AASHTO
AASHTO INNOVATION INITIATIVE

## Sponsor

Nominations must be submitted by an AASHTO member DOT willing to help promote the innovation

1. Sponsoring DOT (State): Florida
2. Name and Title: Dan L. Hurtado, P.E. - State Specifications Engineer
   Organization: Florida Dept, of Transportation - Program Management Office
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3. Is the sponsoring State DOT willing to promote this innovation to other states by participating on a Lead States Team supported by the AASHTO Innovation Initiative? Yes or No: No

## Innovation Description (10 points)

The term "innovation" may include processes, products, techniques, procedures, and practices.

4. Name of the innovation:

Semi-Annual Electronic Publication of Standard Specifications for Road and Bridge Construction

5. Please describe the innovation. Describe how this innovation transforms your existing "state of play."

The Florida Department of Transportation (FDOT) publishes a complete, new "Standard Specifications for Road and Bridge Construction" every 6-months. These Standard Specifications, along with their associated ancillary Specials (Design-Build, Maintenance

6. If appropriate, please attach photographs, diagrams, or other images illustrating the appearance or functionality of the innovation (if electronic, please provide a separate file). Please list your attachments here.

"Redline Book" Cover Page.
"Redline Book" Sample Interior Page.
Specifications Website Screenshot

7. Briefly describe the history of its development.

For decades, FDOT would publish hard-copy versions of the Standard Specifications for Road and Bridge Construction in bound format, every 3 - 5 years. Within the intervening period, Supplements to the Standard Specifications would be published every 6-months. This meant that

## State of Development (40 points)

Innovations must be successfully deployed in at least one State DOT. The AII selection process will favor innovations that have advanced beyond the research stage, at least to the pilot deployment stage, and preferably into routine use.

8. How ready is this innovation for implementation in an operational environment? Please check of the following options. Please describe

- ☐ Prototype is fully functional and yet to be piloted
- ☐ Prototype demonstrated successfully in a pilot environment
- ☐ Technology has been deployed multiple times in an operational environment
- ☑ Technology is ready for full-scale adoption

This technology has been in full-scale implementation since 2015.

9. What additional development is necessary to enable routine deployment of the innovation? What resources—such as technical specifications, training materials, and user guides—are already available to assist with the deployment effort?

The State Specifications Office publishes a Specifications Development Procedure, Specifications Package Preparations Procedure and a Specification Handbook, all of which

10. Has any other organization used this innovation? Yes or No: No
    If so, please list organization names and contacts. Please identify the source of this information.

| Organization | Name | Phone | E-mail |
|---|---|---|---|
| | | | |
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**Potential Payoff** (30 points)

Payoff is defined as the combination of broad applicability and significant benefit or advantage over other current practice (baseline).

**11.** How does the innovation meet customer or stakeholder needs in your State DOT or other organizations that have used it?

The two primary benefits of this regime are clarity and efficiency. Contract clarity is improved by eliminating potential confusion in the field as to "What exactly is in my contract?" and by allowing the rapid implementation of new innovations into standard work practices. Lessons learned from

**12.** What type and scale of benefits have your DOT realized from using this innovation? Include cost savings, safety improvements, transportation efficiency or effectiveness, environmental benefits, or any other advantages over other existing baseline practice. Please identify the following benefit types:

| Check boxes that apply | Benefit Types | Select a rating from the drop down menu |
|---|---|---|
| ✔ | Cost Savings | 5-High |
| ✔ | Shortened Project/Service Delivery Schedule | 6-High to Exceptional |
| ✔ | Improved Customer Service | 5-High |
| ✔ | Improved Quality | 5-High |
| ✔ | Environmental Benefits | 4-Moderate to High |
| ✔ | Organizational Efficiency | 7-Exceptional |
| ✔ | Improved Safety | 5-High |
| ✔ | Improved Operational Performance | 4-Moderate to High |
| ✔ | Improved Asset Performance | 4-Moderate to High |
| | Others (please describe) | Choose an Item |

Provide an additional description, if necessary:

**13.** Please describe the potential extent of implementation in terms of geography, organization type (including other branches of government and private industry) and size, or other relevant factors. How broadly might the technology be deployed?

This regime can be implemented by any organization which publishes periodic guidelines or specifications. Geography and organizational size or complexity are not a factor. Florida is the 3rd largest state in the nation. FDOT has a roughly $12 billion annual work program. The

**Market Readiness** (20 points)

The AII selection process will favor innovations that can be adopted with a reasonable amount of effort and cost, commensurate with the payoff potential.

