



DISTRICT THREE DESIGN

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

NEWS LETTER

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If you are interested in obtaining a copy of this free news letter, contact
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Fourth Quarter

Brian Blanchard P.E.,
District Design Engineer

This is our final newsletter of 1997. So far, we have been very successful in meeting our letting plan of 132 million for fiscal year 97/98. In the near future, this office will be asking for your feedback on the agenda for our District Three Design Conference to be held this spring. We will be discussing topics related to supplemental agreements, variances and exceptions and guidance on plans content/criteria.

Please continue to send us your comments or suggestions concerning this newsletter. We extend our wishes to you for a happy and prosperous new year.

Design Criteria For The Structural Design Of Mast Arms

Freddie Simmons, Director
Office of Design

As many of you are aware, a Task Team was assembled and assigned the task to identify all needs from all offices relative to mast arms and develop actions that will result in cost-effective and efficient methods to design, fabricate, construct and maintain mast arms for Department projects.

Actions are underway by the Structures Design Office to develop standards and details for full implementation of the recommendations of the Task Team. A tentative schedule of

plan ahead!

Supplemental Agreement Report - September

**Brian Blanchard P.E.,
District Design Engineer**

This is the Supplemental Agreement Report for the month of September, 1997. The two (2) categories for this month containing the largest percentage of supplemental agreements were codes 010 and 700.

Below is a description of those areas and our responses:

S.P. No. 47010-3519

**Description Code 010: Additional
Items, Overruns or Plan's Modifications
Due to Weather Causes**

Reason: The steep backslopes of the retention pond have continued to experience sloughing and failure due to an excessive amount of water seepage. A field investigation by the District Materials Office revealed the existence of a confining soil layer in the hillside that impeded vertical movement of the ground water causing the flow to turn horizontal and generally seep out at the toe of the slope. This seepage combined with the fine overburden sands and steep back slopes caused localized slope movements that liquified and flowed into the ditches and retention pond number one. Recommended action consists of acquisition of additional right-of-way to provide for redesign of the pond to lessen the severity of the backslopes.

Increase \$922,966

Response: This supplemental agreement was a result of unforeseen site conditions and weather conditions. This work was coded unavoidable and not a design error.

S.P. No. 47020-3515

**Description Code 700: Minor Changes
in the Plans And/Or Specifications**

Reason: Bituminous Material (Asphalt Rubber Binder-Interlayer) - The original quantity for this item was established using the minimum spread rate of .6 gallons per square yard. Application of this material was at .75 gallons per square yard, resulting in an overrun.

Asphalt Concrete Type S -

Overrun of this item is required in order to correct roadway cross slope and to construct proper tie-ins to adjacent side streets.

Increase \$140,338.60

Response: This supplemental agreement was the result of overruns of certain items of work. This was not a design error or avoidable.

Supplemental Agreement Report - October

**Brian Blanchard P.E.,
District Design Engineer**

This is the Supplemental Agreement Report for the month of October, 1997. The two (2) categories for this month containing the largest percentage of supplemental agreements were codes 001 and 503.

inconveniences to the traveling public while these improvements are being performed.

The Department recognizes the Contractor is due additional compensation for delays associated with the decision made by the Department.

Increase = \$ 325,358

Response: This was not coded as a design error or avoidable. It was a change made by construction preference. However, the District has annual Public Awareness Meetings to set work-related restrictions on selected projects. The above change will be included in the next newsletter to inform designers and department personnel of this supplemental agreement.

Submission Of Bridge Plans to the Federal Highway Administration

Jerry L. Potter,
State Structures Design
Engineer

The Federal Highway Administration has requested a slight change to the process by which project plans are submitted to the Division Office. You are requested to follow the following process when submitting your bridge plans for FHWA review:

- 1) Submit all plans directly to the Division Bridge Engineer, **NOT** the Transportation Engineer.
- 2) Category 1 bridge plans will be submitted by the District Structures Design Office.
- 3) Category 2 bridge plans will be submitted by the State Structures Design Office.

4) Projects containing both Category 1&2 bridge plans will be submitted in totality to the State Structures Design Office for forwarding as a package to the FHWA.

This process for plans submission has been requested by the FHWA Division Office and your cooperation is appreciated.

Removal Of Pay Item For Thermoplastic Pavement Markings From Contract

Brian Blanchard P.E.,
District Design Engineer

The Districts are to pay for both the Traffic Control Pavement Markings and the Final Pavement Markings under one Design Group. (Group 20 is the Summary of Roadway Pay Items, Group 30 is the Summary of Signing and Pavement Markings).

The preferred method is:

- ☐ In the CES, load the combined total quantities for both Traffic Control Pavement Markings and the Final Pavement in Design Group 20.
- ☐ Show the quantities of paint for final Pavement Markings in the Signing and Pavement Marking Plans on the Tabulation of Quantities Sheet.

The following note should be shown on the Tabulation of Quantities Sheet:

- ☐ All Pavement Markings shall be paint unless otherwise noted in the plans. The quantities for Pavement Markings indicated in the Signing and Pavement Marking Plans are included in the

for returns. Vehicles tend to cross the edge line onto paved shoulder when attempting to turn onto side street thus causing rear tracking wheel to leave pavement and rut unpaved portion of side street return shoulder.

Solution: Extend paved shoulders around side street returns.

Response: We will inform the designers in a future Design Newsletter article to be aware of this condition, especially in coastal areas where grass is hard to establish and maintain. We will point out to the designer the need to use the maximum radii possible and the possibility of carrying the paved shoulder around the return. Our policy will be to explore the need for paved shoulders around returns on a project by project basis rather than using on all projects.

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NEWS LETTER

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