

Origination Form

Specifications

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Date:	2025-06-30T14:40:34Z	Associated Specs:	none

Summary:

No changes

Justification:

Adequate compaction can be obtained with steel-wheeled rollers, so traffic rollers (rubber-tired rollers) are less commonly used and are not required to achieve adequate compaction.

Do the changes affect other types of specifications?

Neither

List Specifications Affected:

Other Affected Documents/Offices	Contacted	Yes/No
Other Standard Plans		No
Florida Design Manual		No
Structures Manual		No
Basis of Estimates Manual		No
Approved Product List		No
Construction Office		No
Maintenance Office		No
Materials Manual		No
Traffic Engineering Manual		No

Are changes in line with promoting and making progress on improving safety, enhancing mobility, inspiring innovation, and fostering talent; explain how?

Removes need to have a piece of equipment available that isn't commonly needed or used in many areas. May help in some cases with projects being constructed faster as with current requirement contractor reported losing time having to get a traffic roller on site due to enforcement of the spec when adequate compaction can be obtained with steel-wheeled rollers that are common equipment for asphalt contractors.

What financial impact does the change have; project costs, pay item structure, or consultant fees?

No added costs. Could be reduction when compared to cases where contractor would have to bring in a traffic roller where they didn't plan to bring one, but were required to follow the specification as currently written in existing Specifications Workbook.

What impact does the change have on production or construction schedules?

No negative impacts to construction schedules and in some cases as described in #25 above, could be slight reduction in construction time.

How does this change improve efficiency or quality?

Can help reduce time if contractor isn't required to use traffic roller and get one sent to the project. Quality can improve as in some cases traffic roller can change cross slope, especially with variable thickness overbuild layers, whereas steel wheeled rollers are less likely to do so.

Which FDOT offices does the change impact?

Construction

What is the impact to districts with this change?

No anticipated impact.

Does the change shift risk and to who?

Same risk. Contractors are still responsible to achieve acceptable density in areas subject to density testing.

Provide summary and resolution of any outstanding comments from the districts or industry.

Comments and Responses are available on the Track the Status of Revisions hyperlink located on the Specifications landing page: <https://www.fdot.gov/programmanagement/Specs.shtm>

What is the communication plan?

Through the established specification revision process (e.g., Internal and Industry Review)

What is the schedule for implementation?

The Standard Specifications eBook and Workbook are effective July 1st every year.

HOT MIX ASPHALT - GENERAL CONSTRUCTION REQUIREMENTS (REV 6-30-25)

SUBARTICLE 330-7.6 is deleted and the following substituted:

330-7.6 Use of Traffic Roller: ~~Use a traffic roller on the first overbuild course.~~ Use a traffic roller or vibratory roller (unless restricted by the Contract Documents) on the first structural layer placed on an AMI.