**Ride Only “concept report” scope process**

**Date: 1-07-07**

**Revised: 1-30-08**

**Revised: 05-13-08**

**Concept Report process for the RRR “ride Only” projects will be similar to the creation of the standard RRR Concept Reports. However, the hours have been modified due to the scope emphasis change.**

**Consultant effort for ride only process.**

1 field review at 8 hours = 8.

1 tech meetings at 8 hours = 8

1 kick off meeting at 8 hrs = 8

3 (one per operations center) final review meetings at 8 hrs = 8

Develop concept report at 32 hrs = 32

Office review and research at 8 hrs = 8

**72 hrs per report**

**Background**

These projects are in the work program to correct pavement "ride only" deficiencies. This may mean an entire resurfacing of the project limits or spot resurfacing of damaged areas and/or utility adjustments, or any combination of the above. The intent is to correct the ride deficiency number and update ADA issues including ramps, ped features, only.

**NO OTHER WORK TO BE DONE.**

**Scope determination?**

* Field investigation by DW consultant similar to standard RRR scope project. The DW Consultant will review the ride numbers generated by the Materials Lab. This detailed information will allow more focused approach to meeting the intent of the project, improving the ride numbers. (See hours above.)
* Request 100th of a mile Pavement condition Survey graph and data from Materials lab *(Micheal Bienvenue)* to analyze exactly where the ride deficiency is located in the project limits.
* Consultant should request the help of FDOT resources as needed by contacting RRR program manager. *(Richard Creed)*
* Field review to identify areas in the pavement that may need to be addressed.
  + MH adjustments, valve adjustments, etc.
  + Utility patches.
  + Interconnect construction damage.
  + Pavement damage around an inlet.
* Field review ADA issues, identify all curb, ped features, that do not meet ADA guidelines.
* Pavement design: whatever is needed to fix the deficiency?
  + Milling and resurfacing thickness based on pavement deficiency, if the deficiency whether project wide or localized, can be fixed by a 1" milling and resurfacing, that is what should be done.
  + If pavement appears "bumpy" for a large segment, you may need to only resurface that section of the roadway.
  + Resurface entire roadway if the ride deficiency is more wide spread.
  + Resurfacing only one side of a divided roadway is acceptable if the pavement condition identifies only that side deficient. (Or one lane on a multi-lane divided highway.) Localized fixes are the emphasis.
  + If localized pavement patch or area around a drainage inlet appears to have been compacted incorrectly causing the ride issue, that could be fixed based on recommendations from the investigation team.

**“Design” Consultant effort to produce the plans based on the ride only scope (Concept Report). How should the work be displayed in the plans?**

* No project wide survey needed, except under special circumstances as identified by the Consultant. Field measurements of some features may be needed to identify an issue.
* Spot survey may be necessary for some work based on project specific issues.
* ADA details can be shown in the plans by simple intersection diagram.
* Resurfacing can be done by typical section or distance from an intersection if localized area of concern.
* Utility MH adjustments can be shown by table identified by MP or stations or offsets from a fixed object. If diagrams or "stick" type drawings better identify these locations, that should be done as needed. (New techniques are available that may help in this area. David Wang, CO may have more details.)
* Engineering judgment will be needed to insure enough information is available to meet the intent of the project's limited scope.
* No real public involvement due to the nature of the project scope. City or local agency would be notified of the project but clearly discuss the goals of the project and the minimal impact to the public. We would only add no scope related work to the project if the City fully funds the additional work.

**FAQ for Ride only plans process.**

1. Will there need to be a Community Awareness Plan (CAP) put together for “ride only” projects? Per the “ride only” memo provided, there does not seem to be any public involvement in the form of a workshop / open house. Is this a correct assumption?

***Minimal CAP would be the emphasis, you still need to contact the local community to notify them of the project and its scoping limitations. They may want to add work “with funding” to your project.***

1. Has there been a duration timeframe established for the design phase for a “ride only” project? I would think it’s much less than the duration for a RRR project, but I don’t know what the official expectation is from FDOT.

***None at this time due to the limited number of “ride only” projects. You will need to develop the scope and modify the schedule accordingly. Presumably, much shorter due to the limited scope.***

1. Will typical section approval be needed?

***Yes.***

1. Regarding Right-of-way, will there need to be any special documentation when performing an ADA upgrade? Specifically, I’m referring to urban areas with tight R/W existing. A design can be engineered, but it won’t be known if the it “fits’ in the existing R/W. (We’ll only be able to use the back of sidewalk as a guide).

***ADA upgrades are handled the same as any RRR project. No R/W will be “officially” acquired for ADA improvements but every effort should be made to bring all access points up to standard or document why you cannot.***

1. Per the “ride only” memo, the pavement design should be a 1” mill & resurfacing – but will a formal pavement design package be required for approval & signature by the pavement design engineer and the DDE?

***There is no set pavement design, that reference was as for example only…the pavement design will be whatever is needed to improve the riding surface. The one-inch milling and resurfacing is used only for estimating purpose at the initial LRE only. If 3” milling or complete reconstruction is needed in localized areas, that should be done. If milling and resurfacing is needed for corrective action, we must ensure that it meets pavement design criteria.  So yes, a pavement design will be needed.***

1. Will there be a need for variations / exceptions? For example, if there are utility poles that violate the horizontal clearance criteria, will the utility company need to submit for an exception? If there are violations to the border width and/or sidewalk criteria, will we need to submit for a variation?

***Not typically, you are not verifying safety or clear zone issues…ride and ADA issue only. See Chapter 10 of the PPM for more on this. (This is more of a maintenance type effort.)***

1. Will there need to be the standard “clear letters” associated with other design projects? Rail clear, R/W clear, permit clear, contamination certification are a few of the ones I could think of offhand; will these be required?

***Yes…***

1. Will a Permit Involvement Form (PIF) & Permits Required Memo (PRM) be required for “ride only” projects? Will a mini-DRiP drainage report be required?

***Yes, a PIF and PRM will be required…however, a miniDRiP may or may not be needed based on pavement deformation causes. If drainage flooding is effecting pavement ride,  this may be needed. Since the scope is not set until you get out and see what is needed. Work could include pipe replacement, inlet joint repair, MH adjustment, etc….***

1. Will the utility coordination process be different for a “ride only” project? Will there be a utility certification required?

***Same as for RRR. This will be based on your scope. If underground work needed, then utilities could become an issue.***