

Origination Form

Specifications

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Date:	2024-06-04T14:40:45Z	Verified:	VERIFIED

Summary:

These revisions update and organize APL requirements for Approach Terminal Assemblies. Most importantly, this provides the formal requirement that manufacturers must submit an FHWA Eligibility Letter in order to have their Approach Terminal product considered for APL placement.

Justification:

Historically, the technical expert for the product evaluation of Approach Terminals required submittal of an FHWA Eligibility Letter prior to placing a device on the APL. This followed the same philosophy as the Specifications Section 544-2 for Crash Cushions, but it was not shown as a Spec requirement for Approach Terminals. With this new revision language, the product evaluator can now better explain this binding requirement to manufacturers seeking APL approval, and this APL requirement will not surprise a manufacturer or cause a disagreement.

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	I am the technical expert for this item on the APL	Yes
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?

Requiring an FHWA Eligibility Letter for APL placement helps ensure that the product has been properly crash tested in a credible way. Crash testing is performed to help provide safer outcomes.

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

This may slightly reduce FDOT product evaluation time by better explaining an important FDOT requirement up-front, so manufacturers won't spend time submitting an APL application if they don't meet the requirement.

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

The APL generally reduces production and construction time by providing designers and contractors pre-approved items for their usage (without project-specific evaluation needed).

How does this change improve efficiency or quality?

Requiring an FHWA Eligibility Letter for APL placement helps ensure that the product has been properly crash tested in a credible way. Crash testing is performed to help provide safer outcomes.

Which FDOT offices does the change impact?

FDOT Office of Design - Product Evaluation

What is the impact to districts with this change?

None.

Does the change shift risk and to who?

By officially requiring an FHWA Eligibility Letter for APL consideration, FDOT will make use of the federal evaluation process already performed.

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.

COMPONENTS FOR GUARDRAIL (REV 6-4-24)

SUBARTICLE 976-6.1 is deleted and the following substituted:

967-6 Approved Products List.

967-6.1 Approach Terminal Assemblies: Approach terminals must be listed on the APL. Manufacturers seeking evaluation of their product for approval must submit:

1. A completed application in accordance with Section 6 ~~including product drawings meeting the dimensions of Standard Plans, Index 536-001 and that is signed and sealed by a registered Florida P.E.~~

2. ~~Independent test reports indicating that the product meets all crash test requirements of MASH.~~ Product drawings meeting requirements of Standard Plans, Index 536-001. These drawings must include relevant details for design and construction, such as quantity tables and the length of need location. All drawing sheets must be signed and sealed by a Professional Engineer registered in the State of Florida.

3. Installation manuals and checklists.

4. Independent test reports indicating that the product meets all crash test requirements of MASH.

5. All relevant FHWA Eligibility Letters