D5 Quality Forum Q&A - January 20, 2022

QUESTION ASKED	ANSWER GIVEN	ANSWERER
How can I get a copy of the Draft Agenda for the 2/23/22 Industry Forum?	An agenda will be published to the CAP as normal some time before the forum is to take place.	Staff
I believe you are refering to the "FInal Agenda". Who do I talk to about a drat agenda?	We do not publish the Drafts	Staff
Will the 15% non-small busnesses be on BDI project or just specific BDI?	Right now our target is specific BDI projects for FY23	Michelle Sloan
The 15% was asked by BDI firms?	Yes, this was discussed at the small bussiness listening session.	Michelle Sloan
Will the BDI contracts with non-BDI participation be CEI or Design?	Both.	Michelle Sloan
When will the Design Analysis Evaluation components be included in the Staffhour Guidelines and Forms?	The Design Analysis Evaluation is an extension of the required design analysis that goes into all of our projects. The analysis is more focused on safety improvements and speed management countermeasures that will support the target speed for the project/corridor.	Hatem Aguib
For RRR projects, does this replace a RRR report? For new construction projects, is this an unofficial value engineering review? Should value engineering processes be followed?	The Design Analysis Evaluation is an extension of the design analysis and will become part of the design report. This applies to both RRR and new construction projects. Value Engineering process is different than the design analysis that is performed on all projects.	Hatem Aguib
The Evaluation may have a ripple effect on construction funding, the schedule, design fee, and the need for stakeholder involvement. How will that be accommodated?	Correct. The idea is for the EOR to analyze potential safety and speed management countermeasures to be included in the project. The decision for inclusion into the project will be a Department's decision after schedule and cost impacts are evaluated.This will be done on a project by project basis.	Hatem Aguib
Will there be a contingency included within the negotiations to account for these changes in scope?	For on going projects, a limiting amount SA and or TWO may be warranted for these efforts. The goal is to include a recommended target speed from the beginning of the project to include the necessary efforts in the original negotiations.	Hatem Aguib

When will the Design Analysis Evaluation components be included in the Staffhour Guidelines and Forms?	The Design Analysis Evaluation is an extension of the analysis we already perform on our projects.	Hatem Aguib
Is Target Speed a process used only in D5?	It's Statewide and in the FDM - the process we described is D5's	Catalina Chacon Heather Garcia Naziru Isaac
Could this be included as part of the Technical Scope Development?	The ultimate goal is that scopes that are currently under development will include target speed from the beginning of the project.	Catalina Chacon Heather Garcia Naziru Isaac
In coordination with the Target Speed implementation effort, does Plemo re-look at the corridor's Context Classification? If not, who do we send the Context Classification Request Form to if we feel the corridor doesn't match the classification on the GIS database?	We consider the Context Classification again for every project Target speed is established by evaluating several elements, some of them being the context classification and future developments in the area. The office of PLEMO sets the context classification.	Catalina Chacon Heather Garcia Naziru Isaac
Will a post-construction speed study be completed to understand the effectiveness of the speed management strategies implemented? It would be great to understand how local motorists are responding.	Per FDM 202.2.1. Speed studies should be conducted to evaluate the effectiveness of the speed management techniques that are implemented on a project/corridor.	Catalina Chacon Heather Garcia Naziru Isaac
Can the District be bold and implement a policy to change the posted speed limit to the target speed (or even decrease the posted speed limit by 5 mph below the target speed) to make it safe for vulnerable users?	Per FDM 202.2.1 the ultimate goal is for the target speed, posted speed and design speed to be the same. This may have to be done incrementally on RRR projects.	Catalina Chacon Heather Garcia Naziru Isaac
Will this blending of Target, Design and Posted speeds negate the observed 85th percentile speed?	It's not negated. By designing toward the target speed they will reduce the 85th percentile speed getting it closer to the target speed as the goal is for the target speed, posted speed and design speed to be the same.	Jim Stroz
Will the district consider during negiotiations the potential need for additional survey in anticipation of recommending additional improvements to be included in RRR scopes?	Yes, if countermeasures are being added to the project and need survey for design, this will be added to the project once the Department evaluates the additional costs to the project (construction and design) as well as schedule impacts.	Catalina Chacon Heather Garcia Naziru Isaac

