

Origination Form

Specifications

Name:	Richard Hewitt	Specification Number:	9.4.5.2
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Date:	2024-04-23T12:59:53Z	Verified:	VERIFIED

Summary:

Adding language to clarify Straightedge Exceptions for roundabout intersections.

Justification:

Current language discusses intersections and clarifies limits with "stop bar to stop bar" language, but roundabout intersections do not have stop bars, thus I'm adding "yield line to yield line" language for roundabout intersections.

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

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

Changes are inline, but specifically they are just language added for clarification to reduce confusion and conflict on what areas are Straightedge Exceptions on projects with roundabout intersections.

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

No financial impact anticipated.

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

No impact anticipated.

How does this change improve efficiency or quality?

No change anticipated.

Which FDOT offices does the change impact?

Construction

What is the impact to districts with this change?

No impact anticipated. Current Specs have straightedge exceptions for regular intersections, this language clarifies it for roundabout intersections.

Does the change shift risk and to who?

No shift of risk.

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 5-23-24)**

SUBARTICLE 330-9.4.5.2 is deleted and the following substituted:

330-9.4.5.2 Straightedge Exceptions: Straightedge testing will not be required in the following areas:

- ~~1. s~~Shoulders;
- ~~2. i~~Intersections;
- ~~3. t~~Tapers;
- ~~4. e~~Crossovers;
- ~~5. s~~Sidewalks;
- ~~6. s~~Shared use paths;
- ~~7. p~~Parking lots;
- ~~8. r~~Raised crosswalks;
- ~~9. s~~Speed tables; and similar areas

Additional exceptions to straightedge testing, or in the following areas when they are less than 250 feet in length:

- ~~1. t~~Turn lanes;
- ~~2. a~~Acceleration/deceleration lanes ~~and~~
- ~~3. s~~Side streets

~~The limits of the intersection will be~~ intersection limits are from stop bar to stop bar for both the mainline and side streets For roundabouts, the intersection limits are within the outside perimeter of the circulatory roadway.

As an exception, in the event the Engineer identifies an objectionable surface irregularity in the above areas, straightedge and address all deficiencies in excess of 3/8 inch in accordance with 330-9.5.

The Engineer may waive straightedge requirements for transverse joints at the beginning and end of the project, at the beginning and end of bridge structures, at manholes, and at utility structures if the deficiencies are caused by factors beyond the control of the Contractor, as determined by the Engineer. In addition, the Engineer may also waive the straightedging requirements on ramps and superelevated sections where the geometrical orientation of the pavement results in an inaccurate measurement with the rolling straightedge.