**14.** What specific actions would another organization need to take along each of the following dimensions to adopt this innovation?

| Check boxes that apply | Dimensions | Please describe: |
|---|---|---|
| ✔ | Gaining executive leadership support | Cross-discipline coordination is required, this will involve executive support and coordination. |
| | Measuring performance (e.g. benefits documentation) | |
| ✔ | Improving technology understanding | Providing ready access to computer resources is vital. With the elimination of a physical "book" staff |
| ✔ | Overcoming financial constraints | This program resulted in a net savings by eliminating the need to print a physical "book" an |
| | Addressing legal issues (if applicable) (e.g., liability and intellectual property) | |
| | Acquiring in-house expertise | |
| ✔ | Resolving conflicts with existing regulations and standards | The publication schedule of the Standard Specifications must be coordinated with the |
| | Other challenges | |

**15.** What is the estimated cost, effort, and length of time required to deploy the innovation in another organization?

| | **Please describe:** |
|---|---|
| Cost | This program resulted in a net savings by eliminating the need to print a |
| Level of Effort | This regime can be implemented by any organization which publishes |
| Time | This regime can be implemented in a period of 6 months. |

**16.** To what extent should the implementation of this innovation require the involvement of third parties, including vendors, contractors, and consultants? If so, please describe. List the type of expertise required for implementation.

None

**Submit Completed form to:** http://aii.transportation.org/Pages/Solicitation-Submit-Nomination.aspx


This document contains the most recent published version of FDOT's Standard Specifications for Road and Bridge Construction, effective for project lettings beginning JULY 2018. Please view and read the Distribution memo for more information.

**July 2018 Distribution Bulletin**
**July 2018 Standard Specifications eBook**
**Signed and Sealed Record Copy**
**NEW July 2018 Redline eBook**

**July 2018 eBook - Implemented Revisions**
**July 2018 Workbook**
**July 2018 Workbook History**
**Mandatory Revisions - July**

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**January 2018 Distribution Bulletin**
**January 2018 Standard Specifications eBook**
**Signed and Sealed Record Copy**
**NEW January 2018 Redline eBook**

Revisions to the published Standard Specifications for Road and Bridge Construction may be implemented to enhance safety; reduce costs; comply with new laws, rules or policies; incorporate new technology; update industry standards or practices; and other critical updates.

**January 2018 eBook - Implemented Revisions**
**January 2018 Workbook**
**January 2018 Workbook History**
**Mandatory Revisions - January**

# FLORIDA DEPARTMENT OF TRANSPORTATION


## STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION

Redline eBook

JANUARY 2018

Employ an approved independent Channelizing Device Supplier (CDS) to provide and maintain the condition of the following non-fixed channelizing devices: drums, cones, vertical panels, barricades, tubular markers, and longitudinal channeling devices. Cones may be provided and maintained by the Contractor.

The CDS shall not be affiliated with the Contractor and shall be approved by the Engineer in accordance with 102-9.1.1. The CDS shall submit a monthly certification on letterhead that the channelizing devices mentioned above installed/used within the work zone meet classification category of Acceptable ~~standards~~ as ~~outlin~~defined in the Pedestrian LCD Evaluation Guide and the ATSSA Quality Guidelines for Temporary Traffic Control Devices and Features. ~~If the Contractor chooses to provide and maintain cones, the Contractor must submit a monthly certification on letterhead that all cones installed/used within the work zone meet acceptable standards as outlined in ATSSA Quality Guidelines for Temporary Traffic Control Devices and Features, and t~~The CDS shall submit the monthly certification on letterhead for ~~any other~~ channelizing devices installed/used within the work zone. The CDS certification shall include the following statement, "I certify that I have provided and maintained the following devices <list devices covered under the certification> in accordance with Pedestrian LCD Evaluation Guide and the ATSSA Quality Guidelines for Temporary Traffic Control Devices and Features." If the Contractor chooses to provide and maintain cones, the Contractor must submit a monthly Contractor certification on letterhead that all cones installed/used within the work zone meet acceptable standards as outlined in the ATSSA Quality Guidelines for Temporary Traffic Control Devices and Features. The Contractor certification shall include the following statement, "I certify that I have provided and maintained cones in accordance with the ATSSA Quality Guidelines for Temporary Traffic Control Devices and Features."

**102-9.1.1 Approved Independent Channelizing Device Supplier (CDS)**

**Requirements:** Submit the following documents to the Engineer for independent CDS approval at the preconstruction conference. A CDS may elect to provide a one-time submittal of this information to the State Construction Office for review and pre-approval. Department approved CDSs are listed on the State Construction Office website. Inform the Engineer at the preconstruction conference of this approval.

1. A letter on company letterhead signed and dated by the owner of the company or company officer with the following information and statements:

a. The company's owners, stockholders, and officers.

b. A statement declaring that the company will not perform as a CDS on any project where there is common ownership, directly or indirectly, between the company and the Contractor.

c. A statement declaring that the company will furnish and maintain the condition of all channelizing devices with the exception of cones as required in 102-9.1 with its own forces.

d. A statement declaring at least five years of experience in providing channelizing device supplier services, with its own inventory of channelizing devices.

e. On a separate sheet, list a sample project history of the company's experience as a channeling device supplier for the five years declared in item 1(d) above including the following information:

1. Project name and number and a brief description of CDS work performed,

2. Beginning and ending date of CDS project activities,