17.6.1.3, 3, 455-20, and 455-44. To improve language on 455-5.19, 455-22.2, 455-26.1 and 455-51 to ensure the certification letters are complete.

455-5.1: add sentence stating that the depth for predrilled holes should be the same on production piles as it was on test piles. 455-16.3 include language to allow flexibility on contractors in the way they center the cage in the top of the shaft. 455-17.6.1.3 Delete an alignment vs depth output requirement to the report, and include the cage alignment in the conclusion statement. 455-20: Improve text regarding diameter tolerance. 455-44, modify item 8 for clarity, 455-44, item 13, allow the deletion of the upper line of spacers for noise wall ACP when the full reinforcement is attached to the post. 455-5.19, 455-22.2, 455-26.1 and 455-51: modify language to ensure the certification package is not contingent on future foundation repairs.

These changes apply to Design Build projects only.

Section 461

The changes are proposed by Dennis Golabek from the Structures Design Office modify the pay item number for sole and masonry plates associates with multi-rotational bearings.

* **461-9-Basis of Payment:**

→ **461-9.1-Basic Items of Bearings:** The Contract unit price per each for bearings will be full compensation for all work and materials necessary for the complete installation. Such price and payment will include, but not limited to, the following specific incidental work:

- → 1. testing,
- → 2. tools and equipment required for installation,
- → 3. any work to replace rejected bearings,
- → 4. any repairs to the metalized coating on the bearings,
- → 5. all costs associated with the manufacturer's installation technician,
- → 6. sole plate, masonry plate, high strength bolt assemblies and anchor rod assemblies.

→ **461-9.2-Payment Items:**

- → Payment will be made under:
- → Item No. 461-113- → Multirotational Bearing Assembly--Fixed--each.
- → Item No. 461-114- → Multirotational Bearing Assembly--Expansion--each.



SS 4610901 – Multirotational Bearings

The specifications are unclear regarding the pay item number for sole and masonry plates associated with multi-rotational bearings.

Added Note 6 under 461-9.1 for payment of sole plate, masonry plate, high strength bolt assemblies and anchor rod assemblies.

Section 523

The changes are proposed by Sarah Smith from the Program Management Office to move the material language to Division III, Section 976 Surface Treatments.

PATTERNED PAVEMENT (REV 3-31-21)

ARTICLE 523-2 is deleted and the following substituted:

523-3.2 Construction.

523-3.2.1 Product Submittals: Prior to installation, submit pattern and color samples to the Engineer for confirmation that the product meets the pattern and color specified in the Plans. Do not begin installation until acceptance by the Engineer.

523-3.2.2 Pavement Cuts: Complete all utility, traffic loop detector, and other items requiring a cut and installation under the finished surface, prior to product installation.

523-3.2.3 Surface Protection: Protect treated surfaces from traffic and environmental effects until the product is completely installed, including drying and curing according to the manufacturer's instructions.

523-3.2.4 Installation Acceptance: For installation on new asphalt roadways, apply patterned pavement a minimum of 14 days after placement of the adjacent pavement.

Upon completion of the installation, the Engineer will check the area at random



SS 5230200 Patterned Pavement

(For the sake of space in the picture, the deleted Article 523-2 is not depicted.) Moved all material requirements for Division III.

Section 525

This change was proposed by Wayne Rilko from the State Materials Office to update the Flexible Pavement Design Manual and remove the reference to traffic level A. The proposed specification change is associated with the changes to Section 234 and 334.

ASPHALT CONCRETE CURB (REV 5-13-21)

ARTICLE 525-2 is deleted and the following substituted:

525-2 Materials.

Use a Type SP-12.5 (Traffic Level ~~A~~, B, or C) asphalt concrete mixture.



SS525020 – Asphalt Concrete Curb
Update the Flexible Pavement Design Manual.
No TL A or TL D Pay Items.
Reference to Traffic Level A has been removed.

Section 527

The changes are proposed by Karen Byram from the Program Management Office to include product performance acceptance values. Material language from this Section was moved to Division III Section 976 Surface Treatments. This change also affects Section 523.

DETECTABLE WARNINGS. (REV 3-31-21)

SUBARTICLE 527-2.1 is expanded by the following:

527-2 Materials.

527-2.1 Detectable Warnings: Provide detectable warnings in accordance with the Americans with Disabilities Act Standards for Transportation Facilities, Section 705. Use detectable warnings consisting of materials intended for exterior use subject to routine pedestrian traffic and occasional vehicular traffic. Use detectable warnings with size and pattern shown in the Plans comprised of truncated domes aligned in parallel rows in accordance with Standard Plans, Index 522-002. Do not use detectable warnings with a diagonal pattern.

Use approved detectable warnings for newly constructed concrete walking surfaces. For asphalt or existing concrete walking surfaces, surface-applied detectable warnings may be used.

For temporary installations, install detectable warnings as recommended by the manufacturer.



S52700000 Detectable Warning

Working on the language for this proposed spec change.

The current specification does not take into account product performance over time. AASHTO NTPEP has created a work plan to subject products to an accelerated weathering testing to simulate natural field exposure. These products are a critical safety item to the sight impaired users and maintenance must maintain installations. To increase the safety of the public and to reduce the maintenance costs, product performance acceptance values are being added after simulated weathering. Additionally, different product types allow the walking surfaces to be opened to pedestrian traffic sooner. To comply with the requirement to open installations as soon as possible, product types need to be identified.

Product performance acceptance values are being added after simulated weathering. Additionally, the product types for newly constructed and existing surfaces have been added.

Section 570

The changes are proposed by Jason Russell from the State Construction Office to correct the Disputes Review Board (DRB) subarticle to the Statewide DRB and update the language in the Standard Specification.

PERFORMANCE TURF. (REV 5-11-21)

ARTICLE 570-6 is deleted and the following substituted:

570-6 Disputes Resolution Statewide Disputes Review Board.

