D5 Design Quality Forum Q&A - April 13, 2022

QUESTION ASKED	ANSWER GIVEN	ANSWERER
Who was the contact in Traffic Ops for what John Hatfield was explaining about regarding the traffic signal database	Ray Marlon, Jeremy Dilmore, Heidi Trivett, Tushar Patel	Jeremy Dilmore
Department Designees - when they are compliling their recommendations for short list and reaching out to others, maybe subject matter experts for advice or feedback, is that recorded in some fashion, notes, recordings; to maybe be in the file or be provided to consultants as a debriefing or a learning opportunity?	Procurement provides the letters to the Department Designee and that individual alone. That Department Designee then performs the evaluation and the recommendation. That individual may or may not consult people. And so, the only stipulation is if I am the DD (for example) and I reach out to you for technical advice, if I am showing you the letter, I have to get you sign a conflict of interest and confidentially form and all that before you engage. That is from a Procurement perspective. They can have a one-on-one engagement with people without any sort of recording. So 2 TRC members cannot get together and engage outside of the Public. But as a DD, I can get one-on-one feedback from people without it being a recorded public meeting. They may ask you a question and get your response and they may not even take that into consideration. So no, there is nothing you can get in documentation form, but I would encourage you to get a debriefing with the DD and have that conversation. There will be bullet-points of strengths of the firms that were recommended for short-list but if you were not recommended for short-list there are no bullet-points for that firm. So that will give you some insight on what the strengths were that the recommendation kind of fell around, but it will really be a conversation with that Department Designee to see what they utilized.	Michelle Sloan

Bus Pull-outs: What is the latest thinking on that?	For Linx and Votran, typically what the Department is doing is we're going out and talking to them individually and even varies based on the route because it's based on th traffic along that route. These that we're showing here on the screen there are condos and hotels and other businesses that have deliveries.There's also a lot of volleyball tournaments and other tournaments that are happening in Daytona Beach so those aren't Votran or Lynx busses that you're seeing. Those are those big shuttle busses were in band. I used to everybody get on the bus, and then everybody get off the bus. So this is a distinct purpose that's very unique to Daytona but it exists for quite a few miles and causes quite a large traffic back up because either there's delivery drivers who stop in the outside lane every single day. So that's giving them a dedicated place to pull over and to be able to safely store and unload their cargo or unload people, whatever is applicable.So this is different than a normal Lynx or Votran would not use these type of pull-outs. I want to add to that goes in hand with community centric discussion that we've been having. We have to that with the local stakeholders. And make sure that it's in line with their vision for whatever corridor we're talking about.So this is a very special project that I know Steven worked on, and there was a lot of community engagement to come up with the final resolution.	Steven Buck and Catalina Chacon
The comment was the Zicla Zippers have a very long lead time.	I think everyone has a very long lead time right now, but that is a very good comment. Yes, they do have a bit of a long lead time. The great news is, they're installed at the very end of construction. So, usually, it's not too big of an issue.	Catalina Chacon and Steven Buck
With all the chicanes, shorter turn-lane lengths, is the design variation process going to be easier.	The idea is to do the analysis for the project based on the original design speed. If a variation is needed, it will be because criteria doesn't meet the original design speed. This is independent of what the Target Speed is for the project. We want to document what is really happening right now out there.	Catalina Chacon and Steven Buck

Is there any work, or is it team working on preparing guidelines to the efforts require to have a uniform effort require for the creation of this (target speed countermeasures) design evaluation reports?	We provided some guidelines and expectations at the previous quality forum. This is a very new process. In D5, we want to move the needle when it comes to safety, therefore, if there is a current project now that will benefit from safety countermeasures, we want to discuss it and possibly move lettings. We appreciate your patience during this new process; we have a general idea of expectations and staff hours; this is part of the design analysis. Level of effort depends on context as well.	Catalina Chacon, Steven Buck, Ed Kestory and Lori Trebitz
(On line Question) Is there guidance on the scope for the Design Analysis Report. Staff hour Ranges?	Future projects will include this analysis from the beginning. Current projects are being negotiated on a case by case basis depending the current phase of the project, coordination with the PM is encouraged. See above answer that supplements this answer.	Ed Kestory
(On line Question) how will adding landscaping be handled if it wasn't part of the original scope and an additional consultant needs to be added?	This is being coordinated on a project by project basis. D5 Maintenance and D5's Landscape Coordinator have been involved in discussions regarding this; we have the option to utilize their Landscape District Wide contract for projects that do not currently have a LA onboard. All future contacts will include LA.	Catalina Chacon
(On line Question) Is there a speed range where the zicla zipper is acceptable?	We have a pilot project on SR 430; and the results will be recorded and evaluated. This project has a single face zicla. This project posted speed is 35 mph; we expect to pilot a double zicla on future projects.	Steven Buck
How are we measuring the the local versus State roads?	It is all inclusive of all the state roads. So, turnpike, interstates and all of that so, that's where the speeds come in. I think that's probably why or fatalities are higher, if you look at the heat map, it's like, there's I-4.	Loreen Bobo

