

# DISTRICT THREE DESIGN NEWSLETTER



Volume 12, Issue 1

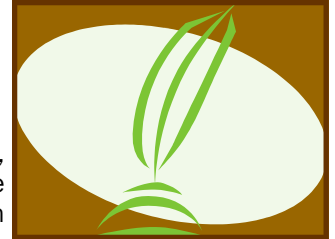
January—March, 2007

Inside this issue:

From the Editor's Desk	1
Proactive Approaches and Partnerships	1
Environmental Resource Permitting	2
Design Spotlight—Brent King	3
Supplemental Agreement Report—Sept—Dec 2006	4

## *From the Editor's Desk*

Scott Golden, P.E., Assistant District Design Engineer



Changes, changes, changes. For those of you that do not know, our District Design Engineer, Mr. Larry Kelley is serving as the District Three Interim Secretary. Secretary Kelley has been serving in this role since January 2, 2007. Also, Mr. Jason Peters, the District Consultant Project Management Engineer has accepted the position of the District Three Intermodal Systems Development Manager as an “overlap” with Mr. Denny Wood who retires at the end of this year. We have also lost Mr. Eric Ronsnick, P.E., Project Manager and Mr. Jonathan Harris, our plans processing leader. Mr. Ronsnick has accepted a position in Crestview Operations and Mr. Harris has accepted the position of the District Safety Manager in the District Planning Office. We have asked Mr. Mike Melvin to assume Mr. Peters’ project management duties during this interim period. We wish Larry, Jason, Eric and Jonathan the very best in their new duties. They will be truly missed.

Also of interest, I was able to attend the first day of the 2007 Transportation Safety Summit. The summit was held in Orlando on March 12 and 13. There are four (4) focus areas in our Strategic Highway Safety Plan. They are: Aggressive Driving, Intersection Crashes, Vulnerable Road Users and Lane Departure Crashes. As engineers, we have an obligation “to safeguard the life, health, property and welfare of the public.” I ask that you look critically at all aspects of your designs from a safety viewpoint, especially in the area of roadside safety. Below is the link to the Florida Department of Transportation’s Strategic Highway Safety Plan. I encourage everyone to review this plan. Hope to see you at the District Three Design Conference.

<http://www.dot.state.fl.us/safety/posted%20documents/Florida%20Comp%20SHSP%20for%20print.pdf>



### *District III Quarterly Design Newsletter*

Editor.....Scott Golden  
 Layout/Graphics.....Eddie Register  
 SUBMISSIONS:  
 .....Robert Ellis  
 .....Scott Golden  
 .....Jim Kapinos  
 .....Eddie Register

## *Proactive Approaches and Partnerships*

Robert Ellis, P.E., District Utilities/Specifications Engineer

On March 7, 2007, the Annual District Three Utility Liaison Conference was held. Representatives from the Consultant industry, the Utility industry, and the Department were all in attendance. In this conference, we take a proactive approach in addressing problems that each of us may encounter during the course of designing and constructing an FDOT project. Many ideas are exchanged in hopes of delivering a better product to our customers. The presentations generally encourage dialog between the Department and the Utility companies. Believe it or not, our goals are surprisingly similar. I often ask them how the Department can better serve them, and also tell them how they, as utility companies, can better serve us.

Some of the utility industry’s requests from the Department and its Consultants were as follows: There is a need to clearly delineate utilities on the plans. Things such as huge utility boxes/vaults being labeled simply as a manhole or vague labeling of facilities without sizes or company names, if known, were among the examples. The utility companies requested more accurate/in depth conflict matrices, and they also stressed the need for the Department’s Consultants to design around utility facilities as much as

possible.

All of these requests are legitimate in most cases. Sometimes we do not always know the method of construction or what constitutes a design around or a utility relocation, but I want to encourage you to get with your Area Utility Managers and Construction personnel for advice. I have found that as long as you at least take the utility company's concerns into consideration before making a decision, most of the time, there will be few arguments even if they have to relocate (IE Don't just tell them to move, explain why, even if you think it is obvious).

