

1020400 MAINTENANCE OF TRAFFIC
COMMENTS FROM INTERNAL/INDUSTRY REVIEW

Dan Hurtado
(850) 414-4130

Dan.Hurtado@dot.state.fl.us

Comments: (Internal, 10-29-18)

Please see proposed revisions in the version attached. This is based on conversations between Stefanie Maxwell, David Sadler, Ed Cashman and me.

▪ ~~102-4 Alternative Traffic Control Plan.~~

~~→ The Contractor may propose an alternative traffic control plan (TCP) to the plan presented in the Contract Documents. The Contractor's Engineer of Record must sign and seal the alternative plan and submit to the Engineer. Prepare the TCP in conformance with and in the form outlined in the current version of the FDOT Design Manual. Indicate in the plan a TCP for each phase of activities. Take responsibility for identifying and assessing any potential impacts to a utility that may be caused by the alternate TCP proposed by the Contractor, and notify the Department in writing of any such potential impacts to utilities.~~

~~→ For projects with nighttime lane closure restrictions where paving is expected to extend into the winter months, the Contractor may propose an alternative TCP allowing for daytime lane closures for friction course paving. The alternative TCP must include a lane closure analysis based on be performed in accordance with Department criteria based on actual traffic counts and prepared in accordance with the FDOT Design Manual show that the proposed daytime lane closures will result in an equivalent level of service as the nighttime lane closure shown in the Plans.~~

Response: Agree with proposed changes.

Deborah Ihsan
(954) 777-4387

Deborah.Ihsan@dot.state.fl.us

Comments: (Industry, 11-8-18)

Maintenance of Traffic – “For projects with nighttime lane closure restrictions where paving is expected to extend into the winter months, the Contractor may propose an alternative TCP allowing for daytime lane closures for friction course paving. The alternative TCP must be shall include a lane closure analysis based on actual traffic counts and prepared in accordance with the FDOT Design Manual”...

Response: Added the suggested change to refer to FDOT Design Manual.

Gustavo R. Quesada
(305) 726-5981

gquesada@nmdceng.net

Comments: (Industry, 11-8-18)

M&R is typically and for the most part done by index and does not require a TCP; however, this may be helpful if the traffic counts are provided to the contractor and if the forms are easy enough that they can fill them out; better yet, have the EOR do the calculations and add the option as a pay item note to the plans as an option "at the Engineer's discretion"; otherwise, it

will take time and \$ to get an engineer to fill it out, submit to FDOT for review, etc... it may be summer by the time it gets approved..

Response: Thanks for the comment but the intent of the proposed language is to allow the contractor to propose this TCP change if it meets the requirements outlined. Doing as proposed puts the expense on FDOT which is not desired.

No Name

Comments: (Industry, 11-9-18)

Recommend clarifying that the Lane Closure Analysis provided with any Alternate TTCP should verify or validate that the proposed daytime lane closures will not occur during periods shown to have a potential for excessive delays. If they are proposed during such times, the Alternate TCP should include definitive conditions triggering alleviation of congestion.

Response: Thank you for your comment. The acceptance or rejection of the alternative TCP would have to take this into consideration as part of its review. If there would periods during which congestion would be too great, that would have to be stated to the contractor as times in which daytime closures could not occur.

No Name

Comments: (Industry, 11-29-18)

I believe this spec revision should state "For projects with daytime lane closure restrictions..." (Insert word daytime instead of nighttime) If the project already has night lane closure restrictions, lane closures must be allowed during the day to perform any work on the project.

Response: Thanks for your comment. The use of nighttime lane closure restrictions refers to work at night that has restricted lane closure times. TCP would tell bidders what times would be allowed at bid time for these nighttime lane closures. This proposed spec change would allow contractor the opportunity to propose some work be done in the daytime if conditions are met.
