

Specification Section 520

Subarticle 520-1

ORIGINATION

Date: 3-27-26

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COMMENTARY

The pay item and standard plans index did not align for bumper guards. A team from Roadway, Specs, Forecasting, and Product Evaluation determined that Section 520, aligning with the Standard Plans, was the best location for the pay item and product.

INDUSTRY COMMENTS AND RESPONSES

(Please note all comments and responses are verbatim as received. The Specifications Office does not alter typos or grammar.)

BLACK = Comment **BLUE** = Specifications Response **GREEN** = Change Made to Specification

Name: Andrew Pinkham

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Date: 5-1-26

COMMENT: This change should have gone to SMO Structural Materials (Steven, Mateo, and Jamie not to mention the Industry associations, Precast Manager meetings and DSMEs, which is how SMO precast has ALWAYS made revisions. SMO ALWAYS discusses these changes long before publishing changes to anyone else) and Industry Associations before being changed at whim by the APL office and associated Tallahassee peers. This did NOT come to the concrete/precast materials section before being sent out, because it continues to not be a requirement for SMO to be involved with spec changes, per the spec change submittal forms. As stated by the revision, "A team from Roadway, Specs, Forecasting, and Product Evaluation determined that Section 520...", meaning that they actively excluded SMO from this conversation, as usual. This is not the first time that the APL office has made changes without SME inclusion, but it continues to seriously erode the trust between SMO and Industry. I highly recommend that these changes be addressed by the SMEs at SMO before being drafted and sent to the masses. In the past, the APL team made massive changes to specifications that took an immense amount of time to rectify, not to mention the reduction in trust between SMO and Industry at all levels, from the Precast concrete association to the Prestressed Concrete association, the Precast Managers, DSMEs et al. These aforementioned changes would have stopped payment for all jobs containing precast concrete in all of FDOT. The primary issue here is that currently bumper guards are manufactured using 347 concrete. As part of this revision, they are now required to be manufactured by an Incidental facility, which are required to use 346 concrete, with all the testing and cost that goes along with it. This is an arbitrary decision that was made outside the guidelines of engineering or FDOT doctrine. Unfortunately, Roadway will say "this is fine as is", however, it is not. Additionally, the list version of the concrete types creates ambiguity. In 520-1, it clearly states that this section covers all curb not covered by other sections. As an average Contractor, if I look at the proposed revisions, which concrete am I required to use to make curbs? You WILL get pushback if contractors are told to use 346 for things that have traditionally been 347. The 415 reference needs to include the full name of the

referenced section. Because this seems to tie to toll areas, the use of FRP may be necessary due to faraday requirements (no steel in the toll plazas).

RESPONSE: No changes were made to the material requirements; 346 concrete is required for Toll Header curbs only. **Only formatting changes** were made to 520-2 Materials article.

ACTION TAKEN: No Changes made.