

# DISTRICT THREE DESIGN NEWSLETTER



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April—June, 2009

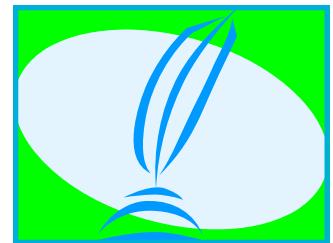
*Inside this issue:*

<b>Storm Water Updates and “Oh By the Way”</b>	<b>1</b>
<b>Design Spotlight—William “Dink” Barber</b>	<b>2</b>
<b>Top Ten Quality Control Comments</b>	<b>2</b>
<b>Supplemental Agreement Report—</b>	<b>2,3</b>
<b>Top Ten Plans Processing Comments</b>	<b>4</b>

## *Storm Water Updates and an “Oh By the Way”*

Jim Kapinos, P.E., District Drainage Engineer

Storm water design and permitting in District 3 is changing. Northwest Florida has an Environmental Resource Permitting (ERP) Rule which took effect in October 2008 and replaced the old Florida Department of Environmental Protection (FDEP) 62-25 Rule. This new ERP Rule is phase 1 in the ERP process and has been in place long enough to generate questions and require some interpretation. The Phase 1 ERP Rule does not include wetland impact however Phase 2 will. Under Phase 1 ERP permits which have wetland impacts were reviewed by the FDEP and all others by the Northwest Florida Water Management District (NFWFMD). Phase 2 was to add wetland permitting to the ERP program and move all ERP permitting under NFWFMD and was also to clarify some parts of Phase 1 including Karst Sensitive Design criteria and some definitions. Implementation of Phase 2 was scheduled for August 2009 but it is currently postponed with no new date announced.



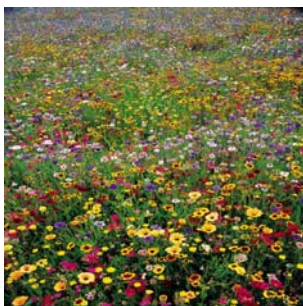
There is a new unified statewide water quality rule in the making. This new rule will become a part of ERP, make storm water regulatory requirements more consistent throughout the state, address nutrients and require their reduction in storm water discharges. Pre-Post will now also refer to water quality. Some innovative ideas for improving water quality are part of this new rule and some old standard practices such as filter systems will likely be gone. This Rule change has also been delayed and is presently proposed for adoption in July 2010.

The FDOT’s own Rule Chapter 14-86 Storm Water has also been updated and was effective in January 2009. Most of the changes were to clarify the language and definitions and the permit forms have been streamlined. The State Drainage Website (<http://www.dot.state.fl.us/rddesign/dr/Drainage.shtm>) under Drainage Connection Permit Rule (14-86) overview has a handy side by side comparison of the changes.

Even if many of the rule changes have been delayed they are still coming. Stay alert for them but for now keep designing to the rules as they are. This may make long term planning difficult and plans put “on the shelf” will need a thorough look for storm water issues when they are dusted off.

One “OH, BY THE WAY”!

There is a problem with consistency of referencing drainage structure locations which has caused some problems during construction recently. Know whether a given structure’s offset location is referenced to its center or the gutter line. Until something better is established use a plan note to clarify the structure reference. Especially when more than one type of structure with different location reference points are used in a set of plans.



***District III Quarterly Design Newsletter***

Editor.....Scott Golden

Layout/Graphics...Teresa Barfield

**CONTRIBUTORS:**

.....Jim Kapinos

.....Teresa Barfield

.....Miranda Glass

.....Bobby Ellis

# Summer-time!

## Design Spotlight—William Barber, E.I.

Scott Golden, P.E., District Design Engineer



William “Dink” Barber is the Department’s newest Design Project Manager. He started his career with the Department in May 2004 as a Co-Op student with District Three Materials and the State Materials Office. William spent 3 ½ years in District Two as a PE Trainee working with their in-house Roadway Design group before returning to District Three in September 2008 to work in the Design Office with the Plans Processing group.

