

DISTRICT THREE DESIGN NEWSLETTER

Inside this issue:

Changes, changes, changes...	1
Design Spotlight Kerrie Harrell	2
Supplemental Agreement Report	3
Top Ten Quality Control Comments	4
CADD Tricks, Tips and Updates	5

Volume 20, Issue 2

April - June, 2015

From the Editor's Desk - Changes, changes, changes...

Jared Perdue, P.E., District Design Engineer



Changes, changes, changes..... This was the topic of discussion in the 1st Quarter of the 2007 edition of the District 3 Design Newsletter following some notable changes in management personnel for District 3. Larry Kelley had just been appointed District Secretary, Jason Peters had moved into his new role as the District ISD Manager, and Scott Golden had just assumed the role of District Design Engineer. During this time, District 3 was definitely building for the future and generating some very positive momentum over the next 8 years.

Considering recent events in District 3, it seemed fitting to once again broach this topic of change. Most recently, it is notable to mention the infamous District 3 "Department Head Shuffle", which landed me in the role of District Design Engineer. I must say that I am humbled to have landed in this role following predecessors which have exhibited great leadership qualities. I will certainly have the opportunity to work with and serve some of the most brilliant engineers and transportation professionals both in the private sector and internal to FDOT and for that I am truly grateful.

Just to give you some background on who I am, I graduated from The Citadel, The Military College of South Carolina and started my career with FDOT as a P.E. Trainee. After completing the training program and a short stint in Panama City Construction, I began working in the District Materials Office as a Geotechnical Engineer. I served in this role for several years and in 2011 had an opportunity to serve as the Interim District Maintenance Engineer for 9 months. I then moved into the role of District Traffic Operations Engineer where I cut my teeth in the world of Traffic Operations. I will always cherish some of the great memories from working in Traffic Operations, to include memorable quotes such as "we don't need your stupid ideas, we just want a traffic signal" and "you are just arrogant and condescending." We definitely had to roll with the punches, but it is in fact a great opportunity to learn to work with customers under any circumstances. In May of this year, I assumed the role of District Design Engineer and am certainly optimistic about the opportunities moving forward.



It is probably safe to say that over the last 8 years FDOT has fostered a culture of change. Major projects that at one time seemed very distant have been funded, bicycle and pedestrian applications have become a major focal point, bold landscaping is in full force, the State-Wide Accelerated Transformation (SWAT) effort is pioneering a process to produce projects even faster, Complete Streets is gaining steam, and the list goes on. The last several years have certainly been very intense for all who participate in delivering FDOT projects, and there is a persistent and unwavering expectation that we continue to deliver projects faster and at a higher quality. This is something that we have definitely been achieving with a lot of hard work, and we need to continue building the momentum. We now have the largest 5 year work program that District 3 has ever seen, and the race to deliver high quality projects on time is becoming more intense. I truly believe that District 3 is home to some of the best when it comes to transportation engineering, and I want to foster an environment where we "tap" into that resource and far exceed the ever increasing expectations in project delivery and customer service.

I would like to begin by encouraging all to engage in a free exchange of thoughts, opinions, and ideas. Not only do we have to be willing to share our own ideas and opinions, but more importantly, we have to be willing to listen and receive the ideas and opinions of others. So many times an unreceptive or unwilling audience will extinguish instead of kindle the flame, which can be the source or beginning of something better. Thank you for all you do!



**District 3 Quarterly
Design Newsletter**

Editor.....Jared Perdue

Layout/Graphics.....Aixa Corbett

CONTRIBUTORS:

Lester Forrest Miranda Glass

Kerrie Harrell Howard Helms

Carol Kreis

Design Spotlight

Kerrie Harrell, P.E.

District Consultant Project Management Engineer (DCPME)



Kerrie Harrell has been with the Department for the last two and half years as the Design Build Program Manager. As the new Consultant Project Management Engineer, she has brought oversight of the District's design build program with her. Kerrie graduated from Florida State University in 2000 and spent a little over 12 years in the Consultant industry. Her primary experience includes structures design, design project management and design build project management. Over the last two years, Kerrie's primary focus has been to help continue the success of the District 3 Design Build Program while adding consistency throughout the life of the project.

A Note from Kerrie

As I continue to transition to my new role as DCPME, I am excited to be back working with our great District 3 Design group. Over the years, my experience with District 3 Design staff has been extremely rewarding and has helped provide me with insight that could never have been obtained from our design manuals. Working with the experienced project management staff for the last 15 years has taught me how valuable it is to soak up the knowledge that they provide and find ways to implement it in new projects I work on.

Learning from experience is a valuable lesson. As project issues have arisen over the past few months, I thought it would be a helpful reminder to us all to mention some minor issues that we all may benefit from. 1) Time extensions – be mindful of watching your end of services dates (basic services, TWOs and end of services) and allow a few weeks to get extensions processed. 2) Plans processing deadlines – plans are supposed to be done when they are turned into plans processing. 3) Don't forget pavement marking details – for instance, dual lefts require a skip stripe between the turn lanes through intersections. 4) Appropriate signage – when implementing new conditions on a roadway, please remember to add correct signage to avoid driver confusion.

"America was not built on fear. America was built on courage, on imagination and an unbeatable determination to do the job at hand." ~ Harry S. Truman

Supplemental Agreement Report – Mar., Apr., May, 2015

Carol Kreis - QA/QC Plans Reviewer

Description Code: 112: Phasing of plan components not constructible as shown in the plans.