~~The Contractor and the Department acknowledge that use of the Statewide Disputes Review Board is required and the determinations of the Statewide Disputes Review Board for disputes arising out of the performance turf specification will be binding on both the Contractor and the Department, with no right of appeal by either party, for the purposes of this Specification:~~

~~Any and all Statewide Disputes Review Board meetings after final acceptance of the Contract in accordance with 5-11 shall be requested and paid for by the Contractor. The Department will reimburse the Contractor for all fees associated with meetings. The Statewide Disputes Review Board in effect for this Contract will resolve any and all disputes that may arise involving administration and enforcement of this Specification related to the remedial work performed during the warranty period. The Responsible Party and the Department acknowledge that use of the Statewide Disputes Review Board is required and the determinations of the~~



SS5700600

Correction to the Disputes Review Board subarticle to correct it to the Statewide DRB and update the language.

SP5800000FA

The change was added by Melissa Hollis in Program Management to include Landscape Soil with "all materials" included for payment under Landscape.

580-2.2 Inspection and Transporting: Move nursery stock in accordance with all Federal, State, and Local Rule Regulations. For each shipment of nursery stock, provide the nursery's General Nursery Stock Inspection Certificate as required in Chapter 5B-2, F.A.C.

580-2.3 Water: Meet the requirements of Section 983.

580-2.4 Mulch: Provide and install mulch in accordance with the Contract Documents.

580-2.5 Soil Enhancement:

~~580-2.5.1~~ Enhance soil in accordance with the Contract Documents.

580-2.6 Landscape Soil: Replace existing soil with Landscape Soil meeting the requirements of Section 987, at the locations shown in the Contract Documents.



SP5800000FA

Adds a reference to existing materials specification in section 987.

SP5810000

The changes were made by Melissa Hollis from Program Management to add a reference to existing soil specification, re-arrange activities to normal order completed, and clarify no separate payment/measurement for incidental work to the Special Provision.

TREE AND PALM RELOCATION – CONSTRUCTION.
(REV ~~4-14-19~~**5-11-21**) (FA 1-18-19) (7-21)

The following new Section is added after Section 571.

SECTION 581
TREE AND PALM RELOCATION

581-1 Description.

Remove, relocate, and maintain trees and palms in accordance with the Contract Documents.

581-2 Materials.

581-2.1 Water: Meet the requirements of Section 983.

581-2.2 Fertilizer: Provide fertilizer as shown in the Plans.

581-2.3 Mulching: The use of cypress mulch is prohibited.

581-2.4 Landscape Soil: Meet the requirements of Section 987.



SP5810000

581-2: Adds a reference to existing soil specification.

581-5: Re-arranges activities to normal order completed.

581-7: Clarifies incidental work/no separate measurement or payment.

Section 633

The changes are proposed by Derek Vollmer from the Traffic Engineering and Operations Office to clarify fiber optic cable locator for pay item based on Program Management Office recommendations.

COMMUNICATION CABLE (REV 5-14-21)

ARTICLE 633-6 is deleted and the following substituted:

633-6 Method of Measurement.

The quantities to be paid will be: the length, in feet, of fiber optic cable; the number, per each, of fiber optic connections; the number, per each, of fiber optic connection hardware; ~~the number, per day, of fiber optic cable locator;~~ and the length, per foot, of twisted pair cable, accepted by the Engineer. ~~The quantity to be paid for the fiber optic locator will be the number, per day, for the full duration of the Contract. Payment for the fiber optic locator will be withheld for each day that any portion of the Department's fiber optic facilities are not marked.~~

The Contract unit price for communication cable, furnished and installed, will include furnishing, placement, and testing of all material, and for all tools, labor, equipment, installation hardware (such as support wire, cable ties, cable clamps, and lashing wire), supplies, support, personnel training, documentation, and incidentals necessary for a complete installation.

Payment for conductive cable terminal connectors and conductive cable grounding is considered incidental and shall be included in the price for twisted pair communication cable.

Fiber optic splices and terminations, as shown in the Plans, shall be measured per each fiber optic connection furnished and installed.

The price per day for a Fiber Optic Cable Locator, will include all tools, labor, equipment, locating and marking hardware (such as flags, paint, and shovels), supplies, support, personnel training, documentation, and incidentals.



SS6330600 - Communication Cable

Clarify fiber optic cable locator for pay item based on Program Management office recommendations. 633-6: Added "The quantity to be paid for the fiber optic locator will be the number, per day, for the full duration of the Contract. Payment for the fiber optic locator will be withheld for each day that any portion of the Department's fiber optic facility are not marked."

Section 646

This change was proposed by Jason Russell from the State Construction Office to provide additional articles for Remedial Work and Statewide Disputes Review Board for the painting of products covered by this specification. The following proposed changes are associated with changes to Section 649 and 715.

646.3 Remedial Work.

During the painting warranty period, the responsible party shall perform all painting remedial work necessary to meet the requirements of this Specification at no cost to the Department. Such remedial work shall be performed within 180 days of notification of a failure by the Department or by the determination of the Statewide Disputes Review Board. Failure to perform such remedial work within the time frame specified will result in the work being performed by other forces at the responsible party's cost.

If the responsible party is the fabricator, the fabricator will be removed from the Prequalified Painted Galvanized Steel and Aluminum Products Fabricators List for a minimum of six months or until payment in full for the correction of the deficiencies or defects has been made, whichever is longer.

If the responsible party is the Contractor, the Department will suspend, revoke, or deny the responsible party's certificate of qualification under the terms of Section 337.15(4)(2), Florida Statutes, for a minimum of six months or until payment in full for the correction of the deficiencies or defects has been made, whichever is longer.

646.4 Statewide Disputes Review Board.

The Statewide Disputes Review Board in effect for this Contract will resolve any and all disputes that may arise involving administration and enforcement of this Specification related to the painting remedial work performed during the warranty period. The Responsible Party and the Department acknowledge that use of the Statewide Disputes Review Board is required, and the determinations of the Statewide Disputes Review Board for disputes arising out of this Specification will be binding on both the Responsible Party and the Department, with no right of appeal by either party. Meet the requirements of 8-3.



