

1020000 MAINTENANCE OF TRAFFIC
COMMENTS FROM INTERNAL/INDUSTRY REVIEW

Karen Byram
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Comments: (12-2-19, Internal)

I have the following question – I understand that ed is merging the temporary paint and glass spheres under S971, but he is removing the temporary reflectors? It does not make sense to leave one and not the other. They are referenced in 102-110.4 and need to remain in the Materials section. Same for the bituminous adhesive.

Additionally, he has included more materials. Retroreflective sheeting is included 102-5.9 but removed it from the Materials section. It should be remain in the materials section. Barrier Delineators are included in 102-9.7 but are not in the Materials section. They need to be included.

These changes are needed to complete the Materials section. The other temporary devices are not included in the Materials section because they are not Materials, they are devices that are complete and are placed, not installed.

Response: All materials directly referenced within the Specification are listed in the Materials section. Materials not included in the Materials section are referenced through Section 990. No change made.

Robert Robertson
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Comments: (12-3-19, Internal)

I have a big concern with the following paragraph:

Where a criterion specification is designated for any material or equipment to be installed, by the name or catalog number of a specific manufacturer, understand that such designation is intended only for the purpose of establishing the performance characteristics and is not intended to limit the acceptability of competitive products. The Engineer will consider products of other manufacturers which are similar and equal.

For years the Department had similar language in the specs which created numerous claims over what is “similar and equal”. What is similar and equal to the contractor may not agree with the engineer and thus this will open the Department to lots of claims as proven by past experience. The specs should set the standard for products to be judged by, not cut vendor sheets to be compared after the bids and the engineer determine which parameters are critical to be matched and which are not.

This is a change in the wrong direction in my opinion.

Response: Many luminaires can meet the requirements of the Specifications or the Plans in this case, but the variation in the photometric distributions between different models is much greater than just the luminous flux. Designers specify the model of the design luminaire in the Plans, including for temporary highway lighting. However, other luminaires are perfectly capable of providing similar results. No change made.

Ananth Prasad
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Comments: (12-3-19, Internal)

We are talking about temporary highway lighting. Agree with your comment on permanent stuff.

Response: Please see response to Mr. Robertson's comment above.

Ananth Prasad
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Comments: (12-3-19, Internal)

We need to address the following before we send this out for industry review.

1. To protect the Department, should we recommend modifying 102-7 Traffic Control Officer to say "At the Contractor's option expense, traffic control officers may be used for operations other than those listed above...."
2. The following should not be a Contractor's responsibility? The Department should be very interested in it and the spec should include some language that Department may adjust such restrictions during winter months to get paving done at no additional compensation. This way it is not up to the Contractor to request it as some may chose not to pave due to their own resource utilization. For projects with nighttime lane closure restrictions where paving is expected to extend into the winter months, the Contractor may propose an alternative TTCP allowing for daytime lane closures for friction course paving. The alternative TTCP must be a lane closure analysis based on actual traffic counts and prepared in accordance with the FDOT Design Manual.
3. We need to address payment of MOT costs associated with repair of temporary crash attenuators. Olivia was going to address this in 102 spec which was where it was addressed in the 2010 Spec Book.

Response: 1. The language was clarified that use of TCOs for operations not specifically list in 102-7 is allowed at no additional cost to the Department.

2. No change made.

3. No change made. Payment for repair of temporary crash cushion was addressed by a separate specification revision. Please refer to revision 0071400.

Ananth Prasad
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Comments: (12-9-19, Internal)

Under 102-5 Traffic control, second paragraph "for situations or ..." I would substitute the phrase approved by the Engineer to made the Engineer aware. Some CEI's do not allow for the field adjusting because it is not shown in the plans.

Secondly, Under 102-5.7 the need to have 5 horizontal footcandles of illumination will be a technicality that will be brought up against the contractor.

Thirdly, Under 102-9 Temporary Traffic Control Devices; the link for the Pedestrian LCD shows a photo of the LCD with reflective sheeting. This has been discussed and agreed upon to remove reflective sheeting as to that it does not benefit the visual impaired pedestrian.

Fourthly, Under 102-9.5 Channeling Devices the last sentence in part reading "...provide barrier delineators on the top surface of the pedestrian LCDs in accordance with Section 705." This is an inappropriate request since the pedestrian LCD's do not need this type of marker and it will impede the actual guidance surface that these were intended to provide for the visually impaired.