Now the utility conference was not a one way street. The Utility companies were asked to do a better job of showing up during the survey, have better attendance at design meetings (with personnel who are familiar with the job and have been empowered to make decisions), and respond quicker to Consultant's requests (IE turn in Utility Schedules or No Conflict Letters as soon as possible). We conveyed to the industry the deadlines that Consultants/Project Managers are up against and the importance of timely reviews. All of these requests are from concerns that some of you give me throughout the course of the year.

The conference appeared to be a success, but the proof will be seen in the quality of our meetings and the outcomes of our Designs. All of us are communicating better than we have in the past, and I feel that Utility and Design Conferences have helped strengthen our relationships.

I will be speaking to you all at the Design Conference in April, and I want to encourage each and every one of you to attend. We are all partners, and I have found that the better we know each other, the better we will understand each others goals.

*"A real friend is one who walks in when the rest of the world walks out."*

*Walter Winchell*

## ***Environmental Resource Permitting (ERP) Is Coming to Northwest Florida FDOT District 3***

Jim Kapinos, P.E., District Drainage Engineer

ERP implementation is not just a date it's more like a fire wall.

If your storm water permitting is not complete and approved by the implementation date you fall under the new ERP rules and permitting process of the Northwest Florida Water Management District (NFWFMD). The implementation date for transition from the Florida Department of Environmental Protection (FDEP) to NFWFMD has been a moving target and is now October 2007.

Don't let your design get caught in the middle of the rule change. Schedule a pre-permitting meeting with FDEP to avoid redesign and even worse, additional right of way requirements.

Delays in permitting or changes during design or construction would cause any re-permitting to be reviewed under ERP rules, requiring whatever design changes might be necessary at that time to comply with water quality and quantity, as well as other appropriate ERP criteria. For example, under the proposed ERP rules, co-mingled (with runoff from the right of way) off-site run-off would require treatment. If you co mingle project water with off site water you must treat it all. In house FDOT already does this with co-mingled water. Also, flood plain compensation is required under ERP.

ERP rules have some specific on-line and off-line pond requirements relating to co-mingling and Karst areas are addressed specifically in the rule. Also, some projects will require a more stringent stream bank protection rate control.

In the transition between implementation of only the stormwater aspects under ERP, (possibly as early as Oct 1<sup>st</sup>) and inclusion of wetland resource permitting, at least a year later, any project that has wetland impacts will be reviewed by the FDEP Northwest District, with stormwater reviewed under ERP and dredge/fill impacts reviewed under 62-312, as is currently the case. Long-term, projects with sovereign submerged lands implications will also still be reviewed by FDEP Northwest District. Again, meet with FDEP to make sure you are on track designing to the appropriate rule and how the rest of the project permitting is to be submitted.

Check out the ERP draft rule at the link below. This latest version is expected to look like the final rule:

[ftp://ftp.dep.state.fl.us/pub/NWERP\\_Drafts/](ftp://ftp.dep.state.fl.us/pub/NWERP_Drafts/)

## Design Spotlight

### Brent King, P.E., Project Manager

Scott Golden, P.E., Assistant District Design Engineer



Brent King began his employment with FDOT on December 29, 2006 as a Design Project Manager. Brent has been working for consultant transportation engineering firms for the past 18 years. A 1988 graduate of the University of Central Florida, Brent spent the majority of his career working in Central Florida. Brent stated: "I was fortunate to be able to transfer from Orlando to Chipley in 1998 as a Project Manager with PBSJ on the District Three General Engineering Consultant contract. I really enjoy the lifestyle and the people here in North Florida and Lower Alabama." Brent lives in Cottonwood, Alabama and attends Bethel Baptist Church in Dothan. From 2003 to 2006 Brent attended the New Orleans Baptist Theological Seminary (NOBTS) in New Orleans, Louisiana. Brent said: "I felt God calling me to the ministry and getting a seminary education is the first step. I am currently attending classes at the Baptist College of Florida in Graceville. I am working on a Master of Divinity degree from NOBTS through an extension center program at Graceville. I evacuated New Orleans on the Saturday before hurricane Katrina hit the Gulf Coast. I went back to New Orleans in February of 2006 and worked as the minister of missions at Metairie Baptist Church (Metairie is a suburb of New Orleans). I coordinated mission teams that came into New Orleans to do hurricane cleanup and reconstruction work. I feel blessed to be able to get to return to Chipley, work in a place with such good people, doing what I enjoy and having the chance to pursue my seminary education all at the same time. I hope to serve as a missionary one day. I was recently asked to help with the children's church and feel that's the next challenge God has for me in the ministry." Brent enjoys hunting, riding four wheelers and being involved in ministry at his church. We welcome Brent to our Design Family.