Reason: To improve striping visibility when the project is completed by milling and paving the transition area to provide a clean surface without conflicting markings. The begin/end project limits were extended to allow for a transition area for the 6 foot lane shift.

Granted Time: 2 Days

Increase: \$31,511.31

Response: Avoidable: No action recommended.

Description Code: 106: Utility work w/no JPA: conflict, wrong size, wrong location, proposed or existing.

Reason: An inlet with a manhole was added during plan sheet revisions so the contractor requested additional days for construction and delivery from the supplier and installation of the inlet on the project.

Granted Time: 14 Days

Increase: \$ 3,013.15

Response: Avoidable: No action recommended.

Description Code: 115: Required drainage modifications.

Reason: During construction of a box culvert extension, it was discovered that the existing box culvert that was to be extended was cracked and structurally deficient. The plan sheets were revised to replace the existing box culvert.

Granted Time: 22 Days

Increase: \$ 724,554.29

Response: Unavoidable: No action recommended.

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

Reason: To furnish and install temporary redirective crash cushions for the barrier wall.

Granted Time: 10 Days

Increase: \$ 17,000.00

Response: Avoidable: Action recommended.

Description Code: 503: Change resulting from engineering decision.

Reason: A water main was directly under the trail path at an approximate 2 foot depth. Since the mixing depth for Type B stabilization is 15 inches, the decision was made to eliminate the Type B Stabilization and use the option base and asphalt only to construct the trail.

Granted Time: 0 Days

Decrease: \$-15,100.00

Response: Unavoidable: No action recommended.

Top Ten Quality Control Comments Apr. – Jun., 2015

Lester Forrest - QA/QC Plans Reviewer

1. Plans Preparations Manual Vol. I, 10.12.4
“Transportation plans and projects shall evaluate safety and continuous routes for pedestrians and bicyclists. In developing Temporary Traffic Control (TTC) Plans, when an existing pedestrian way or bicycle way is located within a traffic control work zone, accommodations must be maintained and provisions for the disabled must be provided”.
2. The pay item for pedestrian longitudinal channelizing devices will be necessary when a sidewalk is closed for construction. Reference Index 660.
3. Designers should consider using traffic separator pay items in lieu of the curb and gutter pay items to construct traffic islands.
4. Design speed should be provided for each Typical Section. Ref: P.P.M Vol. II, 6.2
5. When designing Traffic Control Plans, for I-10 resurfacing projects, designer should evaluate the need to call out temporary asphalt overlay. Recent I-10 resurfacing projects have been successful without adding temporary asphalt to the shoulder by reducing the lane adjacent to the milling/paving operation 11’.
6. Ensure that proposed side drain mitered end sections meet the requirement of Index 273, sheet no. 7 of 7 note 8 in regards to grate requirements.
7. Designers should make sure to reference appropriate Design Standards.
8. Designers should include Traffic Control Detail in the plans for rumble striping operations.
9. When cross slope correction is necessary special milling, overbuild and layering details must be provided to supplement Typical Section. Ref: P.P.M Vol. II, Chapter 6 Exhibits, Typ-09, note 2.
10. Designers should use caution when using pedestrian/bicycle railings or fencing near intersections or driveways as they could obstruct the driver’s line of sight. Ref: P.P.M Vol. I, Chapter 8.8, note 4.

CADD TRICKS, TIPS, UPDATES - FDOT Linked Data Manager

Howard Helms, CADD Manager

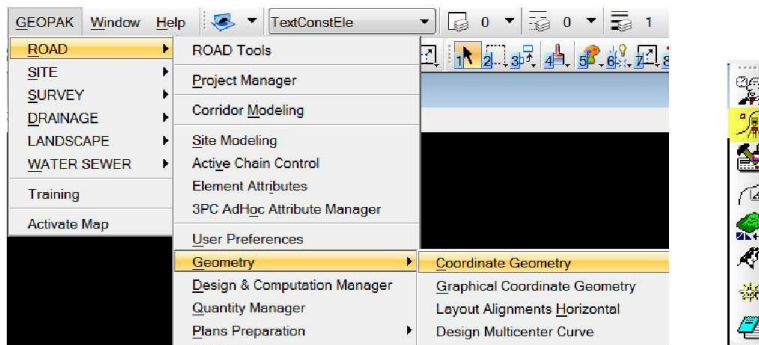
How to get alignment into Microstation from Survey

Make a copy of the align.inp file, rename copy to align01.i01, in the Project Directory.

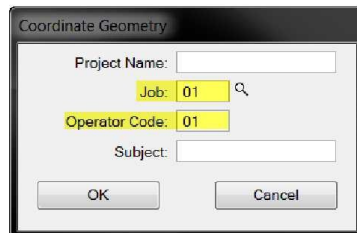
Create an algnrd01.dgn file and open it.

Go to Coordinate Geometry

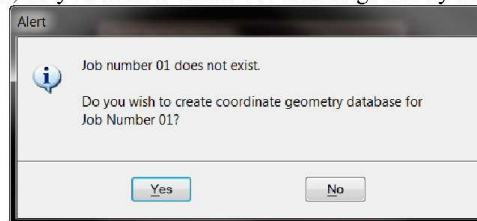
Geopak\Road\Geometry\Coordinate Geometry or from Geopak Road Tools toolbar



You will need to create a job01.gpk file and enter an operator code of 01, Project Name and subject is not needed. Click ok.



It will bring up an alert, do you wish to create coordinate geometry database for Job Number 01? Click yes.



In the Coordinate Geometry tool box, go to File\Input File Utility