Next, Under 102-11.8 Channelizing Devices (not on the blue lettering). Where the paragraph begins with "Payment for pedestrian LCD's will be paid as the plan quantity length in feet...: This refers back to the old unit of measurement. This is in error.

Next, Under 102-13.11 Temporary Crash Cushion; Object markers are not used any more on the noses. Yellow reflective sheeting took its place. This is in error.

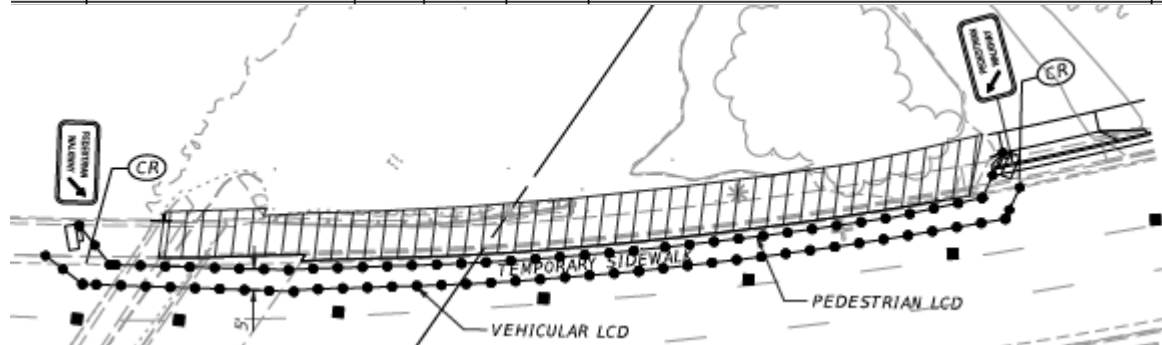
Finally, it is not listed on any of the memo but there should be a line item distinction for pedestrian LCD's and Vehicular LCD's. They are definitely not the same item but as a source of example they were bid under the pedestrian LCD item on this recent Central Letting.

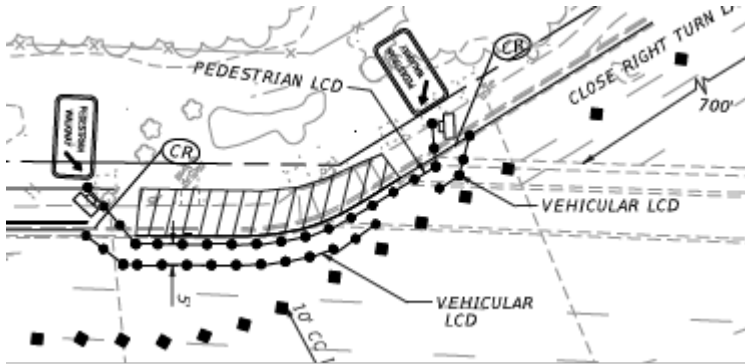
T4522 Bid, the pay item 0102 74 7 for LCD's include some "vehicular LCD's" to be used at the 2 locations where the Pedestrian Special Detour 2 are to be built, to move pedestrians from the sidewalk to the actual roadway.

SUMMARY OF PEDESTRIAN SPECIAL DETOURS									
SIDE	AREA ID	LENGTH	WIDTH	UNITS	PEDESTRIAN SPECIAL DETOUR		SECONDARY UNITS	DESIGN NOTES	CONSTRUCTION REMARKS
					0102 4				
					P	F			
		LF	LF				AREA (SY)		
LT		340	5	LS	1		188.9	Pedestrian Special Detour I	
LT		245	5				136.1	Pedestrian Special Detour II	
LT		108	5				60.0	Pedestrian Special Detour II	

ONS		ENGINEER OF RECORD: BRAD SALISBURY, P.E. P.E. LICENSE NUMBER 76979 FDOT DISTRICT IV 3400 WEST COMMERCIAL BLVD FT. LAUDERDALE, FL 33309	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SUMMARY OF
DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
			BROWARD	436319-1-52-01		

SUMMARY OF PEDESTRIAN LONGITUDINAL CHANNELIZING DEVICES						
CONST. PHASE	LOCATION STA. TO STA.	SIDE	QUANTITY		DESIGN NOTES	CONSTRUCTION REMARKS
			0102 74 7			
			P	F		
I	23+85.76 TO 26+21.99	LT	225.8		Pedestrian Special Detour II	
I	25+89.55 TO 29+37.37	LT	357.1		Pedestrian Special Detour I	
I	26+03.07 TO 29+31.04	LT	341.6		Pedestrian Special Detour I	
I	29+17.26 TO 29+97.93	LT	105.8		Pedestrian Special Detour II	





102-5.15 – For temporary pavement, can we use 6” RAP

102-5.16 – There are projects where the existing conditions do not accommodate pedestrians and bicyclists (i.e. no sidewalks or bike lanes). I think this spec should apply to projects where the current conditions do accommodate pedestrians and bicyclists otherwise it will require a lot of temporary widening.

