

# District Three Design Newsletter

(Internet Address - <http://www.dot.state.fl.us/rddesign/D-3/files/D-3.htm>)

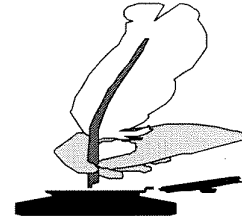
Volume 4, Issue 3

JULY—SEPTEMBER 1999

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## FROM THE EDITORS DESK Brian Blanchard, District Design Engineer



Welcome to the third quarter newsletter. In the future, we will be including a copy of the newsletter at a parallel location on the Department's web site. The newsletter will eventually be moved from the current FTP site since this site is being purged every seven days. The new web site will include our prior newsletters for your use.

Process. The proposed changes to the Phase Review Process will reduce manpower, cost and cycle time. The proposed changes to the Design Exception Process will improve the early identification of design exceptions, especially horizontal clearance violations.

I have included a copy of District Three's response to the Central Office Quality Assurance Review on the Plans Phase Review Process and Design Exception

We look forward to hearing from you on any feedback that can improve our processes in the Design Department.

## Roadway and Traffic Design Standards Brian Blanchard, District Design Engineer

### (January 2000 Implementation)

implemented until July 1, 2000.

The 2000 Standards have been sent to the Districts for distribution. Only the Metric version of the 2000 Standards is available at this time. The English version is still under development and will be distributed no later than June 2000. Application of the 1998 and 2000 Standards (Metric) shall be as follows:

### Metric Projects with Lettings AFTER July 1, 2000:

- + The 2000 Standards shall be applied to all Metric Projects to be let AFTER July 1, 2000.

### English Projects:

- + The 1994 Standards and subsequent revisions shall continue to be applied to all English projects. The English version of the 2000 Standards will be available no later than June 2000 and will be implemented on projects to be let after January 1, 2001.

### Metric Projects with Lettings PRIOR to July 1, 2000:

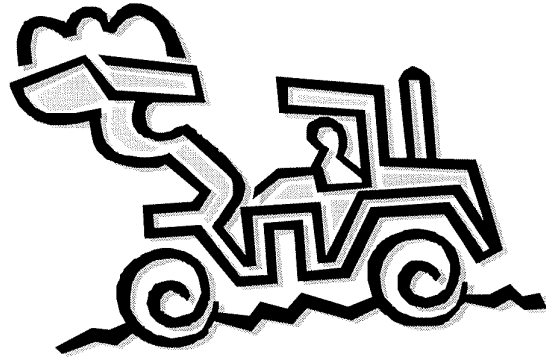
- + The 1998 Standards and all subsequent revisions shall continue to be applied to all metric projects to be let PRIOR to July 1, 2000. The 2000 Standards shall only be used for projects scheduled for letting after July 1, 2000. This is necessary due to changes to Specifications and Pay Items that will not be



## Delivery of Salvageable Material to FDOT(Pay Item No. 2110-86)

### Brian Blanchard, District Design Engineer

We are now using the pay item for "delivery of salvageable material" on projects where material is being delivered. This will address much of the inconsistency we are now seeing on older projects. The basis of estimates manual now requires use of this pay item. Our Bidability team is also enforcing this policy. When delivery is required, we require using this pay item, stating what material is being delivered, how much, and where it is being delivered to.



PAY ITEM NUMBER 2110-86

"Plan note as to delivery location of salvageable material must be included"  
(BASIS OF ESTIMATES HANDBOOK)

".....OUR BIDABILITY TEAM IS  
ALSO ENFORCING THIS  
POLICY...."

## Initial Engineering / Design Exception Process Review

### Brian Blanchard, District Design Engineer

We have completed an implementation plan to provide continuous improvement in the design exception process review. Mr. Ronnie Peel will be the designee for coordinating with Central Office. The improvement plan will consist of the following:

1) We have included verbiage in our concept reports and scopes to emphasize the importance of early identification. We will specifically

mention horizontal clearance issues.

2) We have included an activity/event for design variations/exceptions in our schedules. This activity will be updated by the project manager at phase I for every project.

3) Our District Bidability Team will be asked to remind designers of potential horizontal clearance violations. This reminder will be included with the Bidability

comments.