SS6460300 – Aluminum Poles, Pedestals, and Posts.

With the addition of Painting to this specification last cycle, the additional subarticles are necessary. Added a subarticle for remedial work and Statewide Disputes Review Board for the painting of products covered by this spec.

Section 649

This change was proposed by Jason Russell from the State Construction Office to update the articles for Remedial Work and Statewide Disputes Review Board. The following proposed changes are associated with changes to Section 646 and 715.

649.5 Remedial Work.

~~During the painting warranty period, the responsible party shall perform all painting remedial work necessary to meet the requirements of this Specification at no cost to the Department. Such remedial work shall be performed within 180 days of notification of a failure by the Department or by the determination of the Statewide Disputes Review Board. Failure to perform such remedial work within the time frame specified will result in the work being performed by other forces at the responsible party's cost.~~

~~If the responsible party is the fabricator, the fabricator will be removed from the Prequalified Painted Galvanized Steel Poles and Aluminum Products Fabricators List for a minimum of six months or until payment in full for the correction of the deficiencies or defects has been made, whichever is longer.~~

~~If the responsible party is the Contractor, the Department will suspend, revoke, or deny the responsible party's certificate of qualification under the terms of Section 337.16(d)(2), Florida Statutes, for a minimum of six months or until payment in full for the correction of the deficiencies or defects has been made, whichever is longer.~~

649.6 Statewide Disputes Review Board.

~~The Statewide Disputes Review Board in effect for this Contract will resolve any and all disputes that may arise involving administration and enforcement of this Specification related to the painting remedial work performed during the warranty period. The Responsible Party and the Department acknowledge that use of the Statewide Disputes Review Board is required, and the determinations of the Statewide Disputes Review Board for disputes arising out of this Specification will be binding on both the Responsible Party and the Department, with no right of appeal by either party. Meet the requirements of 8-3.~~



SS6490500 Galvanized Steel Poles, Mast Arms, and Monotube Assemblies

The current language in the subarticles for remedial work and SDRB needed to be updated. The existing subarticles 649-8 and 649-9 are in the wrong section and the language is outdated. Changes include moving the subarticles and updating the language.

Section 650

This change was proposed by Derek Vollmer from the Traffic Engineering and Operations Office to move the materials sections from Division II to Division III. This proposed specification revision is associated with the changes to Section 995.

650-2 Materials.

650-2.1-General: Use vehicular signal assemblies that meet the requirements of Section 995 and are listed on the Department's Approved Product List (APL). Vehicular traffic signal assemblies must meet the requirements of Section 603 and the Institute of Transportation Engineers (ITE) Standard for Vehicle Traffic Control Signal Heads.

Provide vehicular traffic signal assemblies as a complete and functioning unit. Components include, but are not limited to, signal housing, light emitting diode (LED) signal modules, visors, backplates, and assembly hardware.

All sections of multi-section assemblies must be from the same manufacturer.

Fastening hardware such as bolts, screws, nuts, washers, latches, and studs must be SAE Type 316 or 304 stainless steel.

Horizontal signal assemblies must be constructed so the door hinges, when installed, are located on the bottom of the signal assembly. Vertical-mounted five-section cluster assemblies must be constructed so that the door hinges, when installed, are located along the outside edges of the complete assembly and each section opens away from the horizontally adjacent section.

Vehicular traffic signal assemblies must be permanently marked with the manufacturer's name or trademark, part or model number and date of manufacture or serial number.



SS650020 – Vehicular Traffic Signal Assemblies

Move the materials section from Division II to Division III.

650-2: Point to Section 995. Move Signal Head Assemblies (Doors, Visors, Gaskets, Terminal Blocks, Color and Finish, Backplates, LED Optical Unit, Electrical) to new article 995-4 Vehicular Traffic Signal Assemblies.

Section 653

This change was proposed by Derek Vollmer from the Traffic Engineering and Operations Office to move the materials section from Division II to Division III. This proposed specification revision is associated with the changes to Section 995.

653-2 Material.

653-2.1 General: Use pedestrian signals that meet the requirements of Section 995 and are listed on the Department's Approved Product List (APL). Pedestrian signal assemblies must meet the requirements of the latest edition of the Federal Highway Administration's (FHWA) Manual on Uniform Traffic Control Devices (MUTCD) and the Institute of Transportation Engineers (ITE) standard for Pedestrian Traffic Control Signal Indications.

653-2.2 Housing and Visor: The housing must be weatherproof, sectional and may consist of as many sections as optical units. The housing must prevent light from escaping from one unit to another. The top and bottom opening of the housing must include a circular 72-tooth serrated connection (2-inch nominal I.D.) capable of providing positive positioning and alignment in 5-degree increments. When assembled and tightened, these connections must prevent rotation or misalignment. The serrated area must start at the outside of the 2-inch hole and be at least 1/8-inch wide. The teeth must have a minimum depth of 3/64 inch between peaks and valleys, free from burrs or other imperfections, and provide positive locking with the grooves of mating sections, framework, and brackets. The serration on the top circular connection of a signal section must have a valley at the 0-degree position and the serration on the bottom circular connection must have a peak at the 0-degree position, both aligned perpendicular to the front of the section. Housings must include latch pads and manual stainless-steel latching devices that are captive, or non-removable. Housings must have at least two latching points. Reinforce all mounting points and adjacent housing material. The door enclosing the lens must be hinged and held securely to the housing. Provide a gasket meeting the requirements of ASTM D1056, Grade 2B2, between the housing and door and between the lens and door. If the fitting between the housing and door is weather-tight, the gasket may be omitted. Provide a visor or egg crate louver that eliminates sun phantom for each signal face. Visor must be three-sided and extend a minimum of 2 inches at the top from the face of the lens. The visor must be constructed of noncorrosive No. 18 gauge sheet metal, not less than 0.032 inch thick.



SS653000- Pedestrian Signal Assemblies

Move the materials section from Division II to Division III.