Response:

1. The language “made the Engineer aware” would not provide a suitable level of oversight for field changes not addressed by the TTCP. However, the language was updated to direct the Contractor to comply with the MUTCD and Standard Plans for conditions not addressed by TTCP and to seek the Engineer’s approval for adjustments recommended by the Worksite Traffic Supervisor to device location and number.
2. Change made. Language was modified to state that the 5 horizontal footcandles is an approximate value.
3. No change made. The specifications do not require retroreflective sheeting on pedestrian LCDs. However, many LCDs with sheeting remain in use in the field as seen in evaluation guide. Updated images will be added to the evaluation guide as they become available from the field and vendors.
4. Sentence requiring barrier delineators on the top surface of the pedestrian LCDs was removed. Change made.
5. No change made. Payment for pedestrian LCD was addressed by a separate specification revision. Please refer to revision 1021108.
6. Per Section 544, Type I object markers may still be used as an alternative to retroreflective sheeting to delineate crash cushion ends. No change made.
7. Vehicular LCDs will no longer be an option and the pay item removed for July 2020 lettings and later. Pedestrian LCDs will remain as a separate pay item. No change made.
8. RAP may be used to construct the driveway surface of temporary openings. The acceleration-deceleration lane surface must be temporary pavement of the temporary opening. No change made.
9. The language has been modified to state that existing pedestrian facilities must be maintained in accordance with ADA requirements. If existing conditions do not accommodate pedestrians and bicyclists, temporary facilities are not required. Change made.

Cheryl Hudson
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Comments: (12-12-19, Industry)

This is just a typo that has been there. For each vs foreach

All Jobs

102-4 Alternative Temporary Traffic Control Plan.

The Contractor may propose an alternative Temporary Traffic Control Plan (TTCP) to the plan presented in the Contract Documents. The Contractor's Engineer of Record must sign and seal the alternative ~~plan~~TTCP and submit to the Engineer. Prepare the alternative TTCP in conformance with and in the form outlined in the current version of the FDOT Design Manual. ~~Indicate in the plan~~Provide a TTCP **foreach** phase of activities. Take responsibility for identifying and assessing any potential impacts to a utility that may be caused by the alternate TTCP 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

Response: Change made. The typo has been corrected.

Mikhail Dubrosky
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Comments: (12-12-19, Industry)

Section 1020000 states: 102-5.17 Work Zone Lane Widths: Provide work zone lane widths in accordance with the TTCP, and the following minimum work zone lane widths: a. 11 feet for interstates with at least one 12 foot lane provided for each direction 12 Ft requirement would exceed the permanent condition on I-95. I-95 in Miami Dade County has only 11 Ft lanes for general use.

Response: The language has been updated to state that the minimum lane width criteria apply when lane widths are not provided in TTCP: "Provide work zone lane widths in accordance with the TTCP. When the TTCP does not address lane widths, provide the following minimum work zone lane widths:" For your example, appropriate lane widths would need to be shown in the TTCP. Change made.

Ervin Sterling
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Comments: (12-13-19, Industry)

The new language for Subarticle 102-2.3 Temporary Highway Lighting, second paragraph, second sentence, states "...which are similar or equal."; I have been operating under the impression that phrases such as "or equal", "similar", etc., were not allowed in Technical Special Provisions, Plans Notes, nor the Standard Specifications due to the unenforceable, subjective, nature of such phrases (who decides if "equal"?). Recommend changing this sentence to read "The use of alternate products from other manufacturers require Engineer approval."

Response: No change made. Please see the response to Mr. Robertson's comment above.

Stephanie Sharp
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Comments: (12-19-19, Industry)

We have a concern with the Spec 102-5.17 for the minimum lane widths. Recommend to add Turnpike Facilities within bullet point 'a' requirements? FTE designs to interstate criteria but not all contractors understand that? We don't want contractors submitting their own TCP plans thinking they can do all lanes at 11 feet.

Response: Change made. Turnpike facilities have been added to 102-5.17 (a) requiring "11 feet for interstates and Turnpike facilities with at least one 12 foot lane provided for each direction".

