

ORIGINATION FORM

Date: November 16, 2012
Originator: John Mauthner, P.E.
Contact Information: (850) 414-4334

Specification Title: CRASH CUSHIONS

Specification Section, Article, or Subarticle Number: 544, 544-1, 544-2, and 544-3

Why does the existing language need to be changed?: Implementation of Index 430
MUTCD Requirements

Summary of the changes:

- 544-1 removed the term non-redirective and its definition.
- 544-2 removed the test requirements of NCHRP 350.
- 544-3 revised Type I (Roman numeral One) to Type 1 (Arabic numeral One).
- 544-3 revised Subarticle 990-2 to Subarticle 993.

Are these changes applicable to all Department jobs? Yes
If not, what are the restrictions? None

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

With who have you discussed these changes?
Construction, Specifications, Maintenance and Estimates Offices

What other offices will be impacted by these changes? N/A

Are changes needed to the PPM, Design Standards, SDG, CPAM or other manual?

- PPM Revisions = Complete,
- Design Standard = Under Industry Review,
- SDG = N/A,
- CPAM = N/A.

Is a Design Bulletin, Construction Memo, or Estimates Bulletin needed?
The New Index 430 will require a Design Bulletin on January 2, 2013.
Construction Bulletin = N/A, Estimates Bulletin = N/A.

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

MEMORANDUM

DATE: November 26, 2012
TO: Specification Review Distribution List
FROM: Trey Tillander, State Specifications Engineer
SUBJECT: Proposed Specification: **5440000 Crash Cushions.**

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

This change was proposed by John Mauthner, of the State Roadway Design Office, to remove the term, non-redirective, and test requirements of NCHRP 350. Also, the change corrects a typo and reference from Section 990 to 993.

Please share this proposal with others within your responsibility. Review comments are due within four weeks and should be sent to Mail Station 75 or to my attention via e-mail at SP965TT or trey.tillander@dot.state.fl.us. Comments received after **December 24, 2012**, may not be considered. Your input is encouraged.

TT/cah
Attachment

CRASH CUSHIONS.
(REV 11-16-12)

SECTION 544 (Page 703) is deleted and the following substituted:

SECTION 544
CRASH CUSHIONS

544-1 Description.

Install redirective ~~and non-redirective~~ crash cushions ~~(of the sizes and types designated as shown~~ in the Plans. Redirective crash cushions are safety devices with capabilities to redirect the impacting vehicle over the full length of the device. ~~Non-redirective crash cushions allow controlled penetration of the impacting vehicle over the full length of the device.~~

544-2 Qualified Products List (QPL).

Use crash cushions listed on the QPL. Manufacturers seeking evaluation of their crash cushions shall furnish certified test reports showing that their products meet all test requirements of ~~NCHRP 350 or~~ the Manual for Assessing Safety Hardware 2009 (MASH).

544-3 Construction.

Handle and install manufactured materials or articles in accordance with the manufacturer's instructions and the Design Standards.

Use crash cushions delineated with a Type ~~I~~ Object Marker specified in Section 705 or sheeting in accordance with ~~990-2~~ *Section 993*.

Perform repairs necessary due to defective material, work, or operations without additional cost to the Department.

Restore crash cushions damaged by the traveling public after the installation is completed, accepted and serving its intended purpose on an open section of bridge or roadway within 24 hours.

544-4 Compensation.

Price and payment will be full compensation for the complete system or module in place and accepted, including object marker or sheeting. Payment for restoring damaged crash cushions will be 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.

Relocation of an existing crash cushion to a permanent location called for in the Plans shall be paid for at the Contract unit price for relocating existing systems. Price and payment will be full compensation for relocating and reinstalling the system in accordance with the manufacturer's instructions and the Design Standards.

Payment will be made under:

- | | |
|-------------------|--------------------------------|
| Item No. 544- 74- | Relocate Crash Cushion - each. |
| Item No. 544- 75- | Crash Cushion - each. |