

DISTRICT THREE DESIGN NEWSLETTER



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October - December, 2016

From the Editor's Desk - New Processes

Rodney Chamberlain, P.E., District Design Engineer



One of the more routine responsibilities of the District Design Engineer is signing design variations and exceptions. There are a lot of considerations that have gone into the decision to pursue design variations/exceptions and likewise, by the time it is submitted for DDE signature, it has been reviewed by several engineers. The one page submittal/approval letter contains space for the Responsible Professional Engineer to summarize why the variation/exception is being recommended and what deficiencies are requiring it. Occasionally, the opportunity is not taken to state the issues of the project sufficiently, thereby requiring a review of the documentation to answer even some basic questions. This greatly slows the process. If you are submitting a design variation/exception, take the time to consider what needs to be in the approval letter to properly and succinctly convey the situation to the person signing. If it's a variation for lateral offset, by how much? Stating "utility pole" is not very helpful. For superelevation, is there a crash history? Are we implementing any mitigation strategies? Are there other parts of the project being corrected? Same goes for grades and cross slopes. And simply stating "... see attached report..." overlooks the purpose of the single page submittal/approval letter. Answering these questions in the submittal letter will prevent the need to read through the Report and will generally be much more efficient.

Another request I have is for the Responsible Professional Engineer to sign the submittal letter where indicated before it gets to my desk. Many are signed and sealed, some are left blank. I will be sending back any submittal letters that are not signed.

A topic we have been discussing a lot within the district lately has been innovation. District Three is home to many innovative ideas and certainly a management team that is supportive of the theme. Where we sometimes lack is in recognition of our innovative ideas. On a recent project, an effort was made to reduce R/W impacts by looking at a five-lane typical section. Generally, the two-way left turn lane is not considered to be a viable option just about anywhere anymore, but in this context, it made sense to fully investigate the idea. The point here is that what may have seemed like a non-option was suggested and may possibly end up being the design typical for this particular section of roadway. Part of innovation is to examine options that may be considered unconventional; these are the ideas that may be implemented.

On a closing note, District Three's work program for FY 2018 will be coming out soon. The program looks strong with several bridge replacements and design fee estimates over \$32 million. So make plans to visit with PM's and TRC members.



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Design Newsletter*

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From Kerrie's Desk

EFFECTIVE IMMEDIATELY: New process for phase submittal review letters—I will be sending out email blasts to all applicable parties for plans phase submittal reviews. In the past, we have been sending individual hard copy letters and CD's out to local governments and agencies soliciting comments at various phase submittals, but this will no longer occur. We hope to save time and effort by switching to email notifications that should be beneficial for all. For this new process, the Consultant will submit to their Design Project Manager a copy of the plans and an Excel spreadsheet containing all names and email addresses for the individuals the review is being provided to (including elected and appointed officials). The Design Project Manager will forward this information to me via FTA. I will then distribute the plans to all individuals listed on the spreadsheet. We look forward to working with you on this streamlined process!

DocuSign Pilot Improves Efficiency And Time In Completing Contracts For FDOT

Steve Thames - District Procurement Manager

FDOT E-signature Web Application Pilot

FDOT decided in July of 2016 to pilot electronic signature technology for contracting, as part of the Department's paperless initiative. Under the pilot, contracts and amendments originating from procurement related offices are being awarded and executed using an electronic signature web application known as DocuSign. Internal staff and external signers (vendors/consultants/contractors) are signing contracts and amendments using the DocuSign software product purchased by FDOT. External users sign at no additional cost.

The offices utilizing DocuSign for the pilot are: Central Office & District Procurement Offices; Central Office Contracts Administration and District Contracts Administration.

Currently District Three has executed 351 documents and statewide the Agency has executed 2199 documents through DocuSign. In District Three fifty percent of the documents issued have been completed within a weeks' time and ninety percent are being completed within two weeks. This has involved 1,279 signers and 1,590 recipients since August 2016 for District Three.

Beginning in November 2016, District Three added Task Work Order Amendments through DocuSign along with the Contracts and Amendments that were already being processed.

The process has gone very smoothly throughout the District and has improved response.

For more information <http://www.fdot.gov/procurement/> .

