

1020912 MAINTENANCE OF TRAFFIC
COMMENTS FROM INTERNAL/INDUSTRY REVIEW

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Comments: (5-21-20, Internal)

This change needs to be further discussed.

Concerns re liability being shifted to the Contractors. Should the APL process address the visibility? The contractor should only be responsible for making sure that signs are placed in a location that is obstruction free from a point at the edge of the travel way ahead of the sign.

Response: The Department tests legibility requirements for portable changeable message signs prior to listing the product on the APL. For PCMS, the contractor is providing a device that may not be new. Over time, the brightness of the LEDs or LED failures can impact the legibility of the sign. The updated spec language tried to address this scenario as well. With this in mind, we agree that an unobstructed message is important to ensure drivers have enough time to read and comprehend the messages on PCMS. We will edit the language to say....

“For roadways with speed limits greater than 45 mph, the message displayed on the PCMS must be legible unobstructed from 800 feet for normal daylight conditions. For roadways with speed limits of 45 mph or less, the message displayed must be legible unobstructed from 650 feet for normal daylight conditions.”

Let us know if you have any concerns with the changes.

Jeff Messenger
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Comments: (6-5-20, Industry)

The requirement of visibility for 1/2 mile is not practical on many roadways. Particularly curved roads and urban conditions.

Response: We will update the language so the Engineer can approve different distances.

Language to read “is visible from 1/2 mile, or a distance approved by the Engineer, under both day and night conditions. Note that Standard Plans index 102-600 sheet 1 general note 2 allows the device location to be adjusted if recommended by the Worksite Traffic Supervisor and approved by the Engineer.

Patricia Moore
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Comments: (6-8-20, Industry)

102-9.12 1/2 Mile visibility is unobtainable/unmeasurable for many project sites (near curves, bridge abutments, etc), potentially conflicts with 2nd paragraph “unobstructed” view criteria. Is intent the luminescence/brightness of the lettering on the PCMS, is it sightlines, lettering size, or something else? Recommend clarifying intent or removing altogether. 450-11.6 Increase from 14 to 42 days adds significant time for surface corrosion to form on the exposed strand ends. Has a

consideration been made for visual inspection and removal of surface corrosion prior to application of epoxy coating? 620-4 There have been disputes between ITS Maintenance Contractors and Construction Contractors at the time of final inspection over whether or not it is valid to perform FOP testing on grounding systems under certain conditions, or whether it is achievable. Included disputes were in regards to soil saturation level with rainwater and soil chemistry which made the 5 Ohm requirement significantly more difficult to meet. Has this been considered during the reevaluation of this specification. Thank you, Kevin Micocci, P.E. Construction Senior Project Manager FDOT Palm Beach Operations Work Phone: (561) 370-1146 Cell Phone: (561) 719-7793

Response: For comment related to 102-9.12, we updated the spec language allow the Engineer to approve different visibility distances. Note that Standard Plans index 102-600 sheet 1 general note 2 allows the device location to be adjusted if recommended by the Worksite Traffic Supervisor and approved by the Engineer. This does not conflict with the unobstructed language. That language is there to ensure the legibility distance for a PCMS is not obstructed. Legibility and visibility are discussed in section 2L.03 of the MUTCD. It states, “Visibility is the characteristic that enables a CMS to be seen. Visibility is associated with the point where the CMS is first detected, whereas legibility is the point where the message on the CMS can be read.”

No Name

Comments: (6-8-20, Industry)

The requirement for the sign to be visible from a half mile (2,640') should be changed. The signs cannot be read from this distance. The letter height controls the distance the signs can be read from. The interpretation of visible by the CEI and the contractor will be a problem.

Response: Legibility and visibility are discussed in section 2L.03 of the MUTCD. It states, “Visibility is the characteristic that enables a CMS to be seen. Visibility is associated with the point where the CMS is first detected, whereas legibility is the point where the message on the CMS can be read.” We updated the spec language to allow the Engineer to approve different distances. We will also investigate if the Traffic Operations CEI DMS training discusses these definitions. The training would be a good place to include them.

Christian Cummings

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Comments: (6-9-20, Industry)

I agree with the change allowing the smaller PCMS on roads with speed limits 45mph or less. However, there are currently no smaller PCMS on the APL. Some consideration should be given to allow these smaller PCMS without APL approval for some time period to allow manufacturers and the Department to add them to the APL.

Response: We have a manufacturer currently working to get a 12” character PCMS on the APL. Use of a product, when no products are listed on the APL, needs to be requested on a project by project basis.

Kevin Price
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Comments: (6-12-20, Industry)

What does one do if the line of sight does not permit this rigid requirement? Many times there are existing obstructions and the Standard plans are clear about location - what is to be done? this is a very specific requirement that may not always be able to be met. these requirements are followed by many municipalities and urban areas are congested. please reconsider this language.

Response: We updated the spec language allow the Engineer to approve different visibility distances. Note that Standard Plans index 102-600 sheet 1 general note 2 allows the device location to be adjusted if recommended by the Worksite Traffic Supervisor and approved by the Engineer. The standard plans note could also be used to allow the Engineer to approve a different distance for an obstruction.
