

ORIGINATION FORM

Date: April 4, 2011

Originator: Dean Perkins

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Specification Title: MAINTENANCE OF TRAFFIC

Specification Section, Article, or Sub-article Number: SECTION 102, Articles 102-3.2 and 102-6.2

Why does the existing language need to be changed? Currently, it's not clear to some that the Americans with Disabilities Act (ADA) applies to all phases and areas of a construction project. Even if the plans do not specifically address ADA issues, there are pedestrian facilities that may be impacted by a portion of the work. This spec change is intended to clarify that the ADA must be complied with during all areas of work.

Summary of the changes: Add the following language in Article 102-3.2.6: ". . . separated from mainline traffic *in compliance with the Americans Disabilities Act (ADA) Standards for Transportation Facilities*, that existing or detoured bicyclist paths are being maintained satisfactorily throughout the project limits, and . . ."

Add the following language to the end of Article 102-6.2: "*Where pedestrian facilities are detoured, blocked or closed during the work, provide alternate accessible routes through or around the work zone meeting the requirements of the Americans with Disabilities Act (ADA).*"

Are these changes applicable to all Department jobs? YES If not, what are the restrictions?

Will these changes result in an increase or decrease in project costs? If yes, what is the estimated change in costs? This should not increase project costs. In fact, it may reduce project costs due to the reduced potential for supplemental agreements to 'add in' ADA facilities that may have been missed.

With whom have you discussed these changes? Stefanie Maxwell, Gordon Wheeler

What other offices will be impacted by these changes? Construction

Are changes needed to the PPM, Design Standards, SDG, CPAM or other manual? NO

Is a Design Bulletin, Construction Memo, or Estimates Bulletin needed? Possibly for Construction.

Contact the State Specifications Office for assistance in completing this form.
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ANANTH PRASAD, P.E.
SECRETARY

M E M O R A N D U M

DATE: April 20, 2011
TO: Specification Review Distribution List
FROM: Rudy Powell, Jr., P.E., State Specifications Engineer
SUBJECT: Proposed Specification: **1020302 Maintenance of Traffic.**

In accordance with Specification Development Procedures, we are sending you a copy of a proposed specification change.

This change was proposed by Dean Perkins of the State Roadway Design Office to emphasize compliance with the Americans with Disabilities Act (ADA) Standards for Transportation Facilities.

Please share this proposal with others within your responsibility. Review comments are due within four weeks and should be sent to Mail Station 75 or to my attention via e-mail at SP965RP or rudy.powell@dot.state.fl.us. Comments received after **May 19, 2011**, may not be considered. Your input is encouraged.

RP/dt
Attachment

MAINTENANCE OF TRAFFIC.
(REV 4-5-11)

SUBARTICLE 102-3.2 (Pages 110 and 111) is deleted and the following substituted:

102-3.2 Worksite Traffic Supervisor: Provide a Worksite Traffic Supervisor in accordance with Section 105. Provide the Worksite Traffic Supervisor with all equipment and materials needed to set up, take down, maintain traffic control, and handle traffic-related situations.

Ensure that the Worksite Traffic Supervisor performs the following duties:

1. Performs on site direction of all traffic control on the project.
2. Is on site during all set up and take down, and performs a drive through inspection immediately after set up.
3. Is on site during all nighttime operations to ensure proper Maintenance of Traffic.
4. Immediately corrects all safety deficiencies and does not permit minor deficiencies that are not immediate safety hazards to remain uncorrected for more than 24 hours.
5. Is available on a 24-hour per day basis and present within 45 minutes after notification of an emergency situation and is prepared to positively respond to repair the work zone traffic control or to provide alternate traffic arrangements.
6. Conducts daily daytime and weekly nighttime inspections of projects with predominately daytime work activities, and daily nighttime and weekly daytime inspections of projects with predominantly nighttime work activities of all traffic control devices, traffic flow, pedestrian, bicyclist, and business accommodations.