653-1: Point to Section 995. 653-2: Move Housing and Visor, LED Pedestrian Signal Optical Unit, Electrical, Hardware to new article 995-5 Pedestrian Signal Assemblies. 653-1: Point to Section 995. 653-2: Move Housing and Visor, LED Pedestrian Signal Optical Unit, Electrical, Hardware to new article 995-5 Pedestrian Signal Assemblies.

Section 654

The changes are proposed by Derek Vollmer from the Traffic Engineering and Operations Office to remove the AC/DC battery charger from the specification as it is not needed for solar permanent installations.

MIDBLOCK CROSSWALK ENHANCEMENT ASSEMBLIES (REV 5-14-21)

SUBARTICLE 654-2.5 is deleted and the following substituted:

654-2.5 Electrical Specifications: Equipment must operate on solar power or a nominal voltage of 120 V alternating current (V_{AC}). If the device requires operating voltages of less than 120 V_{AC}, supply the appropriate voltage converter. Solar powered systems must be designed to operate for minimum of 100 activations per day and provide 10 days of operation without sunlight. Each activation must be 30 seconds in duration. Solar powered systems must automatically charge batteries and prevent overcharging and over-discharging. Solar powered systems must include a charge indicator ~~and AC/DC battery charger~~.



SS6540205 – Midblock Crosswalk Enhancement Assemblies
AC/DC battery charger is not needed for solar permanent installations.
654-2.5: Remove "and AC/DC battery charger".

Section 676

This change was proposed by Derek Vollmer from the Traffic Engineering and Operations Office to clarify the size of small equipment enclosure.

TRAFFIC CABINETS (REV 5-14-21)

SUBARTICLE 676-2.7 is deleted and the following substituted:

676-2.7 Small Equipment Enclosures:

~~Small equipment enclosures, such as equipment cabinets less than 13 inches high by 10 inches wide by 11 inches deep, Small equipment enclosures are smaller than the Size/Type 1 cabinets.~~ The enclosure may be constructed of aluminum or non-metallic materials. Enclosures must include a safe means of removing power from the installed equipment for servicing and replacement, such as a switch, fuse, or breaker. Discrete markings, such as manufacturer name and model, are permitted on the outside of small enclosures.

All fasteners less than 5/8 inch exposed to the elements must be Type 304 or 316 stainless steel.



SS6760207 – Traffic Cabinets

Clarify the size of a small equipment enclosure. 676-2.7: Small equipment enclosure smaller than Size 1 NEMA cabinet.

Section 695

The changes are proposed by Eric Griffin from the Transportation Data and Analytics Office to move all selected materials of Division III and add in Weigh-in-Motion Electronic Sensor. The proposed specification is associated with Section 997.

695-2 General.

695-2.1 Traffic Monitoring Site Component Approval: ~~Use only components that meet the requirements of this Section and are listed on the Department's Approved Products List (APL).~~

~~Submit forms in accordance with 603-5.~~ Any electronics unit or software submitted for approval must be compatible with or convert the data into a format compatible with the Department's polling and processing software. Any substitute software modules submitted must be tested and approved.

695-2.2 Marking of Approved Equipment:

~~695-2.2.1 Manufacturer's Identification:~~ All TMS equipment must be permanently marked with the manufacturer's name or trademark, part or model number and date of manufacture or serial number.

~~695-2.2.2 Submittal Data Requirements:~~ ~~Submit forms in accordance with 603-~~

695-2.4.2 Installation: ~~Use cabinets that meet the requirements of Section 676 and are listed on the Department's Approved Product List (APL).~~ Install cabinets in accordance with Section 676. Install the weather head and ground the pole in accordance with Section 620 and Standard Plans, Index 695-001.



SS6950000 Traffic Monitoring Site Equipment and Materials

Moved selected materials to Division III. Referenced materials in Section 676 and 995. Updated the office name. Added the Weigh-In-Motion Electronic Sensor.

Point to 676 for cabinets. Change Transportation Statistics Office to Transportation Data and Analytics Office. Move axle sensor table to 997. Delete MVDS table and point to 995. Added Weigh-In-Motion installation and test requirements. Moved selected materials to Division III.

Section 700

The changes are proposed by Dana Knox from TEO to remove the type IV sheeting requirement and replace it with a type XI sheeting and add a type IV fluorescent orange sheeting requirement in the Standard Specification.

HIGHWAY SIGNING. (REV 5-12-20-21)

SUBARTICLE 700-1.2.4 is deleted and the following substituted:

700-1.2.4 Retroreflective Sign Sheeting: Use signs that meet the material and process requirements of Section 994.

Use Type XI sheeting for all ~~regulatory, warning, and overhead signs and retroreflective strips on signs~~ unless otherwise specified. The R1-1, R1-2, R5-1 and R5-1a signs must use a sheeting system that includes a colorless film overlay.

~~Type XI sheeting shall also be used for all limited-access-advance-exit and exit-guide signs.~~

Use ~~Type IV~~ fluorescent yellow-green sheeting for the following signs:

1. school: S1-1, S3-1, S3-2, S4-5, S4-5a, S5-1 (SCHOOL portion),
2. bicycle: W11-1,
3. pedestrian: R1-6, R1-6a, R1-6b, R1-6c, R1-9, R1-9a, R10-15,
4. shared use path (trail): W11-15, W11-15a,
5. supplemental panels used with signs in (1) through (4). above.

W11-2,



SS7000102

This change removes the type IV sheeting requirement and replaces it with a type XI sheeting and adds a type IV fluorescent orange sheeting requirement.

Section 706

The changes are proposed by Olivia Townsend to clarify that epoxy adhesive may be used with Raised Pavement Markers in the Standard Specification.

**SECTION 706
RAISED PAVEMENT
MARKERS AND BITUMINOUS MARKER ADHESIVE**

706-1 Description.

Place raised pavement markers (RPMs) and adhesive, which upon installation produces provide a positive guidance system to supplement other reflective pavement markings.

706-2 Materials.

Use only Class B markers, except as follows:

For center line rumble strip installations where RPMs are in conflict with the grinding, install Class D RPMs with the first application of standard paint. Remove Class D RPMs prior to grinding, then install Class B RPMs in an unground area after grinding.