# District Three Design Conference

### Registration Requirements

Email the following information to  
[d3.designconference@dot.state.fl.us](mailto:d3.designconference@dot.state.fl.us)

- ◆ Name/Title of each attendee  
 (as will be printed on your ID badge)
- ◆ Organization/Firm Name
- ◆ Phone number and Business Mailing Address
- ◆ Professional Engineer Number  
 (if applicable)

*A confirmation email will be returned to the address from which the above information is received.*



Hilton Sandestin Beach  
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1-800-367-1271  
[www.sandestinbeachhilton.com](http://www.sandestinbeachhilton.com)

### RESERVATION CODES

DTG - FDOT staff  
 DTC - Consultant staff

If you have any topics or items of interest that you would like discussed at the Conference, please email them to: [teresa.barfield@dot.state.fl.us](mailto:teresa.barfield@dot.state.fl.us)

## *Supplemental Agreement Report – September - December 2006*

Scott Golden, P.E., Assistant District Design Engineer

This is the Supplemental Agreement Report for the months of September, October, November and December 2006. The three (3) categories of supplemental agreements that are included in this report are codes 001, 115 and 126. This report 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 costs to the public.

Below is a description of those areas and our responses:

**Description Code 001: Subsurface material or feature encountered not shown in plans – assuming reasonable engineering judgment/processes used in plans preparation (i.e. muck, old piling, boulders, artesian springs, abandoned utility lines, etc.).**

**Reason:** Improvements under this contract consist of clearing and grubbing, composite sheet piling, safety and drainage improvements, widening and gabion mattresses on US 98 in Okaloosa County.

Subsequent to commencement of construction, unforeseen asphalt debris was encountered on the project that conflicted with the proposed improvements. The contractor filed a claim for the extra work involved in removing the debris.

**Increase = \$219,757.00**

**Response:** This supplemental agreement was not the result of a design error.

**Description Code 115: Drainage modifications required due to grade differentials, structure omissions, problems with pond designs, offsite flow not handled, incorrect elevations of structures, improper hydraulic design, etc.**

**Reason:** Improvements under this contract consist of milling and resurfacing, left turn lane construction, drainage improvements and signing and pavement marking on a four lane highway in Jackson County.

There was an insufficient amount of pipe called for in the contract plans to provide proper drainage at structure S-17.

**Increase = \$900.66**

**Response:** This supplemental agreement was the result of a design error. There was no premium cost involved as the contractor provided the extra pipe at the project contract price for 18" pipe.

**Description Code 126: Computation errors in pay item work amounts.**

**Reason:** Improvements under this contract consist of constructing an elevated roadway of embankment and bridges, MSE walls, drainage system, roadway construction, lighting, signalization and signing and marking of a major highway in Bay County.

Subsequent to the beginning of construction, it was discovered the designer had inadvertently omitted the asphalt quantities for Maintenance of Traffic at the tapers and feathered edge approaches to the overbuild areas at one of the major intersections.

**Increase = \$26,906.54**

**Response:** This supplemental agreement was the result of a design error. There was no premium cost involved as the contractor provided the extra asphalt at the established pay item price for asphalt in the contract.

*Only positive consequences encourage good future performances.  
Kenneth H. Blanchard*