

1020000 – RESPONSE TO COMMENTS FROM INDUSTRY REVIEW

Derek Fusco

derek.fusco@dot.state.fl.us

850/414-4167

Comments:

Subarticle 102-3.2 Worksite Traffic Supervisor may want to address work zones involving Highway-Railroad Grade Crossings. The Worksite Traffic Supervisor should include the assurance that a lane closure or traffic signal is not queuing traffic at a highway-rail crossing and especially those outside the project limits.

Response

Agree with the concept, but it would be more appropriately addressed in a Design Standards Index Drawing. The 2008 Design Standards are already finalized. We will look at developing an Interim Index in the near future.

Mikhail Dubrovsky

mikhail.dubrovsky@dot.state.fl.us

305-499-2354

Comments:

For long time we are trying to create the Pay Item for the Temporary Asphalt, per TN. In our District we never include the Temporary Asphalt in LS MOT, because it is subject to changes. We now have to use other Asphalt pay items with pay item notes to include this item of work in our contracts. Please consider.

Response

We cannot incorporate your requested change at this time.

Martin Yount

transmark@bellsouth.net

Comment

102-5.9 Vehicle and Equipment Visibility

The second to last sentence you may want to specify where the reflective tape goes. I know it sounds funny but this should be on the back of vehicles to avoid rear end collisions especially on the dump trucks. Sides also? Otherwise it looks very good.

Response

This was discussed at the MOT Committee meeting and the decision was to not specify the location of the reflective sheeting.

Comment

102-10.2.2 Application of Removable Tape.

Your statement to install removable tape and ensure it adheres to the road surface. This is not good in many instances. First of all the only tape on the qpl that ever worked to any great degree was the 3M tape. I dont believe they make this anymore. Now you have manufactures that have tape on the qpl that does not stick. Existing roads where it rains the day you install will have failures, so will bridge decks that are either grooved or raked finish if it rains any time soon after installation. The fact is that all tapes on the QPL are not the best answer as they do not stick properly. Even some manufactures have said that you should go ahead and seal it down with primer. This takes away the purpose as when you do that you have to remove usually by other methods if sealer primer is used on removable. If you have to do this you might as well paint and remove by hydroblast. What I am saying is that 3M was the only tape that performed.

Response

The removable markings are placed on the QPL after they have been successfully field tested. If there is a problem with removable markings, a deficiency form should be completed and sent to the QPL office. The “Notification of Alleged Deficiency” form can be found at the following link:

<http://formserver.dot.state.fl.us/MiscRepository/forms/63002001.pdf>

Richard Bass (Toni Brush)
richard.bass@dot.state.fl.us
386-740-3527

Comments:

In the spec the statement below where it says compensation for all necessary work, I would understand this to mean that if additional MOT is required during repair that it would be included in the 20% markup. We have had contractors wanting additional compensation for the MOT and have paid for it through a work order in the past. Need to make sure if additional MOT is needed during repairs how it is to be paid.

The 20% markup is compensation for all necessary work, including but not limited to labor, equipment, supplies and profit, as authorized by the Engineer.

Response

The 20% markup does not include payment for MOT. There is an e-mail on the State Construction Office website that clarifies this and we will add the statement that MOT will be paid separately.

Tom Brady
Vice President
Bob's Barricades, Inc.

Duane,

Attached is a letter I had sent to Stefanie Maxwell on December 15, 2006 addressing our concerns with the proposed specification changes for maintenance of traffic. Please take special note of my recommendation for 102-13.12.

Thank you,

Stefanie Maxwell
FDOT State Construction Office
605 Suwannee St. MS31
Tallahassee, FL 32399
Phone (850)414-4314
Fax (850)412-8021

RE: Proposed Specification Revisions

Dear Stefanie,

I have had a chance to review the proposed specification changes and would like to make a few recommendations, beginning with attenuator repairs.

Comments

There continues to be confusion and inconsistencies with how the contractors and CEIs interpret "invoice price." Leaving the word "invoice" is the root of the problem for this specification. The contractors and CEIs will continue to request invoice copies for each repair whether it states "invoice price" or "manufacturer's invoice price." After speaking to the four manufacturers of redirective units, they have confirmed that their price lists only change, at most, annually. Our proposed change is the following:

102-13.12 Temporary Vehicular Impact Attenuator:

102-13.12.1 Redirective: Price and payment will be full compensation for furnishing, installing, maintaining and subsequently removing such attenuators. Payment for restoring damaged attenuators will be the manufacturer's **price list** for the new materials/parts plus 20% markup. The 20% markup is compensation for all necessary work, including but not limited to labor, equipment, supplies and profit, as authorized by the Engineer.

The Florida Department of Transportation requires that the contractor maintain devices and repair/replace them immediately when necessary.

Response

No change necessary. Not all manufacturers post their price list.

102-9 Temporary Traffic Control Devices

102-9.1 Installation and Maintenance "...Keep traffic control devices, warning devices, safety devices and barriers in the correct position, properly directed, clearly visible and clean, at all times. Immediately repair, replace, or clean damaged, defaced or dirty devices or barriers."

The FDOT reimburses for damages on some items such as redirective and inertia attenuators.

102-13.12.2 Inertia

"...In addition, payment will be made for new modules replaced due to damages, excluding damaged caused by the Contractor's operations."

Trailer units such as message boards and target arrows, are by nature, utilized within or alongside traffic as attenuators are. Such trailer units are often the victim of accidents, sometimes hit and runs. I recommend that the same language under **102-13.12.2 Inertia** be used for the following four devices:

102-13.14 Advance Warning Arrow Panel: Price and payment will be full compensation for furnishing, installing, operating, relocating, maintaining and removing advance warning arrow panels. **In addition, payment will be made for any restoration or replacement due to damages, excluding damages caused by the Contractor's operation and that is authorized by the engineer.**

Response

This was discussed at the FTBA MOT committee meeting and it was decided that no payment would be made for damaged devices.

102-13.15 Changeable (Variable) Message Sign: Price and payment will be full compensation for furnishing, installing, operating, relocating, maintaining and removing changeable message signs. **In addition, payment will be made for any restoration or replacement due to damages, excluding damages caused by the Contractor's operation and that is authorized by the engineer.**

Response

This was discussed at the FTBA MOT committee meeting and it was decided that no payment would be made for damaged devices.

102-13.16 Portable Regulatory Signs: Price and payment will be full compensation for furnishing, installing, operating, relocating, maintaining and removing a completely functioning system as described in these specifications portable regulatory signs. Price and payment will be full compensation for furnishing, installing, operating, relocating, maintaining and removing changeable message signs.

Payment will include all labor, material, incidentals, repairs, and any actions necessary to operate and maintain the unit at all times that work is being performed or traffic is being affected by construction and/or maintenance of traffic operations. **In addition, payment will be made for any restoration or replacement due to damages, excluding damages caused by the Contractor's operation and that is authorized by the engineer.**

Response

This was discussed at the FTBA MOT committee meeting and it was decided that no payment would be made for damaged devices.

102-13.17 Radar Speed Display Unit: Price and payment will be made only for a completely functioning system as described in these specifications. Payment will include all labor, hardware, accessories, signs, and incidental items necessary for a complete system. Payment will include any measurements needed to insure that the unit conforms to all specification requirements.

Payment will include all labor, material, incidentals, repairs, and any actions necessary to operate and maintain the unit at all times that work is being performed or traffic is being affected by construction and/or maintenance of traffic operations. Price and payment will be full compensation for furnishing, installing, operating, relocating, maintaining and removing radar speed display unit. **In addition, payment will be made for any restoration or replacement due to damages, excluding damages caused by the Contractor's operation and that is authorized by the engineer**

.

Response

This was discussed at the FTBA MOT committee meeting and it was decided that no payment would be made for damaged devices.

There are cases where message boards are required on a project but there is insufficient room to safely use a 7 foot by 10 foot board. We are then forced to place the message board close to traffic, sometimes right along the edgeline and sometimes hanging over and beyond the edgeline. The current specification allows the contractor to use the smaller 5 foot by 8 foot board, but only when it functions as an arrow board or when it is used for accident/incident management. I would like to suggest the following:

102-9.9 Portable Changeable (Variable) Message Sign (PCMS): Furnish changeable (variable) message sign in accordance with the plans and Design Standards.

The 7 foot by 10 foot PCMS as defined in 990-4.3 may be used as advanced warning maintenance of traffic devices and to supplement other traffic control devices used in work zones.

The 5 foot by 8 foot PCMS as defined in 990-4.3 may be used as alternates to either type A or type B arrow board on advanced warning vehicles or to supplement other traffic control devices used in a work zone.

A 5 foot by 8 foot PCMS may be used as a stand alone maintenance of traffic device **if it is determined that there is inadequate space to utilize a 7 foot by 10 foot PCMS.**

Response

The smaller boards will not be allowed for construction projects. We require the larger signs for better visibility and for older road users.

The Motorist Awareness System(MAS) is often used sporadically, sometimes in one or two day increments. There is a tremendous expense involved with mobilizing five trailers to and from the jobsite for only a day or two rental. The prime contractor is guaranteed \$287 to set-up(turn on and off) the devices per lane closure yet the provider and owner of the MAS does not get paid to make ten roundtrips(five for delivery and five for pick-up) to the jobsite, only the rental per lane closure at a maximum of \$160. I request that the following language be added to **102-13.16 Portable Regulatory Signs** and **102-13.17 Radar Speed Display Unit:**

“The Florida Department of Transportation will pay a minimum of five days rental each time the MAS is utilized with a maximum of 20 days per month.”

Response

The Department will continue to pay for items only when they are used on the project.

I greatly appreciate the time for you to review my suggestions and hope that you will see the need to improve upon the specifications. You can contact me anytime on my cellular number of (954)275-7025.

Thank you,
Tom Brady
Vice President
Bob’s Barricades, Inc.