Install Class F RPMs only when shown in the plans.

Meet the requirements of Section 970.

706-2.1 Product Acceptance on the Project: Use only RPMs and bituminous adhesive that are listed on the Department's Approved Product List (APL). For Class F RPMs, provide a warranty assigned to the Department in accordance with Section 970.



SS7060000 - Raised Pavement Markers and Bituminous Adhesive

Add use of epoxy adhesives with Raised Pavement Markers. This change supports additional requirements being added to Spec 970 for epoxy adhesives by the State Materials Office.

Section 700

The changes are proposed by Derek Vollmer from Traffic Engineering and Ops to clarify Blank Out Sign (BOS) mounting, address password protection for configuration using Bluetooth, and remove the need for AC/DC charging in permanent solar installations to the Standard Specification.

HIGHWAY SIGNING (REV 5-14-6-7-21)

SUBARTICLE 700-5.2 is deleted and the following substituted:

700-5.2 Material: EWS, EGS, ERS, ~~and ESFS~~, and **ground mounted BOS** must allow attachment to vertical and horizontal support structures as part of a single or double sign post configuration. Bolts must be used for load bearing attachments.

For roadside sign assemblies, provide support structure in accordance with 646-2.

700-5.2.1 Requirements Common to all EDS: All EDS must be designed to withstand the loads defined in the Department's Structures Manual without deformation or damage. EDS, other than BOS, must provide an option to include flashing beacons. Printed circuit boards shall be protected with conformal coating. Housings that contain electronics shall be constructed of aluminum alloy sheet a minimum of .090 inches thick. Welding used during the construction of EDS must be accordance with Section 965



SS7000502

700-5.2: Add BOS mounting with structural aluminum Z members or APL approved mounting assemblies.

700-5.2.3.2: Wireless configuration and management functions must be password protected.

700-6.2.4: Remove "and AC/DC battery charger".

Section 715

This change was proposed by Jason Russell from the State Construction Office to provide additional articles for Remedial Work and Statewide Disputes Review Board for the painting of products covered by this Specification. The following proposed changes are associated with changes to Section 646 and 649.

715.3 Remedial Work.

During the painting warranty period, the responsible party shall perform all painting remedial work necessary to meet the requirements of this Specification at no cost to the Department. Such remedial work shall be performed within 180 days of notification of a failure by the Department or by the determination of the Statewide Disputes Review Board. Failure to perform such remedial work within the time frame specified will result in the work being performed by other forces at the responsible party's cost.

If the responsible party is the fabricator, the fabricator will be removed from the Prequalified Painted Galvanized Steel Poles and Aluminum Products Fabricators List for a minimum of six months or until payment in full for the correction of the deficiencies or defects has been made, whichever is longer.

If the responsible party is the Contractor, the Department will suspend, revoke, or deny the responsible party's certificate of qualification under the terms of Section 337.16(d)(2), Florida Statutes, for a minimum of six months or until payment in full for the correction of the deficiencies or defects has been made, whichever is longer.

715.4 Statewide Disputes Review Board.

The Statewide Disputes Review Board in effect for this Contract will resolve any and all disputes that may arise involving administration and enforcement of this Specification related to the painting remedial work performed during the warranty period. The Responsible Party and the Department acknowledge that use of the Statewide Disputes Review Board is required, and the determinations of the Statewide Disputes Review Board for disputes arising out of this Specification will be binding on both the Responsible Party and the Department, with no right of appeal by either party. Meet the requirements of 8-3.



SS7150300

With the addition of Painting to this specification last cycle, the additional subarticles are necessary. Added a subarticle for remedial work and Statewide Disputes Review Board for the painting of products covered by this spec.

Section 916

The changes are proposed by Wayne Rilko from the State Materials Office to update language to conform to AASHTO tests and references, and to clarify tack samples from the distributor shall be tested by the Department.

916.3.2 Requirements: Use a prime coat meeting the requirements of AASHTO M_140-~~1820~~ for anionic emulsions, AASHTO M_208-18 or AASHTO M_316-~~189~~ for cationic emulsions, or as specified in the Producer's QC Plan. For anionic emulsions, the cement mixing test will be waived. For tack products, the minimum testing requirements shall include percent residue, naphtha content (as needed), one-day storage stability, sieve test, Saybolt Furol viscosity, original DSR, and solubility (on an annual basis). Residue testing shall be performed on residue obtained from distillation, (AASHTO T_59-16) or low-temperature evaporation (AASHTO R 78-16) (2020).

At the direction of the Engineer, sample tack from the distributor used on the project at a minimum frequency of once per project per product. The sample shall be tested by the Department for the following specified material properties: percent residue, contaminants, and the residue property $G^*/\sin \delta$. Should any of the test results fail the specification requirements, the tack material will be considered defective and shall not to be used on Department projects unless waived by the Engineer. The Engineer may require the Contractor to obtain roadway cores for bond strength testing (FM 5-599).



SS9160201

Update Table 916-1 and footnotes to conform with AASHTO T 315-20

Update AASHTO references.

Tack samples from the distributor shall be tested by the Department.

Section 929

The changes are proposed by Thomas Frank from the State Materials Office to address concrete durability concerns related to the alumina content of slag cement in the Standard Specification.

SUPPLEMENTARY CEMENTITIOUS MATERIALS (REV 5-6-21)

ARTICLE 929-4 is deleted and the following substituted:

929-4 Slag Cement.

Slag cement (ground granulated blast furnace slag, GGBFS) is the quenched, ground by-product of the iron ore refinement process conducted in blast furnaces. It is primarily an amorphous material of calcium aluminosilicate constituents.

929-4.1 General: Slag cement and reference cement used for determination of slag activity tests shall meet the requirements of ASTM C989. Sampling and testing procedures shall follow the requirements of ASTM C989.