William is a native of Cottdonale, FL. He graduated from Cottdonale High School in 2000 then attended Chipola Junior College and the University of Florida (He wishes Tennessee had a football team like that) where he earned a Bachelor of Science in Civil Engineering. He has been married to his wife Carla for 3 years and they have a 10-month old daughter, Madelyn Grace. When not at work, Dink enjoys the outdoors, Gators Sports, and spending time with his family. I know he looks forward to working with everyone here in District Three and we are certainly glad to have him as part of our Project Management team.

## Top Ten Quality Control Comments April – June 2009

1. As indicated by the Cross Slope label on the Typical Section, will any Overbuild be necessary to ensure that the Cross Slopes are correct? If so, add a Note with the approximate Overbuild TN quantity, an Overbuild Detail to show Inches (AVG. Depth in Inches) and a Superelevation Table with Overbuild Control Points. Ensure that no Overbuild thickness is less than ½ Inch.
2. Ensure that the Begin/End Mileposts on the Key Sheet and in the FM System match. Coordinate with Project Manger to have the FM System updated for the mileposts and/or project length.
3. The District Construction Office has requested the following note be reflected in all resurfacing plans: “Milling Operation is restricted to only that area which can be milled and covered with asphalt within the same work operation.”
4. Summary Box needed for items not called out in Plans, like Curb & Gutter.
5. Gender specific terms should not be used in Pay Item Notes.
6. The e rate for the Curve Data doesn’t match with the e rate shown on the cross sections.
7. Include the contract number on the Key Sheet when available.
8. Ensure notes are not repeated within Plans Set or do not duplicate Standards and Specifications.
9. Abbreviations in the Plans Set should match Standard Index or be listed in the Plans Set.

## *Supplemental Agreement Report – April 2009 – June 2009*

Miranda Glass, P.E., District Design Roadway Engineer

Following is a sample of Supplemental Agreements for the second quarter of 2009 (April through June). The three (3) categories of Supplemental Agreements that are included in this summary are 101, 113, and 115. This summary is included in the [Quarterly Design Newsletter](#) as a tool to inform designers of errors and omissions that can lead to Supplemental Agreements and unnecessary cost to the public. Below are brief descriptions of those errors or omissions and the department’s responses.

**Description Code:** 101 Necessary pay item(s) not included in contract.

**Reason:** Improvements under this contract include milling and resurfacing, adding a turn lane, extending cross drains, and safety improvements.

Subsequent to the contract being awarded it was amended by Supplemental Agreement to provide for construction of 5’ paved shoulders for this project. During field observation and survey for construction of the paved shoulders, it became apparent the offset of the existing paved ditches was not sufficient to provide adequate clear zone. The Department determined that in selected areas the ditches required realignment to increase the clear zone width and enhance safety for motorist.

**Granted Time:** 19 days

**Increase:** \$165,066.74



## *Supplemental Agreement Report – April 2009 - June 2009*

Miranda Glass, P.E., District Roadway Design Engineer

**Description Code:** 113 Modification to pavement design required.

**Reason:** Improvements under this contract consist of milling and resurfacing.

Subsequent to commencement of construction, the Department and Contractor conducted a field review to assess the condition of the existing asphalt pavement and underlying sub-grade material. The review revealed the existing roadway to be in extremely poor condition. The travel lanes are deeply rutted and the outside 5' of roadway is deteriorated and in need of immediate repair.

The original plans provided for milling 1" and placing 1" Friction Course. Due to the condition of the roadway, the Department made the decision to enhance the roadway pavement structure repairs by milling 3.5", placing 2.5" of Structural Asphalt, and 1" Friction Course Asphalt. The outer 5' of the outside travel lanes will require complete removal and reconstruction of pavement structure and base.

**Granted Time:** 35 days

**Increase:** \$446,536.56

**Response:** Unavoidable (no remedial action required) / no cost recovery action is recommended.

**Description Code:** 115 Required drainage modifications.

**Reason:** Work under this contract consists of milling, resurfacing, turn lane construction, drainage improvements, signing, pavement markings, and signalization.

