

DISTRICT THREE DESIGN NEWSLETTER



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Volume 15, Issue 2

April—June, 2010

Streamline Projects

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

Effective with the July 2010 letting, the Department will be utilizing a new way of doing business with “Streamline” specifications. The State Construction Office has initiated this new process. It is very important to know if your project’s estimate is two million dollars or less and to know if the asphalt tonnage is 2000 or less. There are streamline specifications for lump sum projects as well as conventional projects (which are now considered to be plan quantity).



Prior to starting to prepare your specifications package review this link to become familiar with the streamline specs read all specs and usage notes:

<http://www.dot.state.fl.us/specificationoffice/Implemented/WorkBooks/Julworkbook2010/Default.shtm>

What this means for a lump sum contract that meets this criteria is that changes may be made at any time prior to or during the progress of the work. Under this system the Contractor agrees to perform the work, as altered or changed, the same as if it had been a part of the original Contract. There may be situations where a “significant change” occurs that will allow the consideration of a claim. Streamlined plan quantity contracts modify the projects such that ALL pay items become plan quantity. Therefore, only a substantial error in quantity would warrant a change in payment. This would be a difference in plan quantity and final quantity of more than 5% or a change in the amount payable of more than \$5,000. These changes affect items such as work zone signs, litter removal, mowing and erosion control and extend to items such as asphalt quantities, inlets, and detectable warnings. In theory, this type contract would reduce final pay off time of these contracts and eliminate the potential for qualified issues. Payment is made by a certified invoice monthly and any issues that the contractor may have will be addressed monthly and resolved. At the end of project the contractor submits the required documents and the certified final invoice; it will be paid and the project is closed. It is very important that every effort is made to ensure pay items are as accurate as possible.

As a result of these changes, we need to assure the quality of the plans we deliver continues to hold to the highest standards. “Simple” overruns or underruns are no longer applicable for projects qualifying under these specifications. Attention to details becomes that much more important. Be sure to watch your estimate and asphalt total (superpave, friction course, miscellaneous asphalt, etc.) for each of your projects as they progress. If at final plans, your estimate and asphalt quantities fall within the range to qualify, your final specification package will need to include these new specifications. Don’t forget to check your projects for applicability.



District III Quarterly Design Newsletter

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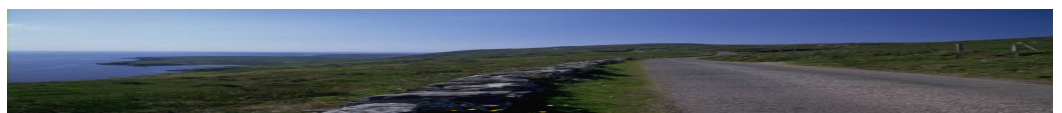
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Design Spotlight— Ryan Patterson, P.E.

Scott Golden, P.E., District Design Engineer



Ryan Patterson is the Department's newest Design Project Manager. Ryan comes to us from the consultant world. He has over 12 years of experience in roadway design and project management primarily working with District 3.

Ryan graduated from Orange Park High School and then went on to Florida State University where he graduated in May 1998 with a Bachelors of Science degree in Civil Engineering. He has been married to his wife Sommer for 8 years and they have four children: Kayla (7), Xavier (6), Tanner (3 ½) and Caden (18-months). When not at work Ryan enjoys spending time with his family, Seminole sports (brace yourself Gator fans, the fall from greatness approaches quickly) and watching the UFC. Ryan's experience in design and project management makes him uniquely qualified for this position and we certainly are glad to have him as part of our DOT Design team.

Supplemental Agreement Report – April 2010 –June 2010

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

Following is a sample of Supplemental Agreements for the second quarter of 2010 (April through June). The three (3) categories of Supplemental Agreements that are included in this summary are 503, 126, and 101. 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: 503 – Change resulting from engineering decision.

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

Truck traffic entering a turnout just outside of the project limits has caused deterioration and raveling. Following a field observation of the roadway at the turnout entrance the Department has determined to extend the project limits to include this area. The area will include the north and south bound travel lanes, the north bound turn lane, the turnout itself, the crossover and the south bound acceleration lane.

Granted Time: 5 (five) days

Increase: \$86,850.08

Response: Unavoidable (no remedial action required) / no cost recovery action is recommended / extent project limits.

Description Code: 007– work added or deleted from 3rd party agreement.

Reason: The improvements under this contract consist of multilane reconstruction.

The Department and the Contractor desire to amend this contract to provide for tree mitigation services for the existing trees to include an evaluation report, fertilization, mitigation pruning, and root pruning where necessary. The tree mitigation treatment is for the existing trees located in segments 2 and 3.

Granted Time: 0 days

Increase: \$88,392.06

Response: Avoidable (3rd Party)/ no cost recovery action are recommended.

Description Code: 101 – Necessary pay items not included in contract.

Reason: The improvements under this contract consist of reconstruction, widening, milling & resurfacing, bridge construction, mechanical stabilized earth wall (MSE), drainage improvements, utility construction, lighting, and signing and pavement markings.

- A. Prior to the project letting a review of the contract documents identified that the pay item for jack & bore, casing diameter 36" to < 48" had inadvertently been omitted by the Engineer of Record. The contract documents provide for the installation of jack & bore casing inlayed with carrier pipe at various locations along the project. It was determined to use the proposed jack & bore casing as the carrier pipe and eliminate the proposed inlayed pipe. The pay item for jack and bore was added and a decrease of quantities of various optional pipe materials.
- B. Existing wooden guardrail posts, identified in the plans for guardrail reset, were encased in concrete, eliminating the ability relocate and resulting in the need for guardrail removal pay item and increase the quantity of guardrail installation. Construction plans also required the removal of a wood line adjacent to the existing security fence owned by the Air Force Base (AFB). The wood line served as a second barrier between the security fence and the AFB runway. The Department of Defense and the AFB require a minimum of two (2) barriers between a public travel way and the runway. Guardrail was used as the second barrier in lieu of the natural wood line barrier.

This Supplemental Agreement establishes the necessary pay items and adjustments to existing pay items identified above to provide compensation to the contractor for additional work required to implement these design changes.

Granted Time: 0 days

Increase: \$330,459.43

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

Top Ten Quality Control Comments April – June, 2010

1. When any Pay Items and/or quantities have been revised, update the Summary of Pay Item Sheet(s) with the current data imported from Trns*port.
2. Add the End Milepost to the Location Map on the Key Sheet. (Reference Exhibit KS-1, PPM, VOL.II, Ch.3.)
3. Coordinate with Project Manager to have the FM System updated for the Begin/End Mileposts such that the Key Sheet and the FM system match.
4. Replace the references to "silt fence" and "synthetic bales" with "sediment barrier" and/or "inlet protection system" as applicable. (Reference **Estimates Bulletin 09-02 dated July 9, 2009.**)
5. Please ensure that sufficient temporary paint quantities are included for this Project. Include gore areas, turn arrows, messages, etc. and sufficient quantities for each lift of Asphalt and the Milled areas.
6. Ensure commonly used notes are applicable to your project.
7. Dimension right of way limits.
8. Add the Construction Contract number at the upper right corner of the keysheet.
9. The edge of travel way/shoulder is typically shown as a solid continuous line to differentiate new pavement / construction from existing pavement.
10. Provide e rate in the curve data.

You may not know all the answers, but you probably won't be asked all the questions either.—Unknown Author