Specification Revisions
January 2022
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.
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.

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 subsurface investigations and 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.

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.


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 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 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.

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).

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.
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% mark-up. The 20% mark-up 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 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.

<table>
<thead>
<tr>
<th>Rule</th>
<th>Description</th>
</tr>
</thead>
</table>
| § 3.2 General | For this Contract, submit the following schedules and reports:
| § 3.3.2.1 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 code(s) 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 code should be consistent with the Contract Schedule.

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

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.

- **9-2.11 Fuel**: 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%.

- **9-11.2 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 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.

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.

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.
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.

### Section 102

<table>
<thead>
<tr>
<th>Item/Description</th>
<th>Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Temporary Marked Adhesive</td>
<td>Section 970</td>
</tr>
<tr>
<td>Temporary Raised Pavement Markers</td>
<td>Section 990</td>
</tr>
<tr>
<td>Paint</td>
<td>Section 971</td>
</tr>
<tr>
<td>Removable Tape</td>
<td>Section 990</td>
</tr>
<tr>
<td>Glass Spheres</td>
<td>Section 971</td>
</tr>
<tr>
<td>Temporary Traffic Control Device Materials</td>
<td>Section 990</td>
</tr>
<tr>
<td>Retroreflective and Nonreflective Sheeting</td>
<td>Section 990</td>
</tr>
<tr>
<td>for Temporary Traffic Control Devices</td>
<td>Section 994</td>
</tr>
</tbody>
</table>

**SS1020200 – Maintenance of Traffic**

Clarify that epoxy adhesive may be used with Raised Pavement Markers.
The changes are proposed by Elizabeth Weber from the State Materials Office to update the language in the Materials Manual for Section 6.1.

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.
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.

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

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.

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/Section8V2.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/ Section8V2.shtm.
https://www.fdot.gov/programmanagement/ Implemented/URLinSpecs/Section8V2.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..
Florida Department of Transportation

Section 105

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

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.

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 substrandard 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.

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, improved shoulders, and the bottom of the roadway base or embankment 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 or 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

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.

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.
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:

300-2.1 Materials.

300-2.1 Prime Coat: For prime cost, 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 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.

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 reduces 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.
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.
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.htm

SP3340302

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

(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.
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.
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 strand 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, 24-inch square and smaller piles.

450-13.3 Restoration of Surfaces and Edges: Where required, restoring steel or positioning metal in exposed, remove concrete from around the items to provide a 1-inch clearance all around. Where 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. As ready mortar meeting the requirements of Section 516, Type F may be used as an alternative to non-shrink grout. Fully 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 on 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.

\[
\frac{S_{pc}}{f_{pc}} = 0.7 f'_{c} - 0.75 f_{pc}
\]

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 pile length will subject to provisions of 455-11.8, 455-11.9, 455-11.10, 455-11.11, and 455-11.12.

Changes apply to Conventional Projects that use the Standard Specification SS455. They
don't apply to DB projects.
Florida Department of Transportation

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 instilling 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 deems necessary.

1. Variations in temperature between access tubes which may indicate variations in cage alignment.
2. The calculated radius of the shaft throughout the entire depth.
3. Alignment of the reinforcing cage along the shaft.
4. Calculated concrete cover throughout the entire depth.
5. Shaft Details, Pile 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.
6. 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.
The changes are proposed by Dennis Golabek from the Structures Design Office to modify the pay item number for sole and masonry plates associated with multi-rotational bearings.

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:

523-2.1 Construction. 
   523-2.1.1 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.

523-2.2 Pavement Cuts: Complete all utility, traffic loop detector, and other items requiring a cut and installation under the finished surface, prior to product installation.

523-2.3 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.

523-2.4 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 extensive 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, Inlet 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.

SS2700000 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 Dispute Resolution Statewide Dispute Review Board.