4) District Three will contact the designers, project managers, utilities, permitting and consultants to arrange classes when the training courses are made available through the Central Office.

We are confident that these improvements will increase conformity in the design exception review process.

## Off Duty Law Enforcement

### Brian Blanchard, District Design Engineer

The Plans Preparation Manual says we should develop supporting documentation for each Maintenance Of Traffic (MOT) phase including the conditions requiring law enforcement, the personnel, the manhours, etc. The



final determination should take place when the contract days are set. We need to educate the construction office and the construction industry to make sure the officer is used for **traffic control only**. Off-duty law enforcement should be

performing an activity, not "sitting around". We have situations in this district where the officer is being used for speed control which was not the intent of the designer. It is important that designers include a pay item note explaining how the off-duty law enforcement officer is to be used specifically.

## Type B Stabilization..... "To B or not to B?"

Aubrey Graves, District Materials Engineer

During the recent Operations/Production Coordination meeting, the following was discussed and is our direction for use of Type B Stabilization.

1. Eliminate plan requirements for Type B Stabilization on resurfacing projects with paved shoulders only (no widening). On existing projects with only paved shoulders and having the stabilization requirements, stabilization may be deleted at the contractor's request with no increase in the base thickness. The contractor will assume the risk of obtaining density in the base.
2. Show requirements for type B Stabilization on rural resurfacing projects containing narrow widening and paved shoulders. Contractors will be allowed to request elimination of stabilization. This can be approved by increasing the thickness of the widening base by one level (i.e. OBG-6 to OBG-7) and no increase in shoulder base thickness. This contractor will assume the risk of obtaining density in the base.
3. For all other conditions stabilization will



be shown on the pavement design.

This is in accordance with the Pavement Design Manual and the Plan Preparation Manual. If other alternatives are required during the design of the project the Design Project Manager should contact my office for review of alternatives.

When alternatives to stabilization are requested by the designer during the design phase, or by a contractor after the project has been let, we recommend the following alternatives be considered:

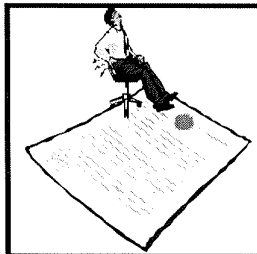
1. Pre-Mixed and Tested materials: A process where the contractor supplies a material source that is set aside to be used as stabilized fill for the project. This material is then tested prior to starting the construction of the area required to be stabilized.
2. The use of Geotextile Fabric on compacted subgrade as described in Section 514 of the Specifications.
3. Test of existing subgrade: A process where the existing material is tested to determine the in place LBR value. This would not be an option where it is a fill section.
4. Pre-Design: As described in Supplemental Specification 161-1.
5. Substitution of 6" granular sub-base for stabilization as described in Supplemental Specification 160-2.

If there is need for further clarification or assistance, please do not hesitate to call me at (850)638-0250 ext. 617, or Phillip Gainer, Quality Control Systems Engineer, at ext. 656.

## Sub-Consultant Technical Pre-Qualification Required

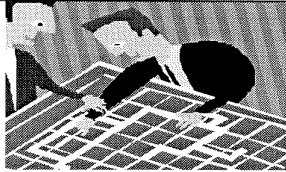
Carolyn Watson, Professional Services Administrator

The revised Acquisition of Professional Services procedure approved on July 22, 1999 states that "all sub-consultants performing the standard types of work covered by Rule Chapter 14-75, F.A.C., must be technically qualified with



the Department or have an application for pre-qualification under review at the time that they are proposed. Consultants proposed as sub-consultants are encouraged to

become technically pre-qualified by submitting an application to the Contractual Services Office in Tallahassee. Applications may be obtained from Lorraine Odom in the Contractual Services Office at 850-414-4485 or at [www.dot.state.fl.us/cc-srvcs/csf/formmenu.htm](http://www.dot.state.fl.us/cc-srvcs/csf/formmenu.htm).



## Initial Engineering / Plans Phase Process Review

### Brian Blanchard, District Design Engineer

The Design office has completed an implementation plan to provide continuous improvement to the Plans Phase Process. We feel this plan is manageable and measurable with the specific actions we have developed. We will be implementing the new process district wide on all projects. The actual measurement of differences in the before and after will occur on selected projects one year after the implementation date. We will coordinate with the QA team before implementation.

