

1020303 MAINTENANCE OF TRAFFIC
INTERNAL/INDUSTRY REVIEW COMMENTS

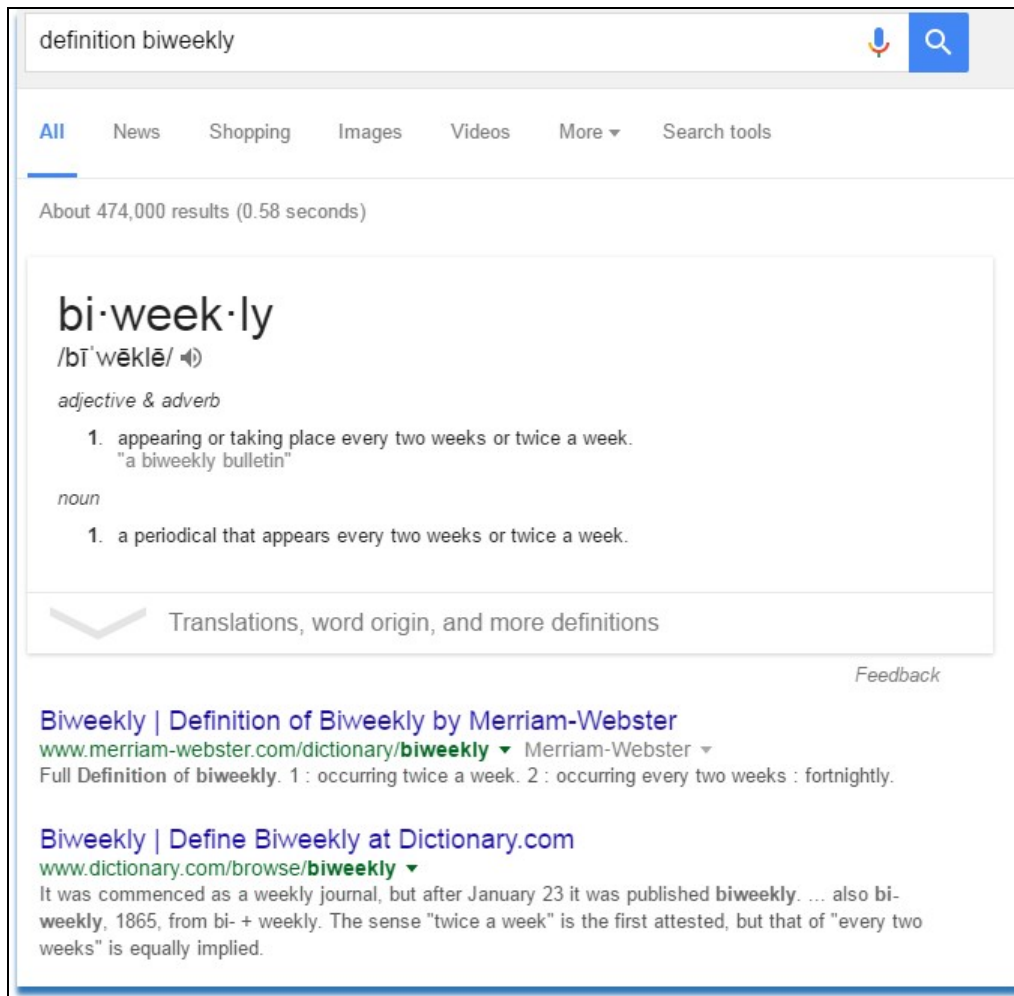
Melissa Hollis

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Melissa.Hollis@dot.state.fl.us

Comments: (11-1-16, Internal)

Please do not use term “biweekly”; it can be interpreted as twice a week (3 days), or every 2 weeks (14 days).



Response:

John Baldwin

754-224-0034

jbaldwin@bobsbarricades.com

Comments: (11-21-16)

We would rather have the option to cut off the crash cushion anchor pins flush to the pavement or to drive them into the pavement there by eliminating the scarring of the roadway.

Response:

Cindy Dunkle, P.E.
Chiefland Maintenance Engineer
352-493-6078

Comments: (11-28-16)

7 feet will be hard to meet if the arrow board is set up on the uneven shoulder. The minimum height on the arrow board is about 6'11.5"

Response:

John Fowler
850-330-1450
john.fowler@dot.state.fl.us

Comments: (12-5-16)

I have some comments on the proposed spec change:

1. A few years ago when Special Detours were redefined, one of the questions that came up was, "What about temporary pavement that is required for the placement of barrier wall only?" The answer that we received was that if temporary pavement was being placed solely for the purpose of providing a level surface for temporary barrier wall, and traffic would be maintained on the existing (permanent) pavement, that condition would not qualify as a Special Detour. Section 102-6.7 does not contain this caveat. We need to ensure that our designers understand the same thing as our contractors.

Response:

2. This is not a change, but there seems to be some ambiguity in Section 102-9.11. That section states that Type B arrow boards may be used for speeds up to 50 mph, but then goes on to say that Type C arrow boards are required for all operations on facilities with a speed of 50 mph or greater. The ambiguity arises when you have a facility with a speed of 50 mph. This should be clarified.

Response:

Joy Christiano
jchristiano@keystonecivil.com

Comments: (12-5-16)

Has anyone gotten with FTBA regarding the practicality of removing the anchor pins for crash cushions from the pavement? It is my understanding that frequently when this is done it results in significant damage to the pavement. This will be particularly concerning on new shoulders/pavement.

Response:

Pat McCann
954-254-8317
pmccann@targetengineering.com

Comments: (12-13-16)

102-6.7 Special Detour: A special detour is defined as a diversion or lane shift that requires temporary pavement." Suggestion: Reconsider the proposed definition of Special Detour. Recommend deleting text after "diversion". On Interstate projects, there are times when the TCP requires shifting lanes to towards the median, requiring temp overbuild on the shoulder. This not considered a Special Detour in the plans, but could be construed as such if this new definition is added.

Response:
