



Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

ANANTH PRASAD, P.E.
SECRETARY

MEMORANDUM

DATE: September 27, 2011

TO: Brian Blanchard, Asst. Secretary for Engineering & Operations

FROM: Duane Brautigam, Director, Office of Design
David Sadler, Director, Office of Construction

COPIES: Rudy Powell, State Specifications Engineer

SUBJECT: Mandatory Specification Revision No. 1

I approve the implementation plan of the subject Specification.

Duane Brautigam Signature on file 9/28/11
Director, Office of Design Date

David Sadler Signature on file 10/3/11
Director, Office of Construction Date



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SECRETARY

MEMORANDUM

DATE: September 27, 2011

TO: District Specifications Engineers and Central Office Staff

FROM: Rudy Powell, P.E., State Specifications Engineer

SUBJECT: MANDATORY SPECIFICATIONS REVISIONS
January 2012 Workbook: Mandatory Revision No.1

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

Specification Number	Heading	Revision Date	Effective Letting Date	Remarks
SP0030800	Award and Execution of Contract.	9-12-11	1-12	New SP. Usage Note: All Jobs. (1)
SP1021312	Maintenance of Traffic.	8-3-11	1-12	<u>Usage Note Revision:</u> 102-89-17 Items (2)
SP5440400	Crash Cushions.	8-4-11	1-12	<u>Usage Note Revision:</u> 544-75-1AA Items (2)

- (1) The language in the second paragraph of Article 3-9 needs to be moved to Article 3-8 in order to ensure that there is no ambiguity in the Public Records specification. It is important that the change be made as soon as possible in order to ensure that new contracts are clear and consistent in their application of the requirements of the Florida Public Records Laws. The Design-Build Division I specifications already reflect this change.
- (2) Based on continued feedback and discussions with industry, the use of the Special Provisions deleting payment for damaged crash cushions on all capacity type projects is too broad. The desire is to create a representative sample to gather cost data to better understand the bid and repair costs of the different crash cushion options – see Estimates Bulletin 11-10. To facilitate this, separate pay items have been established for use on selected projects with less than 50 crash cushions. Following this criteria, the Special Provisions will be used on approximately 99 projects with a total of 833 crash cushions in 2012 and 2013. Check the quantity of crash cushions on projects including these Special Provisions and revise the Specification Packages as needed.