*The winner asks, "May I help?" The loser asks, "Do you expect me to do that?"*

William Arthur Ward  
Journalist

training. The purpose of this study, the objectives and the monitoring process will be discussed. Specific examples of editorial, format, and engineering type comments will be shared with the reviewers. This training will be scheduled in the month of January, 2000.

District Three will require a signed letter from the Consultant Quality Control Engineer to the District Design Engineer or Consultant Project Management Engineer for each phase review certifying that a QC review has occurred. This will provide some accountability for

the QC Engineer.

Mr. Ronnie Peel is the designee for coordinating with Central Office on this implementation plan and future studies.

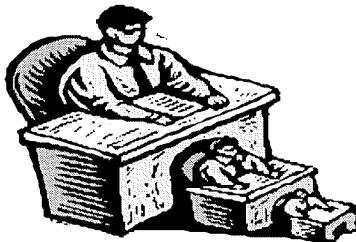
We are requesting assistance from the Central Office Roadway Quality Assurance section on the specific activities outlined below.

#### Implementation Plan:

1) We will limit the phase I and II submittals to the following functional areas: Construction, Maintenance, Geotech, Traffic Ops., Surveying & Mapping and local governments. We feel it will be necessary to continue sending submittals to the sections within roadway design (drainage, traffic design, roadway plans review section utilities) and structures if applicable. Our DEMO and Right-of-Way Offices (projects with a R/W phase) prefer to receive plans at phase II. These two offices provide value-added comments that can reduce R/W costs and provide early coordination on permit requirements. The other remaining functional areas will receive a copy of the transmittal letter only. They can view plans in the project manager's office upon request. This segment of our implementation plan will be implemented January 1, 2000.

Phase I submittals on 3R projects will be reviewed by utilities only. Smaller 3R projects will not have a phase I submittal. We currently require accountability by all functional areas for input to the concept report and design scope of services.

2) We will provide training to all reviewers to make engineering comments only during phase I and phase II reviews. The training will occur in the Design Conference Room involving all functional areas. We are requesting assistance from the Central Office QA section to help develop and provide the



3) The resolution meetings present an obstacle to District Three due to the volume of phase reviews (458 from January 99 to December 99; 111 at phase II). This requires two (2) resolution meetings per week. It will require four (4) resolution meetings per week if phase III reviews are incorporated into this process. The travel time for field offices, local governments and other functional areas will require more manhours than expected by the Central Office QA team (128 hours in lieu of 56 hours). Travel for resolution meetings will require additional manpower from the field offices that is not currently available. We concur that resolution meetings can be beneficial and will be implemented on multi-lane projects, emergency projects and specific "3R problem projects."

4) District Three currently provides background information for reviewers. Functional areas such as Maintenance, Materials and Traffic Ops. have asked not to be included in this documentation. We have recently developed a checklist of information required in the design documentation. We suggest that Central Office use the senior designers team to generate an appropriate phase review checklist for reviewers.

In summary, we would like to adopt an improved phase review process utilizing engineering comments only during phase I and phase II reviews. Using the QA team's unit rates, the costs can be reduced from \$36,000 to \$19,000 per phase review with the increased efficiency. The cycle time can be reduced from an average of seven weeks to six weeks or less.

We appreciate your efforts in helping us improve the efficiency and effectiveness of the plans review process. We look forward to coordinating with you in the near future to implement this plan.

# Consultant Vehicle Rental Use

**Brandon Spencer, Invoice Specialist**

In recent months several consultants have raised questions concerning the reimbursement for rental cars. There has been some confusion as to what rates and/or classifications are acceptable, and what documentation/ justification is needed to receive full reimbursement for these costs.

According to State of Florida Disbursement Operations Manual revised 9/17/98 the following guidelines must be followed by all travelers to receive reimbursement for rental car use:

- + **A compact car must be rented.** If a larger car is used, justification must be provided. Justification must be based on number of people traveling in the vehicle and/or the volume of the materials, equipment and luggage to be transported. Reasons must be business related, not for personal convenience. Free upgrades in car class or the unavailability of a compact car must be noted on your receipt.