Due to the close proximity of an existing water line, alignment of S-8 and S-10 along with their associated pipe was shifted. This shift in alignment necessitated the installation of drainage structure S-34; caused minor quantity changes in the existing pipe pay items as well as the pay item for borrow excavation.

**Granted Time:** 0 days

**Increase:** \$9,300.72

**Response:** Unavoidable (no remedial action required) / no cost recovery action is recommended.



**Marianna Maintenance Wild Flower Program**

## Top Ten Plans Processing Comments April – June 2009

1. The **Scope of Services** and **Notice to Proceed** should be included in the “Admin” folder of the project along with any letters, memos, or other documents deemed important to the project. This will ensure future customers of the data have a better understanding of the project.
2. District Three requires the Computation Book to be included in the electronic delivery as a composite Adobe Acrobat (PDF) file as of February 2005. This file should be named with the FPID#, abbreviated discipline (if more than one Comp Book), and “\_compbook” (1234567\_RD\_compbook). The file should be located in the \compbook sub-folder under the appropriate discipline folder. If this subdirectory was not included with your seed project, please add. The composite Computation Book must be signed and sealed by the Engineer of Record. It is not necessary to sign and seal the individual computation book pages.
3. Description(s) on Plans Sheets and Sheetndx.htm link(s) do not match the Key Sheet(s) on the following sheet. Please ensure all descriptions in the Index of sheets on the Key Sheets, Plan Sheet descriptions, and link descriptions in Sheetndx.htm match. Key sheet(s) should contain descriptions as shown in the PPM. The plan sheet label and project index sheet descriptions (sheetndx.htm) should match and contain the key sheet description. Example:  
 Key sheet  
 23 – 25 Roadway Soil Survey  
 Plan sheets  
 23 – Roadway Soil Survey (1 of 3)  
 24 – Roadway Soil Survey (2 of 3)  
 25 – Roadway Soil Survey (3 of 3)  
 Sheetndx.htm  
[Sheet No. 23: Roadway Soil Survey \(1 of 3\)](#)  
[Sheet No. 23: Roadway Soil Survey \(2 of 3\)](#)  
[Sheet No. 23: Roadway Soil Survey \(2 of 3\)](#)
4. A change in the CADD Production Criteria Handbook 8.4.3(March 2008) has prompted consultants and in-house to start providing a LandXML file containing the alignments and profiles along with the “gen” files that are already provide. Attached please find a write up of how to accomplish this. It is a simple task that can be very valuable to a contractor if they are using Machine Controls. Please ADD these files to the eng\_data folder under the roadway folder.
5. The PEDDS Project Identification Report is missing information in section 1, section 5, and section 6. Please edit the report to include the missing information.
6. Add “CONSTRUCTION CONTRACT NO. T#####” to the upper right of the Key Sheet. See 2009 PPM Vol. 2 Chapter 3 for an example.
7. The **QC Reports** as indicated by item # 6 on the Compliance Certificate should be located in the project. All critical design files; design files that are shared across disciplines, or that is used in quantity calculations for pay items, or used in automation by downstream applications, shall meet a 95% threshold of compliance. All of the design files shall meet an 80% threshold of compliance. If the submitted files do not meet these requirements, a written variance from the FDOT Project Manager with supporting documentation shall be included in the project Journal. The QC compliance report shall be included as part of the electronic delivery project CD as per the CADD Production Criterion Handbook.
8. Please make use of the tools in the Electronic Delivery Suite and/or the QC Tool File Checker to ensure duplicate files and duplicate filenames are addressed. This project contains several files with the same name and different content located in different directories. **If duplicate reference file names exist in the sub-directories of the project, MicroStation will attach the first matching file name it finds in the variable path.** Therefore, duplicate file names are not allowed.
9. Invalid filenames are present in this project. Files should be named according to the Department’s CADD Manual and **NOT** include any **spaces** or **special characters** (!@#\$(%^&\*+=~`;"'<>?). The underscore “\_” may be used in the place of spaces. No other special characters are to be used. This includes the name of added folders. Folder names are limited to **16** characters.
10. The Specifications package should be named with the full 11 digits of the FPID# (ie. 12345615201.pdf). Please revise the name of the specifications package.