929-4.2 Acceptance Testing of Slag Cement: Acceptance of slag cement from sources operating under an accepted QC Plan shall be based on the monthly test reports meeting the chemical and physical requirements of ASTM C989 and this Section. The test report shall include:

1. For slag granules, provide X-ray Fluorescence (XRF) elemental analysis of the granules, presented in oxide form. Include CaO, SiO₂, Al₂O₃, MgO, Mn₂O₃, TiO₂, Fe₂O₃, and



SS9290400

Strengthened slag cement acceptance requirements based on recent Department sponsored research.

Section 932

The changes are proposed by Steve Nolan from the State Materials Office to add language to Tables 932-7 and 932-8, distinguishing CFRP Cable from CFRP bars. Acceptance data was added to Table 932-7.

NONMETALLIC ACCESSORY MATERIALS FOR CONCRETE PAVEMENT AND CONCRETE STRUCTURES. (REV 5-3-21)

ARTICLE 932-3 is deleted and the following substituted:

932-3 Fiber Reinforced Polymer (FRP) Reinforcing Bars.

932-3.1 General: Obtain FRP reinforcing bars from producers currently on the Department's Production Facility Listing. Producers seeking inclusion on the list shall meet the requirements of Section 105.

Use only solid, round, thermoset basalt fiber reinforced polymer (BFRP), glass fiber reinforced polymer (GFRP) or carbon fiber reinforced polymer (CFRP) reinforcing bars. *Single or multi-wire CFRP strands are permitted as spirals for reinforcing in concrete piling where specified in the Plans.* Bars shall be manufactured using pultrusion, variations of pultrusion, or other suitable processes noted in the producer's Quality Control Plan, subject to the approval of the State Materials Office (SMO). For BFRP and CFRP bars only vinyl ester or epoxy resin systems are permitted. For GFRP, use only bars manufactured using vinyl ester resin systems and glass fibers classified as E-CR or R that meet the requirements of ASTM D578.

932-3.2 Bar Sizes and Loads: The sizes and loads of FRP reinforcing bars shall meet the requirements in Table 932-6. The measured cross-sectional area, including any bond enhancing



SS9320300 Nonmetallic Accessory Materials for Concrete Pavement and Concrete Structures

Addition of large-tow grade CFRP sizes and minimum strengths in Table 4.

Minimum Tensile Elastic Modulus for CFRP cable added to Tables 7 & 8 to distinguish from CFRP Bars.

Addition of bond strength and sustained load acceptance limits for CFRP bars and cable in Table 7.

Section 933

The changes are proposed by Steve Nolan from the State Materials Office to update tables and add special shipping and storage requirements in the new subarticle for Carbon-Fiber-Reinforced-Polymer.

PRESTRESSING STRAND AND BAR. (REV 5.3-21)

ARTICLE 933-1 is deleted and the following substituted:

933-1 Strands for Prestressing.

933-1.1 Carbon Steel Strands for Prestressing: The carbon steel strands for prestressing concrete members shall be Grade 270, low-relaxation seven wire strand and shall conforming to the requirements of ASTM A416.

933-1.2 Stainless-Steel Strands for Prestressing: The stainless-steel strands for prestressing concrete members shall be a high strength stainless-steel (HSSS, Grade 240), low-relaxation seven wire strand conforming to the chemical requirements of ASTM A276 A1114, UNS S31803 or S32205 (Type 2205). The mechanical and dimensional requirements shall follow the requirements of ASTM A416 except as modified by this Section. The breaking strength shall conform to the requirements of Table 933-1. The minimum yield strength shall be 85% of the breaking strength listed in Table 933-1. The total elongation under load shall not be less than 1.4%. Stainless-steel strand shall conform to a size tolerance of +0.026 in., -0.006 in. from the nominal diameter measured across the crowns of the wires.



SS9330100 Prestressing Strand and Bar

Deleted Table 1, now in ASTM A1114.

Added 19.3mm CFRP Strand in Table 2.

Added special Shipping and Storage requirements in new subsection for CFRP.

Added Minimum Elastic Modulus for CFRP strand added to Tables 3 & 4 to distinguish from CFRP Bars.

Section 948

The changes are proposed by Elizabeth Weber to add production, materials, and lab accreditation language to facilitate the implementation of steel reinforced polyethylene corrugated pipe into the Standard Specification.

OPTIONAL DRAINAGE PRODUCTS AND REPAIR SYSTEMS (REV 5-18-21)

ARTICLE 948-2 is expanded by the following new Subarticle:

948-2.5 Steel Reinforced Polyethylene Corrugated Pipe:

948-2.5.1 General: Class 1 (50-year design service life) steel reinforced polyethylene corrugated pipe used for side drain, storm and cross drain must meet the requirements of AASHTO MP 42 with plant certification from the National Transportation Product Evaluation Program (NTPEP), provided such certification for this category of pipe is available. Pipe resin must conform to ASTM D3350 with a minimum cell classification of 334452C or E and between 2% to 4% carbon black. Thermosetting polyurethane materials used for pipe joints must be polyester-based and meet the requirements of Table 948-2. Post-consumer and post-industrial recycled resins are not allowed. Perforations are not allowed. Mitered end sections are not to be constructed of steel reinforced polyethylene corrugated pipe. Obtain pipe from a production facility that is listed on the Department's Production Facility Listing. Producers seeking inclusion to the listing shall meet the requirements of Section 105.

Table 948-2
Polyurethane Component Requirements



SS9480205

948-2.5.1 includes general requirements for producers seeking inclusion on the Department's Production Facility Listing. 948-2.5.2 outlines project materials acceptance and 948-2.5.3 addresses laboratory accreditation for qualification testing.

Section 970

The changes are proposed by Kenneth Bergum from the State Materials Office to add requirements for epoxy adhesive for use with Raised Pavement Markers, add packaging and labeling requirements for adhesives, and include extra documentation requirements to raised pavement markers. Accompanies 706.

**MATERIALS FOR RAISED PAVEMENT MARKERS AND BITUMINOUS ADHESIVE.
(REV 5-11-21)**

SECTION 970 is deleted and the following substituted:

**SECTION 970
MATERIALS FOR RAISED PAVEMENT
MARKERS AND BITUMINOUS ADHESIVE**

970-1 Raised Pavement Markers (RPMs).

