

6950000 TRAFFIC MONITORING SITE EQUIPMENT AND MATERIALS
COMMENTS FROM INTERNAL/INDUSTRY REVIEW

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Comments: (6-22-15)

Section 695-3.2.1 - The fifth paragraph states "Allow newly applied asphalt to cure for a minimum of 30 days and install striping prior to installation of in-road sensors." Do not repeat the cure time in this section of the specification. Suggest rewording to "Install road sensors after the friction course has been completed."

Response: Just saying "completed" would allow the contractor to install the day after friction course has been placed. The 30 day cure is required because of the sealants. Sealants do not adhere well to newly applied asphalt, which reduces the life of our installations to about a year. If installed after the 30 days; they will last 5-7 years. In addition the piezo requires installation in a "set" and non-pliable roadway for a quality installation. However, since the striping has to be place within 14 days, there is no need to make the statement about the markings. The language will be modified to read "Allow newly applied asphalt to cure for a minimum of 30 days."

FDOT, D5
Construction

Comments: (6-22-15)

1. Section 695-2.4.2 Installation: The deleted word (with) that might need to stay, just for clear reading purposes. Install cabinets in accordance with Section 676. Install the weather head and ground the pole in accordance (with) Section 620 and.....

Response: Agree to add the "with" back to 695-2.4.2 as indicated.

(6-26-15) 2. 695-2.3 Notification: Notify the Engineer 10 days prior to beginning work in the area of the TMS to coordinate the removal of existing TMS equipment. A TMS Inspector must be onsite during TMS installation. Notify the Engineer 10 days prior to installation of the TMS to coordinate the scheduling of a TMS Inspector.

Comments: After notification is provided is there still coordination necessary? These sites are often installed late in the project and near the critical path of the project due to it having to be installed after the friction course has somewhat matured. If the contractor is required to wait to install the TMS, it is possible that this could delay completion of the project.

Response: We have 6-8 inspectors available. As long as our office is notified 10 days prior to work beginning; then there will be no delay in the operations.

TMS equipment is not considered infrastructure and all TMS equipment is in the asset inventory system so we cannot just let a contractor remove it. Installations have to be very precise due to the algorithms in the counter equipment used. These are not signal loops and very few contractors can install these types of sensors and hardware. Therefore, all inspections are done

through Transportation Statistics, which is part of the Planning Office.

This notification requirement has been placed in the plans as a NOTE for many years. Since the Department has made the decision to remove notes, we have added it to the Specifications.

We are working with the Specifications office as well as with Design to develop training for the District Engineers on the Traffic Monitoring Site requirements.

3. Section 695 the correction shows 695-2.54 instead of 695-2.45 Manufacturer's Warranty Provisions.

Response: The Manufacturer's Warranty Provisions Section is numbered 695-2.5. No change made.