The Contractor and the Department acknowledge that use of the Statewide Dispute Review Board is required and the determinations of the Statewide Dispute 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 Dispute 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 Dispute 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 any decisions of the Statewide Dispute Review Board are final and the determination of the

SS5700600

Correction to the Disputes Review Board subarticle to correct it to the Statewide DRB and update the language.
SP58000000FA

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

SP58000000FA

Adds a reference to existing materials specification in section 987.
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 1-14-195-11-21) (FA 1-31-18) (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

<table>
<thead>
<tr>
<th>REV 6-14-20</th>
</tr>
</thead>
</table>

**ARTICLE 633.4 Method of Measurement.**

The quantity to be paid will be: the length, in feet, of fiber optic cable, for number, per each, of fiber optic connection; the number, per each, of fiber optic connection hardware; the number, per day, of fiber optic cable locations; and the length, per foot, of recovered pair cable, accepted by the Engineer. The quantity to be paid for the fiber optic location will be the number, per day, for the full duration of the Contract. Payment for the fiber optic location will be withheld for each day that any portion of the Department’s fiber optic facility are not marked.

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 drives), supplies, support, personnel training, demarcation, and incidental necessary for a complete installation. Payment for the transportation of traveled communications cables, groundings is considered incidental and shall be included in the price for recovered pair communications cables.

**Fiber optic splices and terminations, as shown in the Plans, shall be measured per each.**

Fiber optic connection finished and installed.

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."
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.

10.3 Remedial Work

In the event the responsible party shall perform all necessary remedial work necessary to meet the requirements of this Specification at own cost to the Department. Such corrective work shall be performed within 30 days of notification of a defect 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 sources at the responsible party’s cost.

If the responsible party fails to correct, the contractor will be removed from the Florida Quality Paved Pavement Special and Aluminum Paved Pavement Special. The contractor will be removed from the Florida Quality Paved Pavement Special and Aluminum Paved Pavement Special for a minimum of six months and may not return to work for the correction of the deficiencies or defects, as determined by the Florida Department of Transportation.

10.4 Statewide Disputes Review Board

The Statewide Disputes Review Board is set forth in Section 715.4001 and is set forth in Section 715.4001. The Responsible Party shall file a claim for work and materials claimed. The Responsible Party shall file a claim for work and materials claimed. The Responsible Party shall file a claim for work and materials claimed. The Responsible Party shall file a claim for work and materials claimed. The Responsible Party shall file a claim for work and materials claimed. The Responsible Party shall file a claim for work and materials claimed.

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.

**649.3 Remedial Work**

In the prompt warranty period, the responsible party shall perform all painting remedial work necessary to meet the requirements of this specification or an order in the Department, such remedial work shall be performed within 180 days of notification of a failure by the Department or to the determination of the Statewide Disputes Review Board, so as to put the article in good working order. The responsible party shall pay to the Department the reasonable cost of any such painting work performed by the Department or the responsible party’s order.

1. If responsible party is the Department, the巨款 will be removed from the Department.
2. The Department will be removed from the Department.
3. The Department will be removed from the Department.
4. The responsible party’s certificate of qualification under the terms of Section 337.164(K).

**649.6 Statewide Disputes Review Board**

The Statewide Disputes Review Board, based on facts that this Contract is being put to full 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 out of the Statewide Disputes Review Board is required, and the Department 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 6.4.

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.
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.

<table>
<thead>
<tr>
<th>SS650020 – Vehicular Traffic Signal Assemblies</th>
</tr>
</thead>
<tbody>
<tr>
<td>Move the materials section from Division II to Division III.</td>
</tr>
<tr>
<td>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.</td>
</tr>
</tbody>
</table>
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.

653-1: 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.
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

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 (VAC). 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 a minimum of 100 activations per day and provide 30 days of operation without maintenance. Each activation must be 30 seconds in duration. Solar powered systems must automatically charge batteries and prevent over-charging 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".
This change was proposed by Derek Vollmer from the Traffic Engineering and Operations Office to clarify the size of small equipment enclosure.

**Section 676**

**TRAFFIC CABINETS**

(REV 5-14-33)

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 14 inches high by 10 inches wide by 11 inches deep. Small equipment enclosures are smaller than the Size 1 NEMA 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 encloser smaller than Size 1 NEMA cabinet.
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.

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.
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 5-1-20 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, R3-1 and R3-3a 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 sheeting 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, R1-15, R1-15b,
  4. shared use path (trail): W31-15, W31-15a,
  5. supplemental panels used with signs in (1) through (4). above.