Advise the project personnel of the schedule of these inspections and give them the opportunity to join in the inspection as is deemed necessary. Submit a comprehensive weekly report, using the Department's currently approved form, to the Engineer detailing the condition of all traffic control devices (including pavement markings) being used. Include assurances in the inspection report that pedestrians are accommodated with a safe travel path around work sites and safely separated from mainline traffic *in compliance with the Americans with Disabilities Act (ADA) Standards for Transportation Facilities*, that existing or detoured bicyclist paths are being maintained satisfactorily throughout the project limits, and that existing businesses in work areas are being provided with adequate entrances for vehicular and pedestrian traffic during business hours. Have the Worksite Traffic Supervisor sign the report and certify that all of the above issues are being handled in accordance with the Contract Documents. When deficiencies are found, the Worksite Traffic Supervisor is to note such deficiencies and include the proposed corrective actions, including the date corrected.

The Department may disqualify and remove from the project a Worksite Traffic Supervisor who fails to comply with the provisions of this Section. The Department may temporarily suspend all activities, except traffic, erosion control and such other activities that are necessary for project maintenance and safety, for failure to comply with these provisions.

SUBARTICLE 102-6.2 (Pages 113 – 115) is deleted and the following substituted:

102-6.2 Construction: Plan, construct, and maintain detours for the safe passage of traffic in all conditions of weather. Provide the detour with all facilities necessary to meet this requirement.

Where the plans call for the Department to furnish detour bridge components, construct the pile bents in accordance with the plans, unless otherwise authorized by the Engineer.

Submit a letter with the following: company name, phone number, office address, project contact person, project number, detour bridge type, bridge length, span length, location and usage time frames, to the Engineer at least 30 calendar days before the intended pick-up date, to obtain the storage facility location and list of components for the project. Upon receipt of letter, the Engineer will, within ten calendar days provide an approved material list to the Contractor and the appropriate Department storage yard.

Provide a letter with an original company seal, identifying the representative with authority to pick up components, to the Engineer at least ten calendar days before the proposed pick-up date. The Department is not obligated to load the bridge components without this notice. Take responsibility and sign for each item loaded at the time of issuance.

Provide timber dunnage, and transport the bridge components from the designated storage facility to the job site. Unload, erect, and maintain the bridge, then dismantle the bridge and load and return the components to the designated storage facility.

Notify the Engineer in writing at least ten calendar days before returning the components. Include in this notice the name of the Contractor's representative authorized to sign for return of the bridge components. The yard supervisor is not obligated to unload the bridge components without this notice.

The Department will provide equipment and an operator at the Department's storage facility to assist in loading and unloading the bridge components. Furnish all other labor and equipment required for loading and unloading the components.

The Department's representative will record all bridge components issued or returned on the Detour Bridge Issue and Credit Ticket. The Tickets must be signed by a Department and Contractor representative, after loading or unloading each truck to document the quantity and type of bridging issued or returned.

Bind together all bridge components to be returned in accordance with the instructions given by the storage facility. The yard supervisor will repack components that are not packed in compliance with these instructions. Upon request, written packing instructions will be made available to the Contractor, before dismantling of the bridge for return to the Department's storage facility.

Assume responsibility for any shortage or damage to the bridge components. Monies due the Contractor will be reduced at the rate of \$35.00 per hour plus materials for repacking, repairs or replacement of bridge components.

The skid resistance of open steel grid decking on the detour bridge may decrease gradually after opening the bridge to traffic. The Department will furnish a pneumatic floor scabber machine for roughening the roadway surface of the detour bridge decking. Provide an air compressor at the job site with 200 ft³/minute capacity, 90 psi air pressure for the power supply of the machine, and an operator. Transport the scabber machine to and from the Department's Structures Shop. Repair any damage to the scabber machine caused by operations at no expense to the Department. Perform scabbling when determined necessary by the Engineer.

The Department will pay for the cost of scabbling as Unforeseeable Work in accordance with 4-4.

Return the bridge components to the designated storage facility beginning no later than ten calendar days after the date the detour bridge is no longer needed, the date the new bridge is placed in service, or the date Contract Time expires, whichever is earliest. Return the detour bridging at an average of not less than 200 feet per week. Upon failure to return the bridge components to the Department within the time specified, compensate the Department for the bridge components not returned at the rate of \$5.00 per 10 feet, per day, per bridge, for single lane; and \$10.00 per 10 feet, per day, per bridge, for dual lane until the bridge components are returned to the Department.

Where pedestrian facilities are detoured, blocked or closed during the work, provide alternate accessible routes through or around the work zone meeting the requirements of the ADA Standards for Transportation Facilities.