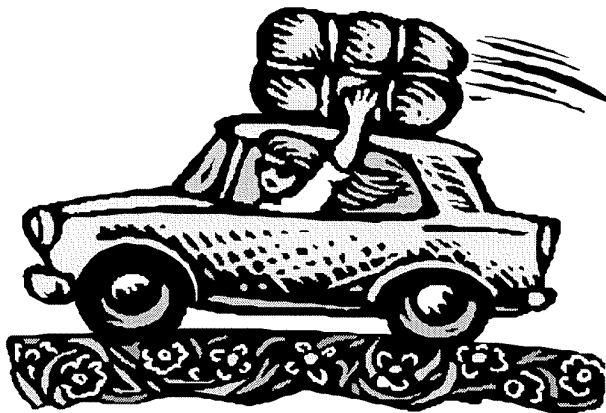
- + The following guidelines are provided to assist with the selection of the appropriate size or class:

NUMBER OF PEOPLE	VEHICLE SIZE
1-2	Compact
3	Mid-size
4	Full-size
5	Van

- + \*Any additional costs that are not justified will be the responsibility of the traveler.

- + All travelers must provide a copy of an original computer generated receipt submitted with their travel form to receive reimbursement.

We hope this brief explanation will help clear any questions concerning rental car policy. Any further questions concerning consultant travel should be directed to the Professional Services Office. Please feel free to contact me, Brandon Spencer at ext. 565 or Kathie Bailey at ext. 335.



**"All travelers must provide a copy of an original computer generated receipt submitted with their travel form to receive reimbursement."**

# Design Exceptions Update

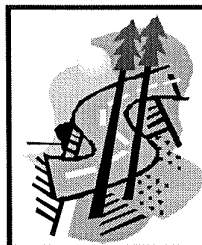
**Brian Blanchard, District Design Engineer**

A recent design exception for stopping sight distance and vertical alignment was rejected based on several concerns.

First the designer evaluated the project based on a 55 mph design speed. Since the 85th percentile speed was 10 mph greater than the design speed, we asked the designer

to evaluate all deficient curves based on 65 mph.

Second, crashes were evaluated where deficient sight distances existed. We requested that all crashes within the limits of the vertical curve be evaluated.



Using the 65 mph 85th percentile speed will change the B/C ratio. The B/C ratio will reflect the cost increases for curve correction (65 mph) and any additional crashes identified.



## Supplemental Agreement Report—July

### Brian Blanchard, District Design Engineer

This is the Supplemental Agreement Report for the month of July 1999. The three (3) categories of supplemental agreements that are included in this month's report are codes 001, 003, and 126. This report is included in the Quarterly Design Newsletter as a tool to inform designers (anyone that receives it) 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.).**

**S.P. No. 53002-3412, FPID: 222636-1-52-01 (Jackson County)**

**Reason:** Improvements to this contract consist of rubblizing and resurfacing the existing concrete pavement roadways and complete slab removal and base reconstruction in certain areas of the project. Subsequent to the slab removal operation, an on-site review of the existing subsurface conditions was performed by the Engineer and the Department's Materials Office. During this review actual conditions revealed ground water saturation of the existing subgrade, thereby yielding an unstable foundation for base reconstruction. Therefore, the Department determined that remedial work needed to be performed to establish stable conditions for the required base and asphalt construction. Removal of the unstable material was performed and a reinforced geogrid material was placed and backfilled with graded aggregate prior to base construction.

**Increase = \$250,711.17**

**Response:** This supplemental agreement was not the result of a design error. The Department furnished the Designer with the pavement design that called for the complete removal of the concrete.

The Materials Office/Pavement Design Engineer has since revised the pavement design to eliminate the complete removal of the concrete on all future rubblizing projects that called for concrete removal in reconstruction areas. The concrete in these areas will now be ground down several inches, the concrete cracked and resealed and Superpave Asphalt added to bring the surface back to the original profile.

