

ORIGINATION FORM

Date: September 27, 2011
Originator: Chester Henson
Contact Information: chester.henson@dot.state.fl.us

Specification Title: Section 102
Specification Section, Article, or Subarticle Number: 102-9.8 and 102-11.8

Why does the existing language need to be changed? Longitudinal channelizing devices are a new device.

Summary of the changes: Added specification for longitudinal channelizing devices.

Are these changes applicable to all Department jobs? If not, what are the restrictions?
Yes. The Contractor can use these devices singly as another type of approved channelizing device.

Will these changes result in an increase or decrease in project costs? If yes, what is the estimated change in costs? No change.

With who have you discussed these changes? Construction, design and QPL office.

What other offices will be impacted by these changes? QPL

Are changes needed to the PPM, Design Standards, SDG, CPAM or other manual? Yes.
(Design Standards)

Is a Design Bulletin, Construction Memo, or Estimates Bulletin needed? No.

Contact the State Specifications Office for assistance in completing this form.
Rudy Powell 850-414-42820 rudy.powell@dot.state.fl.us
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Florida Department of Transportation

RICK SCOTT
GOVERNOR

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ANANTH PRASAD, P.E.
SECRETARY

MEMORANDUM

DATE: December 8, 2011

TO: Specification Review Distribution List

FROM: Rudy Powell, Jr., P.E., State Specifications Engineer

SUBJECT: Proposed Specification: **1020908 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 Chester Henson to clarify arrow board usage and add specification for longitudinal channelizing devices.

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 **January 4, 2011**, may not be considered. Your input is encouraged.

RP/cah
Attachment

MAINTENANCE OF TRAFFIC.
(REV 11-22-11)

SUBARTICLE 102-9.8 (of the Supplemental Specification) is deleted and the following substituted:

102-9.8 Arrow Board: Furnish arrow boards that meet the requirements of Section 990 as required by the plans and Design Standards to advise approaching traffic of lane closures or shoulder work. *Type B arrow boards may be used on low to intermediate speed (0 to 50 mph) facilities or for maintenance or moving operations on any speed facility. Type C arrow boards shall be used for all other operations on high-speed (50 mph and greater) facilities and may be substituted for Type B arrow boards on any speed facility.*

SUBARTICLE 102-11.8 (of the Supplemental Specification) is deleted and the following substituted:

102-11.8 Channelizing Devices: The number of Type I, Type II, Direction Indicator Barricade, Type III, Vertical Panel, ~~and~~ Drum *and Longitudinal* Channelizing Devices certified as installed/used on the project meeting the requirements of Design Standards, Index No. 600 and have been properly maintained will be paid for at the Contract unit prices for Barricade (Temporary). Payment will be made for each channelizing device that is used to delineate trailer mounted devices. Payment will be made for channelizing devices delineating portable changeable message signs during the period beginning fourteen working days before Contract Time begins as authorized by the Engineer.

SUBARTICLE 102-11.19 (of the Supplemental Specification) is deleted and the following substituted:

102-11.19 Temporary Traffic Detection and Maintenance: For existing intersections, the quantity to be paid for will be the number of signalized intersections per day beginning the day contract time begins and ending the day the permanent detection is operational *and the final lane configuration is in place*. For temporary and new intersections, the quantity to be paid for will be the number of signalized intersections per day beginning the day the temporary detection is functional and ending the day: the permanent detection is operational and ~~the final lane configuration is in place for a new intersection;~~ or, when the detection is removed for a temporary intersection.