Jeff Messenger
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Comments: (12-24-19, Industry)

Section 102-5.8, sentence 2 and sentence 3 should be combined. As written now, they conflict. Suggest "Use any method approved by the Engineer to remove existing pavement markings other than paint." Section 102-5.16 may conflict with the plans. At times this is not practical, especially in urban areas with no R/W. Suggest adding "unless otherwise shown in the plans". A similar change is suggested for the new portion of section 102-6.2. Section 102-5.17 looks to be more a design direction. Should this go in the FDM? If not, suggest changing the first sentence to read "Provide work zone lane widths in accordance with the TTCP. When the plans do not address lane widths, use the following minimum work zone lane widths:"

Response:

1. The sentences have been combined to read "Use any method, other than paint, approved by the Engineer to remove existing pavement markings". Change made.
2. The language has been modified to state that existing pedestrian facilities must be maintained in accordance with ADA requirements. If existing conditions do not accommodate pedestrians and bicyclists, temporary facilities are not required. Change made.
3. The language has been updated to state that the minimum lane width criteria apply when lane widths are not provided in TTCP: "Provide work zone lane widths in accordance with the TTCP. When the TTCP does not address lane widths, provide the following minimum work zone lane widths:" Change made.

Melissa Hollis
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Comments: (12-30-19, Industry)

102-11.3 Special Detour: Please delete the second paragraph addressing "each special detour will be paid for separately". Per Industry request, Special Detour payment has been modified to provide better quantity information for bidding purposes. See Program Management Bulletin 19-06 (Roadway Memo 19-03) for full review and details.

Response: Change made. Second paragraph of 102-11.3 was deleted for consistency with Roadway Memo 19-03.

Kevin Hayden

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Comments: (1-9-20, Industry)

Consider renaming Section 102-5.6 “Protection of the Work from Damage by Traffic”, replacing the word “Injury” with “Damage”. This would coincide with the changes already made to the subsequent text within the body of Section 102-5.6.

Response: Change made. Section was renamed “Protection of the Work from Damage by Traffic”.

Kevin Hayden

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Comments: (1-9-20, Industry)

Under 102-5.6, the word "to" after the first use of the added word “damage” should be removed, as it no longer is relevant to the sentence. Also, consider adding the word “course” after the word “base”. • Under 102-4, 4th sentence, the word “foreach” after “Provide a TTCP...” should be two separate words. • Under 102-5.8, the second sentence should end after “...to remove existing pavement markings.” and a new sentence should follow as “Use of point to cover conflicting pavement markings is prohibited.” The current edit shows these as one sentence, but does not read correctly. • Consider revising Section 102-5.12.2 for more clarity. It could be rewritten as follows: “Overhead work may be conducted above an open traffic lane on utility poles, light poles, signal poles, or their related accessories, if the work duration is 60 minutes or less and there is no encroachment within a space bounded by 2 feet beyond the edge of traveled way and 18 feet above the surface grade. Overhead work may be conducted adjacent to an open traffic lane on utility poles, light poles, signal poles, or their related accessories, if the work duration is less than one day and there is no encroachment within 2 feet beyond the edge of traveled way.”

Response:

1. Change made. Wording has been updated as suggested.
2. Change made. The typo has been corrected.
3. The sentences have been combined to read “Use any method, other than paint, approved by the Engineer to remove existing pavement markings”. Change made.
4. Section 102-5.12.2 was modified to be clearer. Section 102-5.12.2 now states “Overhead work may be conducted above an open traffic lane on a utility pole, light pole, signal pole, or their appurtenances, if the work duration is 60 minutes or less and there is no encroachment within an area bounded by 2 feet beyond the edge of the traveled way and 18 feet above the surface grade. If the work duration is longer than 60 minutes and less than one day, conduct overhead work on a utility pole, light pole, signal pole, or their appurtenances 2 feet beyond the edge of the traveled way.”

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Comments: (1-9-20, Industry)

Consider adding language to either the Standard Specifications or Standard Plans that requires the Contractor to cover existing/permanent signs that conflict with the work zone signs during MOT (e.g., reduced speed limits). This was previously addressed under the 2019-2020 Standard Plans Index 102-600 (Sheet 4 of 12) under "Signs". However, the new 2020-2021 Standard Plans Index 102-000 has removed this section.

Response:

This requirement was relocated from the Standard Plans to 102-9.1. However, the language has been modified to include signs as an example. "Immediately remove or cover, using any method of covering approved by the Engineer, any existing or temporary devices (e.g. signs) that do not apply to current conditions."
