

2040603 GRADED AGGREGATE BASE
COMMENTS FROM INTERNAL/INDUSTRY REVIEW

Rich Hewitt
386-943-5305
richard.hewitt@dot.state.fl.us

Comments: (3-8-17)

1. Shared Use Path vs Bike Lane

The Spec change author might want to check on the terminology used for bike/shared use paths. I believe we use “shared use path” for paths typically completely separated from the roadway that typically doesn’t receive any vehicular traffic (i.e. a trail for bikes, walking, skating, like the ones in the rails to trails program), while a “bike lane” is part of the traveled roadway and often does receive vehicular traffic.

Response: Agree. “Bike/” will be deleted.
Change made.

2. What about density requirement in a bike lane?

The reason I mention the distinction between “bike lane” and “shared use path” above is, they probably need to ensure they are using consistent language in other areas of the Spec of Design. They may be, but I’d still ask, if the author wants to require density on a “shared use path” (a bike and skating trail that cars and trucks rarely, if ever, drive across), shouldn’t they also have language for a density requirement for a “bike lane” which is part of the roadway and does receive vehicular traffic?

Response: Since bike lanes are considered part of the roadway, the same density requirement as the roadway applies.
No change made.

Maryanne Koos
414-4321
maryanne.koos@dot.state.fl.us

Comments: (3-8-17)

Consider just using shared use paths. It's the only thing we have design criteria for.

Response: Agree. “Bike/” will be deleted.
Change made.