**Description Code 003: Harmonize project with adjacent projects, features or adjacent R/W after plans have been completed.**

**S.P. No. 57040-3501, FPID: 220206-1-52-01 (Okaloosa County)**

**Reason:** Improvements under this contract includes milling and resurfacing on SR 20 located in Okaloosa County. A field investigation revealed the limits of this project did not extend westward as required to connect the new pavement with adjacent State Project Number 57040-3578, currently under contract. In order to eliminate a gap between the projects, the Department made a decision to extend this project westward approximately 22 meters to provide a smooth transition onto the adjacent project.

**Increase = \$2,978.11**

**Response:** This supplemental agreement was the result of a design error. The Designer apparently coordinated this project with the 57040-3578 project, however that project was done in English and this project in metric and a small difference in project end and project begin location was not detected.

**Description Code 126: Computation error.**

**S.P. No. 57040-3501, FPID: 220206-1-52-01 (Okaloosa County)**

**Reason:** Improvements under this contract includes milling and resurfacing on SR 20 located in Okaloosa County.

SubArticle 341-5 of the Standard Specifications establishes the spread rate for Asphalt Rubber Binder for construction of Asphalt Rubber Membrane Interlayer at a range of 2.7 to 3.6 liters per meter square. The Designer inadvertently calculated the quantities for the binder for this contract using a spread rate of 0.36 liters per meter square. This error resulted in a need to increase the quantity for this item to be in accordance with the Standard Specifications.

**Increase = \$25,568.79**

**Response:** This supplemental agreement was the result of a design error. The problem with the location of the decimal place in the calculations has been pointed out in a previous article in the Quarterly Design Newsletter. Apparently, the



*(Continued from page 6)*

Designer intended to use 3.6 but used 0.36 instead.

Designers, please be careful in calculating quantities for the projects. Also, your Quality Control Reviewers should be catching these types of errors.

## Supplemental Agreement Report—August

### Brian Blanchard, District Design Engineer

This is the Supplemental Agreement Report for the month of August 1999. The two (2) categories of supplemental agreements that are included in this month's are codes 118, and 123. This report is also included in the Quarterly Design Newsletter as a tool to inform designers (anyone that receives it) 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 118: Inadequate/improper signing, signalization/pavement marking design or features.**

**S.P. No. 55050-3515, FPID: 219532-1-52-02 (Leon County) (Thomasville Highway Flyover)**

**Reason:** The Department amended the Contract Plans by Supplemental Agreement on November 26, 1996 to provide for the realignment of Maclay Park Road and Killarney Way. The realignment of this intersection resulted in a need to modify the original requirements for mast arm pole units in order to provide proper signalization of this intersection.

The Department also recognized there was a need to install a traffic signal at the intersection of the I10 west bound off ramp and SR 61 due to the increase in traffic volume this project experienced subsequent to the design phase.

This unilateral payment is for this additional signalization and the modification to the mast arms necessary at the Maclay Park Road and Killarney Way

intersection.

**Increase = \$46,105.27**

**Response:** This supplemental agreement was not the result of a design error. The Department also requested that the Contractor accelerate the submittal and fabrication of the poles in order to complete the project within the contract time.

**S.P. Nos. 55020-3532, FPID: 219828-1-52-01 (Leon County) 55060-3548, FPID: 219827-1-52-01**

**Reason:** Improvements under this contract includes removal of existing signalization devices and installation of mast arms at intersections located along Tennessee St. (SR 10/US 90). Subsequent to contract letting, a review of the intersection of Caliark St. and SR 10 revealed that no provisions were provided in the plans to control traffic movements entering SR 10 from Caliark St. In order to correct this hazardous condition, provisions were made to incorporate the installation of a double mast arm in lieu of the single mast arm in the northwest quadrant of the intersection.

During review of the initial submittal of mast arm shop drawings by the Contractor, the Designer detected errors in the Table of Signal Structural Variables for the mast arms in the contract plans. Subsequently, the designer revised the tables to reflect the appropriate values for mast arm installation. Therefore, the Department determined that in order to adequately ensure the structural integrity of the mast arm assemblies, the revised values would be incorporated in the contract.

**Increase = \$33,017.21**

**Response:** This supplemental agreement was the result of a design error. The Designer failed to take into account the need for a signal at Caliark St. He also should have reviewed the design for the mast arms and provided the correct information in the contract plans prior to their being let.