Top Ten Quality Control Comments October – December, 2016

Lester Forrest - QA/QC Plans Reviewer

1. Designers should not specify metal posts when replacing Interstate fence.
2. Selective Clearing and Grubbing Pay Items may be necessary: Pay Item 0110-2-2 Selective Clearing and Grubbing, Areas with Trees to Remain, Acre is to be used when vegetation is to remain and there is selective vegetation removal. Pay Item 0110-2-3 Selective Clearing and Grubbing, Plant Preservation Area, Acre, is to be used when Plant Preservation Areas are to be established. Effective for July 2017 Lettings, Roadway Design Bulletin 16-10, Specification 110, Index 542, PPM, Vol. 2, CH. 21.
3. Pay Item 110-4-10 Removal of Existing Concrete, Square Yard, will be used for removal of various types of existing concrete, i.e., curb and gutter, sidewalk, traffic separators or ditch/slope pavement, per specification, which will no longer be included in the costs of replacement pay item. For removal of existing walls, the quantity will be measured and paid based on the length and exposed average height (projected vertical area). The area(s) of each type of concrete must be shown, by location, on the Summary of Clearing and Grubbing and Removal Items. Pay Item 110-3, Removal of Existing Structures, Lump Sum will transition to "Removal of Existing Bridges" per the specification. Approach Slabs to be removed will be included under Pay Item 110-3. Reference Program Management Bulletin 16-06, Effective July 2017 Lettings.
4. District Three has temporarily suspended rumble striping. The only projects that should be considered for rumble striping are projects with a documented lane departure crash history and that are located in an unpopulated area. If your project meets both of these criteria, please contact John Fowler (850) 330-1450 or Kerrie Harrell (850) 330-1513 for guidance.
5. If you are designing a project with a temporary diversion where soil quality is a concern (i.e. highly plastic, muck, etc.), please contact Gabe Camposagrado (850) 330-1636 in the District Materials Office to determine if additional soil borings are necessary.
6. Central Office has been reviewing plans for unnecessary, redundant, or incorrect notes that should be removed from plans. The note needs to be on the District Three acceptable notes, project specific or defensible to remain in the plans.
7. If a project has 90 days or more contract time, it will require Project Information Signs.
8. It is acceptable to reduce interstate ramp width to 10 feet during maintenance of traffic operations on milling and resurfacing projects.
9. During design of traffic control plans avoid making the statement that there are no lane closure restrictions; instead consider stating that there are no peak hour restrictions.
10. Ensure that existing gasoline storage tanks that are within the limits of topographical survey are shown in the plan view. Refer: P.P.M Vol. II, 10.2.3

Design Spotlight

Hays Griffin, P.E. Project Manager

Hays Griffin received his Bachelor's Degree in Civil Engineering from Florida State University in the fall of 2006 and has been a registered Professional Engineer in Florida since 2012. Hays started his career



with the Department in 2002 as an OPS employee in the Materials testing laboratory and then went on to complete the FDOT P.E. Training Program.

After completing the Trainee program, Hays worked as the Assistant Bituminous Engineer and then proceeded on to work as a Geotechnical Engineer, both in Materials. Hays worked as a Geotechnical engineer until he came to Design to work in his current role as a Project Manager. When he is not working Hays enjoys fishing, preferably offshore, and just being out on the water in general.

Supplemental Agreement Report – September, October, November, 2016

Carol Kreis - QA/QC Plans Reviewer

Description Code: 012: Deterioration of, or damage to project after design (not weather related).

Reason: To repair existing areas where the underlying base material is yielding causing deformation of existing surface course before milling & resurfacing.

Granted Time: 17 Days

Increase: \$83, 901.29

Response: Unavoidable: No action recommended.

Description Code: 106: Inaccurate identification of utility with no Joint Project Agreement.

Reason: Utilities were unable to provide accurate locates of their buried facilities due to the high water table, the salinity of the water, and depth of the facilities. Spread foundations were required to complete the installation of the roadway lighting.

Granted Time: 11 Days

Increase: \$84, 090.00

Response: Avoidable: Action closed.

Description Code: 101: Necessary Pay Item(s) not included in contract.

Reason: Provide for Temporary Raised Rumble Strips as indicated in Index 603.

Granted Time: 0 Days

Increase: \$39, 437.46

Response: Avoidable: Action recommended.

Description Code: 113: Modification to pavement design required.

Reason: Milling Depth was reduced due to existing ARMI layer and milling of the paved shoulder was deleted so the contractor was compensated for the reduction of the milled material.

Granted Time: 0 Days

Increase: \$63, 725.00

Response: Unavoidable: No action recommended.

Description Code: 503: Change resulting from engineering decision.

Reason: Removal of several items of work which were considered unnecessary and addition of a drainage structure to eliminate a utility conflict and subsequent drainage structure buy back.

Granted Time: 3 Days

Decrease: \$-21, 786.33

Response: Avoidable: No action recommended.

Description Code: 126: Computation error.

Reason: Provide revisions and modifications to the Special Detour to address inadequacies and materials necessary to meet the plan intent for the proposed detour where it was determined that conflictive plan notes and quantities required these plan revisions.

Granted Time: 0 Days

Increase: \$34, 898.80

Response: Avoidable: No action recommended.

(Continued on page 5)

Supplemental Agreement Report – September, October, November, 2016

Carol Kreis - QA/QC Plans Reviewer

(Continued from page 4)

Description Code: 503: Change resulting from engineering decision.

Reason: To compensate the contractor for additional costs for the re-design, re-fabrication and replacement of the sign facing (panel).

Granted Time: 0 Days

Increase: \$17, 191.70

Response: Avoidable: No action recommended.

Description Code: 105: Discrepancies between plan notes, details, standard indexes and specifications.