Is the posted speed going to be discussed at the collaboration meeting? Example, there's a posted speed of 50 miles per hour, the new target speed, (through the new process) is going to be, say, 45 miles per hour. What happens to that 50 mile per hour Speed that's already out there? Question is, can we just change it?	It's a case by case, but if the project is doing enough, people are doing enough geometry deflection, vertical, horizontal, race speed tables, we can change that, but we, we do encourage you to bring that up at the collaboration meeting. All key disciplines attend the collaboration meeting: Traffic Ops, design, PLEMO and Safety Office, so we can decide collectively on what the posted speed should be. The target speed is set up internally by PLEMO and agreed upon by Design, Traffic Ops and Safety Office. This target speed is provided to the EORs so they can analyze what countermeasures could be included in the project to achieve the target speed (include short, mid and long term countermeasures). After this analysis is done, the project goes back to the collaboration meeting to get a decision on what gets actually implemented in the project. The ultimate goal is that the design speed, posted speed and target speed all match.	Gabor Chiorean and Catalina Chacon
It is assumed that this (changing the posted speed to the target speed) has already been done in one of the projects in D5; how has the public taken the new posted speed?	Need to check if this has actually happened already. However, this discussion relates to our community centric approach and building strong relationships with the community and stakeholders. We are discussing the proposed target speed with both stakeholders and the community to make sure this is in line with the vision they have for the corridor. I can tell you that we have had instances where we have an upcoming public meeting within the next 2 weeks and we receive the target speed; and this is a critical corridor with high crash rate. We have pushed the public meeting out to be able to look into incorporating speed management countermeasures in the project.	Catalina Chacon
(On line Question) If the posted speed is changed from 55 to 45, will the 10 controlling elements be evaluated to the new posted speed?	No. The idea is that the original design speed will be utilized to evaluate the controlling elements.	Catalina Chacon and Gabor Chiorean

Is the cycle track that you showed on one side or both sides of the road?	It's actually on both sides of the road. Ideally, it would be a single direction cycle track on both the east and west side of the road. Now, will, the bike's actually adhered to that we'll see, but it is on both sides of the road, as long as, as far as the sidewalk that's on both sides of the right.	Lori Trebitz
We have a lot of right of way available and sometimes this is because they're planning for future widening but you are building the sidewalk, cycle track and other improvements within that widening. What happens then?	And a lot of times, that's because they're planning for future widening. Because we explained, we were planning on dropping the speed, and we're doing these speed management techniques and have no intention of widening the road from a 4 to 6 lane; and they fully supported that. They do not want to widen the road.	Lori Trebitz
(On line Question) What is the suggested approach to addressing u-turns into a 2 lane road? Design vehicle?	Design vehicle for u-turns should be determined on a project (and specific location) basic. U-turns can be accommodated at the existing signalized intersections as well as the roundabout. Bulb outs could be considered at median openings if warranted.	Lori Trebitz
What is the process for negotiations with the countermeasures?	We touched on this earlier this morning. With new projects that have design in FY 23, we are going to be doing a two phase design approach (on a case by case basis); where the first phase is to negotiate hours to do the design analysis evaluation and define the scope. The second phase is to negotiate the actual project that is being produced. On Lori's project, we developed concept plans because it was realistic but this may not be appropriate for your project.	Catalina Chacon and Lori Trebitz
Understanding that the Analysis Design is to be implemented on current projects, but for future projects, can this done in a Preliminary Engineering phase prior to final design like the Technical Scopes are done?	Yes, that is the idea. Future projects and even some of the ones in FY 23 CAP will be negotiated as a two phase approach. The first phase is the Design Analysis Report (or finalizing a scope) and the second phase is what is moving to final plans.	Catalina Chacon
What phase in the photometric analysis is this applicable to?	If you are starting your photometric analysis, if you are past 60% and you already did and received approval, you will move forward with the 4000K.	Ayman Mohammed
What is the C3C exception?	Exception to the 4000K because is high speed and need to provide more distance to stopping sight distance.	Ayman Mohammed