**Description Code 123: Landscaping issues not adequately addressed.**

**S.P. No. 57030-3539, FPID: 220217-1-52-01 (Okaloosa County)**

**Reason:** Subsequent to contract letting, the Contractor requested the utilization of the directional bore method for installation of under pavement sleeves for passing of water lines under the roadway for the irrigation system installation in the median of SR 30 (US 98). This was in lieu of the open cut method shown in the plans. The Department determined that the directional bore method would eliminate the need for open cuts, maintain the appearance and structural integrity of the

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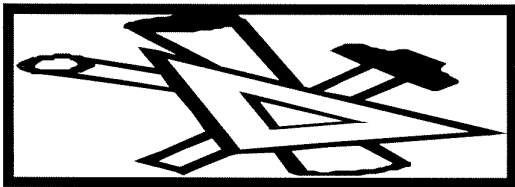
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roadway while reducing inconveniences to the motoring public during construction. The performance of this work was at no additional cost to the Department.

The contract plans called for the installation of 6" sprinkler heads in the irrigation system. A subsequent review of this system by the Department revealed that these heads would not provide adequate spray coverage and trajectory required for proper irrigation of the landscaped trees and shrubs within the median. The Department determined that 12" sprinkler heads would be used instead. This modification resulted in an increased cost to the lump sum irrigation system pay item.

**Increase = \$2,730.60**

**Response:** This supplemental agreement was not the result of a design error. However, since the project was not being resurfaced, the directional bore installation of the sleeves should have been the preferred installation method rather than the open cut method. This should have been pointed out in the review process, unless there was a future resurfacing project that was to take place shortly after this project was completed.



## Supplemental Agreement Report—September

**Brian Blanchard, District Design  
Engineer**

This is the Supplemental Agreement Report for the month of September, 1999. The three (3) categories of supplemental agreements that are included in this month's report are codes 004, 115 and 700. This report is included in the Quarterly Design Newsletter as a tool to inform designers (anyone that receives it) 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 004: Design standard, specification change, policy/program change (implemented as a Department directive) occurring after letting.**

**S.P. No. 55040-3526, FPID: 219462-1-52-01 (Leon**

### County)

**Reason:** This project is located on Monroe Street (US 27) in the City of Tallahassee. Subsequent to the project being let and construction of aluminum pipe handrails on top of retaining walls, the Department adopted a revised design criteria that requires concrete barrier wall when the drop-off exceeds 30". This agreement amended the contract to provide for retrofit concrete barrier wall on top of the retaining walls.

**Increase = \$210,453.50**

**Response:** This supplemental agreement was not the result of a design error. The Department requested that the barrier wall be included.

**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.**

**S.P. No. 55003-3518, FPID: 219717-1-52-01 (Leon County)**

**Reason:** The proposed drainage improvements for this project (Capital Circle, Leg II) required drainage pipes to cross beneath the roadway at numerous locations. These pipes were to be installed by the open trench method. Due to the disruption of the traffic flow and the hazards of an open trench adjacent to the travel lanes, the Department has made a decision to place the drainage pipe beneath the roadway by jack and bore method. This change expedited the pipe installation, while lessening the inconvenience to motorist by reducing the need for lane closures and enhanced safety by eliminating deep trench excavation adjacent to the travel lanes.

**Increase = \$118,611.20**

**Response:** This supplemental agreement was not the result of a design error. Traditionally the Department has open cut trenches for installation of drainage pipes on new construction and major reconstruction projects. This was done because of getting a better job on the pipe laying operation. The desired type of pipe could be used (concrete for this project) and the necessary compaction could be done under the pipes lessening the possibility of settling that sometimes occurs after a boring and jacking installation.

The plans called for the installation of these pipes at night and at the appropriate time during each phase of the project. The contractor chose to deviate from the installation of the pipes at the stage called for in the plans and therefore had to revise the installation method. They originally were to be installed under the existing 2-lane roadway as stubs and this roadway



*(Continued from page 8)*

would later be removed in the next phase of the project. By waiting to a later time to install the pipes meant that the pipes would be installed under new construction and therefore the boring and jacking was the only alternative that would not disrupt several lanes of traffic and this new construction.