Reason: To compensate for FC-9.5 (Traffic Level B) (PG 76-22) being placed in lieu of FC-12.5 (Traffic Level B) (PG 76-22) adjustment of pay items for milling the existing Asphalt Pavement.

Granted Time: 0 Day

Increase: \$56, 761.11

Response: Avoidable: No action recommended.

Description Code: 503: Change resulting from engineering decision.

Reason: Provide payment for prefabricated concrete inlets and sign panel before these were deleted from the project when it was determined that these were not necessary.

Granted Time: 0 Day

Decrease: \$-30, 674.11

Response: Unavoidable: No action recommended.

Description Code: 001: Subsurface material or feature not shown in the plans.

Reason: Compensate the contractor for additional MOT and Mobilization required for the unforeseen removal of 8" thick concrete pavement indicated in the pavement design documentation coring data, but not indicated in the plans and included in the costs of the Removal of Existing Concrete Pavement for thicknesses of 6" concrete pavement.

Granted Time: 3 Day

Increase: \$15, 953.12

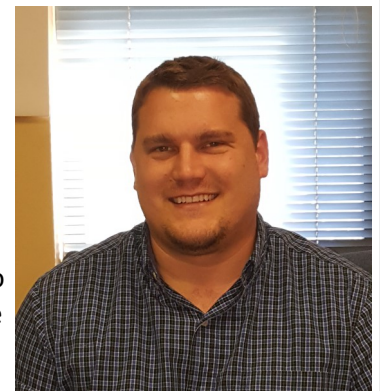
Response: Avoidable: Action recommended.

Design Spotlight

Kevin Fussell, P.E. Project Manager

Kevin Fussell is joining the District Design office as a Project Manager. Kevin received his Bachelor's Degree in Civil Engineering from Florida State University (Panama City Campus) and is a registered Professional Engineer in Florida. He began his career with the Department in

2006 with an OPS position in the Materials and Research laboratory and then went on to complete the FDOT P.E. Training Program. After completing the PE Training Program, he returned to the District Materials office to work as a Geotechnical Engineer for a couple of years and then moved into the Asphalt section as a Pavement Engineer. Kevin is married to Haley Fussell and they have one son, Jaxson. Kevin enjoys spending time with his family, hunting, fishing, playing guitar, and farming in his spare time. His family is involved at First Baptist Church of Chipley and enjoy living in their hometown. He is excited about new opportunities and challenges of his position and looks forward to working with many new faces across the state.

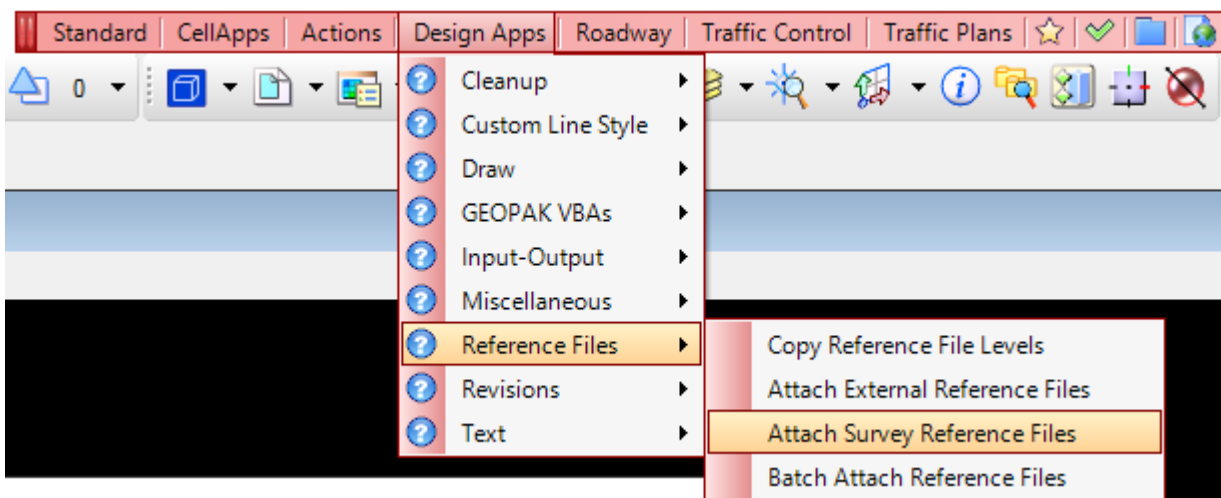


CADD TRICKS, TIPS, UPDATES - How to use the SURVRD01.DGN

Howard Helms, CADD Manager

ECISO has created this tool that will attach the the survrd01.dgn for (TOPO, GDTM, UTEX and DREX). This tool will reference in the file 4 times and give each reference the Logical name of TOPO, GDTM, UTEX and DREX. The logical name will let you print grey scale, when printing. The file survrd01 will need to be in the project directory.

Be in what ever file you need the survey files referenced into and go to the FDOTSS4 toolbar\Design Apps\Reference Files\Attach Survey Reference Files



The referenced files can be turned on and off as needed or detached.