Manufacturers seeking evaluation of their product for the Approved Product List (APL) must submit an application in accordance with Section 6 and provide documentation showing the product is in conformance with this section.

RPMs shall be classified in accordance with the following chart:

	Embossed	ACTM PM750 Surface



SS9700000 Materials for Raised Pavement Markers and Bituminous Adhesive

To add to specification 970 for use of Epoxy adhesives with Raised Pavement Markers as per section 706.

Section 974

The changes are proposed by Karen Byram from the Program Management Office in creation of a new Specification that includes all Patterned Pavement and Detectable Warnings. All language is moved to Division III.

SECTION 974 SURFACE TREATMENTS

974-1 Description.

This section specifies the material requirements for detectable warnings and patterned pavement and shall be one of the products included in the APL as specified in Section 6.

974-2 Detectable Warnings.

974-2.1 Performance Requirements: Provide detectable warnings that meet the following minimum material property requirements when tested in accordance with this Section and the following Table 974-1:

Property	Documentation	Test Value ¹
Visual and Microscopic Evaluation	Provide NTPEP Test Report	No significant defects with no significant changes
Domes and Spacing Dimensional Testing	Provide NTPEP Test Report	Meets the requirements with the Americans with Disabilities Act Standards for Transportation Facilities, Section 705 and



SS974000 – Surface Treatments

New Specification: 523 'Patterned Pavement' and 527 Detectable Warnings: Moving all material requirements to Division III.

Same as above about material requirements. DW's: Product performance acceptance values are being added after simulated weathering. Product types for newly constructed and existing surfaces have been added.

Section 965

The changes are proposed by Tim McCullough from the State Materials Office to meet all external publications including the Design Standard Plans and ASTM. The proposed changes will meet project needs and provide the ability for a quick review of project requirements.

GENERAL PROVISIONS FOR ALUMINUM ITEMS (INCLUDING WELDING) (REV 4-22-21)

SECTION 965 is deleted and substituted by the following:

965.1 Surface Appearance and Protection General

The exterior surfaces of aluminum castings, pipes, tubes, formed sheets, and structural shapes shall, when placed in the work, have a clean, uniform silvery appearance, free of dark streaks and discoloration. This Section covers the material and fabrication requirements for aluminum components. All aluminum light poles, J-arms, and railing supplied under this Specification shall be from producers currently on the Department's Production Facility Listing. Producers seeking inclusion on the Department's Production Facility Listing must meet the requirements of Section 105.

Aluminum members (including specifically aluminum light poles and signs poles) which are of such size or shape that the surfaces might be marred during transit and prior to their being installed, shall be appropriately and adequately protected against such damage, by wrapping with paper or by other effective means.



SS965000 General Provisions for Aluminum Items (Including Welding)

The current Specifications did not meet the external publications, the design standard plans, or the ASTMs. The Specification was out of date and needed to be revised to become a current document that will meet project needs and provide the ability for a quick review of project requirements.

Changed the numbering (sub-section) related the warranty paint requirements from 965-5 to 965-3, due to a reduction in the overall specification. Updated the welding code requirements throughout the document to meet current Code requirements. Introduced material requirements related to fabrication and performance of specific components that reference 965 in other parts of the Specification. Added the requirement for the contractor/producer to report the tensile strength on their certificate of compliance (per ASTM, it must be requested). Changed the request for acceptance to change from a mill certification to a certification of compliance (per ASTM requirements). Requested that certifications be collected for castings only. All other components are made in an approved production shop, have inspectors present or are APL approved products. The Engineer may still request certifications.

Section 971

This change was proposed by Kenneth Bergum from the State Materials Office to provide additional language to require National Transportation Product Evaluation Program (NTPEP) field test data for additional Pavement Marking Materials (PMM).

PAVEMENT MARKING MATERIALS (REV 6-7-21)

SUBARTICLE 971-1.4 is deleted and the following substituted:

971-1.4 Approved Product List (APL): All pavement marking materials shall be one of the products listed on the Department's Approved Product List (APL). Manufacturers seeking evaluation of their product shall submit an application in accordance with Section 6 and the infrared identification curve (2.5 to 15 μm) for the vehicle component. The Department will test all ~~standard thermoplastic and profiled thermoplastic~~ pavement marking materials in accordance with FM 5-541, Part B. For standard paint, ~~durable paint, preformed thermoplastic, two reactive component material, high friction thermoplastic, and permanent tape,~~ the Department will accept ~~m~~Manufacturers shall provide National Transportation Product Evaluation Program (NTPEP) field test data ~~meeting FDOT Specification requirements in lieu of evaluation testing as per FM 5-541, Part B.~~ A notation of the number of coats and the thickness of each coat at which the product passes testing may be placed on the APL. When listed, this will be the minimum criteria for application of the pavement marking material.



SS9710104 – Pavement Markings Materials

FM5-541 is being revised concurrently with Section 971.

Add language to require National Transportation Product Evaluation Program (NTPEP) field test data for additional Pavement Marking Materials (PMM).

ill now require NTPEP PMM field data for Standard Paint, Durable Paint, Preformed Thermoplastic, Two Reactive Component Material, and Permanent Tape.

Section 973

This change was proposed by Elizabeth Weber from the State Materials Office to update the requirement for Impact Resistance of Thermoplastic Structural Shapes.

Property	Test Method	Requirement
Density	ASTM D792	50-65 pcf
Impact Resistance	ASTM D256 Method A (Izod)	> 0.55 0.55 ft-lbs/in
Hardness	ASTM D2240	44-75 (Shore D)
Ultraviolet	ASTM D4329 (UVA)	500 hours <10% change in Shore D Durometer Hardness
Chemical Resistance	ASTM D756 or ASTM D543	Sea Water: <1.5% weight increase Gasoline: <7.5% weight increase No. 2 Diesel: <5.0% weight increase
Tensile Properties	ASTM D638	3,000 psi at break min.
Static Coefficient of Friction	ASTM D2394	0.25, wet or dry min.
Nail Withdrawal or Screw Withdrawal	ASTM D6117	250 lb (nail) min. 400 lb (screw) min.
Secant Modulus at 1% Strain	ASTM D6109	150,000 psi min.
Flexural Strength	ASTM D6109	2,500 psi min.
Compressive Strength	ASTM D6108	2,200 psi min.
Compressive Strength Perpendicular to grain	ASTM D6108	700 psi min.