Where the Target Speed is well below the minimum Design Speed for an SIS facility for a given Context Classification, is it understood a design variation will be the acceptable process to get to the desired Target speed or will that be a reason to not pursue the desired Target Speed	Design variations/exceptions will be evaluated against the design speed of the project, not the target speed. The ultimate goal of the Department is to include as many elements as possible to achieve the target speed on a project/corridor.	Catalina Chacon Heather Garcia Naziru Isaac
Is it possible for a target speed to increase the posted speed?	Lowering the speeds by utilitzing roadway geometry and other elements is one of the ways to increase safety on our facilities; from what we have seen so far, the target speed is always lower or equal to the posted speed.	Catalina Chacon Heather Garcia Naziru Isaac
Do we change the posted speed to target speed after the project is complete?	Per FDM 202.2.1 the ultimate goal is for the target speed, posted speed and design speed to be the same. This may have to be done incrementally on RRR projects.	Catalina Chacon Heather Garcia Naziru Isaac
Follow up question to the SIS question, the answer makes sense when there is a reason that you can't implement items to get to a Target Speed on an SIS facility, but I was more asking about the situation where you can implement everything necessary to get to a target speed but for example, the corridor is a C3C Classification and FDM table 201.5.1 has a min. design speed of 50 mph or 45 if it is curb and gutter, but the Target Speed is being set at 30 mph. In that situation would a Design Variation be needed if we will be implementing everything necessary to get to the Target Speed but still need to address that FDM SIS design Speed Criteria.. Thanks	Design variations/exceptions will be evaluated against the design speed of the project, not the target speed. The ultimate goal of the Department is to include as many elements as possible to achieve the target speed on a project/corridor.	Catalina Chacon Heather Garcia Naziru Isaac
Can a whole take be justified if the partial cost is greater than the whole take cost?	Yes, but that should not be the only criteria. Cost alone cannot be the only consideration.	Michael McPhail

it seems at every intersection project, we have some impact to City or Couty R/W. then we are told we need an easement for a safety project, and the process will take two years. how do we deal with that?	Our systems do intersect with Local systems and their R/W so we need permission to work on their property. Easments may be required if there are no agreements in place to allow work within their right of way. If the Local agency does not what to give up R/W an easement or agreement would give us the ability to work and do maintenance there. For a pirivate property it is similar. Esements whether temporary or permanent provide limited rights specified by the language of the document. Due to the the R/W process which requires that we follow established Federal laws and State statutes it can up to two years to acquire the necessary rights through the Eminent Domain process.	Michael McPhail
On many RRR projects, after attaining survey we find out existing signal equipment and sometimes curb ramps are not fully within the FDOT R/W. With R/W not funded and not programmed, what is the best way to "show" the existing equipment into the FDOT R/W	If it's not in the DOT ROW, and it is our equipment and we have to maintain our equipment at that location, there needs to be some agreement or rights to do so. Maybe an easement document has to be invesitaged, or the area could be claimed by maintenance by the DOT but this needs to be addressed and ROW needs to be involved to alleviate delays to your schedule.	Michael McPhail
At times "Joint Use Ponds" can make sense - but are often fraught with hidden troubles (like you mentioned). Can you give us more guidance on when during the process J-U Ponds should be discussed?	There needs to be value added to the agency for it to make sense. Joint use ponds can work for the agency but require much additional work to bring to fruition and involve input from our drainage, legal and right of way folks to be involved. Where the value added to the agency may serve to offset monetary damages to a property or some other reason to do the joint use pond it may make sense.	Michael McPhail
There are several presentations that are not in the zip file for the forum materials for this meeting. Will all of these presentations be made available by the end of the week? Or can they be emailed to the attendees after the meeting?	They will be uploaded to the CAP,All presentaions will be posted to the Quality Forum Web Page within a couple of days from now.https://www.fdot.gov/designsupport/Districts/D5/qqfm.shtm	Staff
Can you please share where we can find the spreadsheet Lori shared?	On the Schedule Dictionary	Lori Trebitz