**S.P. No. 59030-3512, FPID: 220517-1-52-01 (Wakulla County)**

**Reason:** The plans provided for the removal and disposal of existing 750 mm round concrete cross drain pipe and replacing with 26 meters of 600 mm round concrete pipe at structure S-1. During the excavation operation, the Contractor discovered the existing drainage structure was actually a 600 mm x 600 mm box culvert with 750 mm round concrete pipe extensions at each end. A further evaluation revealed an additional six locations that were box culverts which were identified as round concrete pipes in the plans.

Due to this discrepancy, a supplemental agreement was made to compensate the Contractor for this additional work performed to remove the existing structures.

**Increase = \$31,362.13**

**Response:** This supplemental agreement was the result of a design error. The survey should have picked up the fact that the boxes had been extended with pipes while checking them for deterioration. However, the previous resurfacing project (59030-3507) clearly showed the existing boxes being extended with pipe. The design error will be evaluated by the project manager to determine if the no-value added cost is greater than \$10,000. If so, recovery will be pursued.



**Description Code 700: Overrun of existing pay items when original contract amount is exceeded by over 5%.**

**S.P. No. 55003-3517, FPID: 219689-1-52-01 (Leon County)**

**Reason:** Improvements to this Contract provides for the reconstruction of SR 261 (Capital Circle Leg III), providing an urban roadway with median access control. During construction, utilization of temporary barricades were required to maintain traffic through the work zone in accordance with MUTCD throughout the contract duration. As a result of increased contract time due to weather delays and time suspensions, it was necessary to employ the use of barricades for a longer period of time than anticipated by the designer.

**Increase = \$25,862.40**

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

**S.P. No. 48080-3536, FPID: 218637-1-52-01 (Escambia County)**

**S.P. No. 48040-3571, FPID: 218636-1-52-01 (Escambia County)**

**Reason:** Improvements to this Contract provided for grinding of existing concrete slabs, replacement of excessively broken slabs and lifting of slabs where the vertical difference between slabs exceeded 5 mm.

Due to the extension of contract time there was an overrun of the quantities for Off Duty Law Enforcement and Variable Message Signs.

Subsequent to the contract being let, additional areas of concrete pavement showed signs of deterioration and therefore had to be replaced.

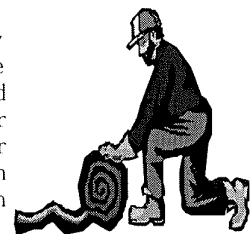
Also, subsequent to the contract being let, additional areas were discovered where the vertical difference between adjacent slabs exceeded 5 mm and required lifting to provide a suitable driving surface. **Increase = \$420,062.68**

**Response:** This supplemental agreement was not the result of a design error. Extension of contract time and deteriorating conditions were responsible for the overruns.

**S.P. No. 60030-3528, FPID: 220662-1-52-01 (Walton County)**

**Reason:** Due to the extension of contract time there was an overrun of the quantities for Maintenance of Traffic Items.

Numerous existing side drain pipes were deteriorated and in need of replacement. Also, many of these locations were substandard sized pipe and replaced with larger diameter pipe size, which accounted for the overruns to the Side Drain pipe and Mitered End Section Pay Items.



As a result of heavy rainfall associated with Hurricane Georges, severe eroding of previously grassed and sodded slopes required additional topsoil, seeding and mulching and sodding, resulting in overruns to these items. This ordinarily would be coded as 010 (overruns due to weather causes). **Increase = \$207,193.18**

*(Continued from page 9)*

**Response:** This supplemental agreement was not the result of a design error. However, surveyors/designers should be examining existing pipes for excessive deterioration/corrosion damage and be replacing them as needed.

Note: What may seem to be satisfactory to the surveyor/designer may look like it needs replacing to construction personnel. Also, the scope does not require evaluation of side drains for size when only replacing or constructing mitered ends on existing pipes.

**DISTRICT THREE DESIGN  
FLORIDA DEPARTMENT OF  
TRANSPORTATION**

**If you are interested in obtaining a copy of this free news letter, contact Brian Blanchard, District Design Engineer.  
(850) 638-0250 ext.-425  
or fax (850) 638-6148**

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*Do not fear going forward slowly; fear only to stand still*  
Chinese Proverb