SS9730502 Fiber Reinforced Polymer (FRP) Composite Structural Shapes

ASTM D256 may falsely indicate poor impact properties of full scale cell structured plastics. This change allows the use of cell structured materials with the potential for significant energy absorption. Requirement for Impact Resistance of Thermoplastic Structural Shapes is being changed from >2.0 to >0.55 ft-lbs/in.

Section 991

This change was proposed by Gevin McDaniel from the State Roadway Design Office to allow square bases on tubular markers.

CHANNELIZING DEVICE MATERIALS (REV 5-10-21)

SUBARTICLE 991-1.2 is deleted and the following substituted:

991-1.2 Dimensions: The post shall have a minimum diameter of 3 inches. The base of the tubular marker shall have a maximum diameter, width, or length dimension in any direction of 8 inches. The height of the tubular marker above the pavement surface shall be 36 inches.



SS9910102 Channelizing Device Materials

To allow square bases on tubular markers. Clarified the maximum 8-inch dimension for the base of the tubular markers can be either round or square.

Section 995

This change was proposed by Derek Vollmer from the Traffic Engineering and Operations Office is to move the materials section from Division II to Division III. Since the Wrong Way Vehicle Detection System must interface with the SunGuide Software, a supplemental requirements document will facilitate the application programming interface development. This proposed specification revision is associated with changes to Section 650 and 653.

6. The WWVDS is compatible with the Department's SunGuide® software. The SunGuide software requirements are listed in supplemental requirement SR-995-2.7.2-01, Supplemental Wrong Way Vehicle Detection System SunGuide HTTP Protocol, as published on the Department's State Traffic Engineering and Operations Office website at the following URL: <https://www.fltdot.gov/traffic/Traf-Sys/Product-Specifications.shtm>.

7. For WWVDS installed on ramps, the device shall:

995-4 Vehicular Traffic Signal Assemblies.

995-4.1 General: Vehicular traffic signal assemblies shall be listed on the Department's Approved Product List (APL). Manufacturers seeking evaluation of their product shall submit an application in accordance with Section 6.

Vehicular traffic signal assemblies must meet the requirements of Section 603 and the Institute of Transportation Engineers (ITE) Standard for Vehicle Traffic Control Signal Heads.



SS9950207 Traffic Control Signal and Device Materials

Move the materials section from Division II to Division III. Since the Wrong Way Vehicle Detection System must interface with the SunGuide Software, a supplemental requirements document will facilitate the application programming interface development.

Revise 995-2.7.2 Added a link to the SunGuide API for Wrong Way Vehicle Detection System. Added 995-4 Vehicular Traffic Signal Assemblies: Signal Head Assemblies (Doors, Visors, Gaskets, Terminal Blocks, Color and Finish, Backplates, LED Optical Unit, Electrical). Added 995-5 Pedestrian Signal Assemblies: Housing and Visor, LED Pedestrian Signal Optical Unit, Electrical, Hardware.

Section 997

This change was proposed by Eric Griffin from the Transportation Data and Analytics to implement a new Section in Division III for Traffic Monitoring Site Materials. The proposed specification is associated with Section 695.

SECTION 997 TRAFFIC MONITORING SITE MATERIALS

997-1 Description.

This Section governs the requirements for all traffic monitoring site (TMS) material as shown in the Plans and Standard Plans.

Provide products compatible with all other TMS APL equipment. Any electronics unit or software submitted for approval must be compatible with or convert the data into a format compatible with the Department's polling and processing software. Any substitute software modules submitted must be tested and approved.

Provide products constructed of corrosion-resistant materials, such as plastic, stainless steel, anodized aluminum, brass, or gold-plated metal. All fasteners exposed to the elements shall be Type 304 or 316 passivated stainless steel.

997-1.1 Approved Product List Submittal Requirements: Manufacturers seeking evaluation of their product for inclusion on the APL shall submit an application in accordance with Section 6 including documentation identified in Table 997-1 and this Section. Documentation must demonstrate that the product meets the requirements of this Section.



SS9970000 Traffic Monitoring Site Materials

New section in Division III for Traffic Monitoring Site Materials. The following equipment has been added to this section: Non-Weight Vehicle Sensors, Wireless Magnetometer Sensor, In-Roadway Weight Sensors, Solar Power Unit, Site Modem.

Track the Status Revisions

Program Management

Program Management Specifications
Standard Specifications for Road & Bridge Construction

Daniel Strickland
State Specifications Engineer
Phone: (850) 414-4130

Adobe Reader is required to view the specification documents. [Free Adobe download](#)

The Standard Specifications for Road and Bridge Construction contain requirements setting out or relating to the method or manner of performing work or to the quantities and qualities of materials and labor for all FDOT contracts. You will find links to the standard specifications documents for current and recent past FDOT projects in the Standard Specifications Library.

Standard Specifications Library	Links to all current implemented Standard Specifications and revisions.
Industry Review	A list of proposed Specification revisions for review and comment.
Track the Status of Revisions	Check the status of proposed revisions currently in review.
Web Links	A list of Specification references and the links they contain.
Specification Development	Links to the Specification Development Procedure and other helpful information.
Specification Package Preparation	Link to the Specification Package Preparation Procedure and other helpful information.
Specs on the Web	Link to the web application used to prepare Specifications Packages.

[Standard Specifications for Road & Bridge Construction \(fdot.gov\)](#)



FDOT Contact Management System

<https://fdotewp1.dot.state.fl.us/ContactManagement/Utilities/login.aspx?ReturnUrl=%2fContactManagement%2f>