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

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.
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.

**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 6-96-2.

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. Housing that contain electronics shall be constructed of aluminum alloy sheet a minimum of .009 inches thick. Welding used during the construction of EDS must be accordance with Section 663.

**Section 700**

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".
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 paint warranty period, the responsible party shall perform all paint work necessary to meet the requirements of this Specification at its cost to the Department. Such remedial work shall be performed within 150 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 others at the responsible party's cost. The cost of work performed by others will be proposed from the Painted Panel Rejected Steel Panels and Abrams Products Fabrication List by a representative of the responsible party and paid pursuant to the terms of the Final Summary of Account. If the responsible party's certificate of qualification under the terms of Section 137.66(1), Florida Statutes, for a representative of an entity or body pursuant to the terms of the Final Summary of Account has been revoked, the Department will have the right of appeal to either party, after the requirements of F.S.
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.

916.2 Requirements: Use a prime coat meeting the requirements of AASHTO M 140-16 (R-15) for anionic emulsions, AASHTO M 208-18 or AASHTO M 316-18 for cationic emulsions, or as specified in the Producer’s QC Plan. For anionic emulsions, the cation mixing test will be waived. For tack products, the minimum testing requirements shall include percent residue, naptha content (as needed), one-day storage stability, tarot test, Saybolt Furol viscosity, original DSR, and solubility (on an annual basis). Residue testing shall be performed on residue obtained from distillation, (AASHTO T 95-16) 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* at 30°C. Should any of the test results fail the specification requirements, the tack material will be considered defective and shall not be used on Department projects unless waived by the Engineer. The Engineer may require the Contractor to obtain residue cores for bond strength testing (FM 8-599).

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
(REY 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 aluminate cement.

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, MnO₂, TiO₂, Fe₂O₃, and

SS9290400

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

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.
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**

**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.

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.
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 ATP, 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:

<table>
<thead>
<tr>
<th>Property</th>
<th>Documentation</th>
<th>Test Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Visual and Microscope Evaluation</td>
<td>Provide NTEPEP Test Report</td>
<td>No significant defects with no significant changes</td>
</tr>
<tr>
<td>Density and Segregate Dimensional Testing</td>
<td>Provide NTEPEP Test Report</td>
<td>Meet the requirements of the Americans with Disabilities Act Standards for Accessible Public Transportation Facilities, Section 796, and</td>
</tr>
</tbody>
</table>

---

**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.

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).

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). Now require NTPEP PMM field data for Standard Paint, Durable Paint, Preformed Thermoplastic, Two Reactive Component Material, and Permanent Tape.
This change was proposed by Elizabeth Weber from the State Materials Office to update the requirement for Impact Resistance of Thermoplastic Structural Shapes.

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 991.2 is deleted and the following substituted:

991.2 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.
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.

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.

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**

**July 2020 Workbook History**

---

### History of Proposed Revisions

**July 2020 Workbook**

The following information is updated to become available...

**Note:** There is an Adobe Acrobat (PDF) format file for each stage from 1A to B4.

**Comments:** Comments received from individuals during Industry Review.

**Response:** Implementation response to these comments.

**Final:** The Final Draft of the proposed revision is transmitted to FDOT for approval.

**Implemented:** The final version ready for implementation on the lifting date indicated on the document.

<table>
<thead>
<tr>
<th>ID</th>
<th>Comments</th>
<th>Implementation</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>001</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>002</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>003</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>004</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

*July 2021 Workbook History (fdot.gov)*
Florida Department of Transportation

FDOT Contact Management System

Agency Resources
Electronic Updates

FDOT Contact Management System
The Contact Management System is a "self-service" application where individuals can register to receive email updates regarding select publications or news releases by the Florida Department of Transportation.

To create a new account or manage an existing subscription, please visit:
https://fdotwp1.dot.state.fl.us/ContactManagement/Utilities/login.aspx?ReturnUrl=%2fContactManagement%2f

https://fdotwp1.dot.state.fl.us/ContactManagement/Utilities/login.aspx?ReturnUrl=%2fContactManagement%2f