

Origination Form

Specifications

Name:	Richard Hewitt	Specification Number:	5.1.2
Email:	Richard.Hewitt@dot.state.fl.us	Associated Specs:	330-9.4.5.2
Date:	2024-04-23T13:06:53Z	Verified:	VERIFIED

Summary:

Current language discusses intersections and clarifies density testing exceptions with "stop bar to stop bar" language, but roundabout intersections do not have stop bars, thus I'm adding "within yield lines" language for roundabout intersections.

Justification:

Current language discusses intersections and clarifies density testing exceptions with "stop bar to stop bar" language, but roundabout intersections do not have stop bars, thus I'm adding "within yield lines" 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
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?

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

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

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

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

No impacts anticipated.

How does this change improve efficiency or quality?

No impacts anticipated.

Which FDOT offices does the change impact?

Construction

What is the impact to districts with this change?

No impacts anticipated.

Does the change shift risk and to who?

No shift of risk anticipated.

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.

SUPERPAVE ASPHALT CONCRETE.**(REV 4-23-24)**

SUBARTICLE 334-5.1.2 is deleted and the following substituted:

334-5.1.2 Acceptance Testing Exceptions: When the total combined quantity of hot mix asphalt for the project, as indicated in the Plans for Type B-12.5, Type SP and Type FC mixtures only, is less than 2,000 tons, the Engineer will accept the mix on the basis of visual inspection. The Engineer may require the Contractor to run process control tests for informational purposes, as defined in 334-4, or may run independent verification tests to determine the acceptability of the material.

Density testing for acceptance will not be performed on widening strips or shoulders with a width of 5 feet or less, open-graded friction courses, variable thickness overbuild courses, leveling courses, any SP-9.5 or SP-12.5 asphalt layer placed on subgrade with a layer thickness less than or equal to 3 inches, miscellaneous asphalt pavement, shared use paths, crossovers, gore areas, raised crosswalks, speed tables, or any course with a specified thickness less than 1 inch or a specified spread rate that converts to less than 1 inch as described in 334-1.4. Density testing for acceptance will not be performed on asphalt courses placed on bridge decks or approach slabs; compact these courses in static mode only per the requirements of 330-7.7. In addition, density testing for acceptance will not be performed on the following areas when they are less than 500 feet (continuous) in length: turning lanes, acceleration lanes, deceleration lanes, shoulders, parallel parking lanes, ramps, or unsignalized side streets with less than four travel lanes and speed limits less than 35 mph. Do not perform density testing for acceptance in situations where the areas requiring density testing is less than 50 tons within a subplot.

Density testing for acceptance will not be performed in intersections. The ~~limits of the intersection~~intersection limits will be from stop bar to stop bar for both the mainline and side streets. For roundabout intersections, the intersection is contained within the dotted extension lines of the circulatory roadway. A random core location that occurs within the intersection shall be moved forward or backward from the intersection at the direction of the Engineer.

Where density testing for acceptance is not required, compact these courses (with the exception of open-graded friction courses) in accordance with the rolling procedure (equipment and pattern) as approved by the Engineer or with Standard Rolling Procedure as specified in 330-7.2. In the event that the rolling procedure deviates from the procedure approved by the Engineer, or the Standard Rolling Procedure, placement of the mix shall be stopped.

The density pay factor (as defined in 334-8.2) for areas not requiring density testing for acceptance will be paid at the same density pay factor as for the areas requiring density testing within the same LOT. If the entire LOT does not require density testing for acceptance, the LOT will be paid at a density pay factor of 1.00.