

1100000 CLEARING AND GRUBBING
COMMENTS FROM INTERNAL/INDUSTRY REVIEW

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Comments: (12-9-15)

Under 110-11.4 it starts out with a statement regarding the payment of flexible payment. The proposed language in sections 110-7 and 110-2.1 makes it clear what item to use for the flexible vs. rigid payment. I'm thinking this is a redundant statement. If it needs to be left in, can we move it to the end (after the payment information for the rigid payment)?

110-11.3-4 Removal of Existing Rigid Concrete Pavement: Payment for removal of flexible asphalt pavement is included in the Lump Sum price for Clearing and Grubbing.
No separate payment will be made for removal of curb, sidewalk, slope pavement, or ditch pavement that is removed and replaced, as specified in 520-11, 522-9, and 524-10.
The quantity to be measured for will be the number of square yards of existing rigid concrete pavement to be removed, as specified in 110-7, acceptably removed and disposed of, as specified in 110-7, by actual measurement along the surface of the pavement. For appurtenances which have irregular surface areas, and ditch pavement, will be the area as projected on the plan. The removal of pavement areas is necessary only for the construction of box culverts, pipe culverts, storm sewers, inlets, manholes, etc., these areas will not be included in the measurements.

Can we either remove this statement or move it to the end (second paragraph)?

Response:

Juan F Castellanos
State Construction Geotechnical Engineer
Florida Department of Transportation
Ph 954-677-7032

Comments: (12-9-15)

1. 110-5: Under what pay item we will pay all the removal efforts (Removal of Existing Buildings, foundations, utilities, septic tanks, etc.) listed here. I don't see that defined in articles 110-11 or 110-12.

Response:

2. 110-11.1 Regarding this added sentence: “*No separate payment will be made for removal of curb, sidewalk, slope pavement, or ditch pavement that is removed and replaced, as specified in 520-11, 522-9, and 524-10.*” Please revisit this sentence, because articles 520-11 and 522-9 do not talk anything about removal and replacement of these items, and 524-10 talks only about removal and replacement of concrete ditch and slope pavement. You may just want to delete the last phrase “as specified in...”.

Response:

3. 110-12.7: What tasks and removal efforts are included in the new pay item “Removal of Existing Wall”? Where is this defined?

Response:

Kirk Hoosac, R.L.A.
District Landscape Architect
State of Florida Department of Transportation - District VI
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Comments: (12-9-15)

110-3.3, first sentence:

the surface of the landscape areas, to a depth of at least 12 inches below the finished surface. Remove all roots, etc., protruding through or appearing on the surface of the landscape areas, to a depth of at least 12 inches below the finished surface.

110-43.3 Tree Trimming-:

~~—All trimming of trees to remain shall be performed~~ Perform all trimming of trees to remain in accordance with ANSI A300, Part 1 Pruning and provide ~~shall be supervised on site by an~~ International Society of Arboriculture (ISA) ~~Certified Arborist~~. Maintain the natural shape and structure of the tree. **ARBORIST CERTIFIED BY THE**

Trim trees to the height and width described in the Plans. Trim branches of trees extending over the area occupied by the roadway as directed, to give a clear height of 16 feet above the roadway. Remove all dead, dying, diseased, decaying, interfering, suckering, obstructing or weak branches.

Crown reduction cuts must be made to strong laterals or to the parent limb.

When shown in the Plans, use mobile, mechanical equipment capable of vertical, horizontal and angle cuts to shear vegetation to the prescribed height and width. Do not power shear branches or limbs greater than 2 inches in diameter.

Limits of Trees to Remain may also need to be root pruned. The necessity of root pruning shall be determined by an ISA Certified Arborist or Qualified Landscape Professional. The ISA

Response:

Bobby Naik
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Comments: (12-16-15)

This is too vague, "5. Any other area designated in the plans." Needs to state where in the plans such as the typical sections, SQ sheets, general notes, roadway plans etc...

Response:

Pat McCann
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Comments: (12-29-15)

1. 110-2.2: Although not the subject of the change, suggest clarification on the allowance of roots to remain in embankment in areas such as berms (either roadside or around the perimeter of retention/detention ponds.

Response:

2. 110-2: Please reconsider the deletion of certain below ground objects that should be removed, such as septic tanks, and add items such as sign foundations.

Response:

3. 110-3: Suggest adding a statement that trees to remain and be trimmed will b designated in the plans. This should not be at the Engineer's discretion. This would not be biddable.

Response:

4. 110-3.2 Landscape Areas: Second and fourth sentences seems to conflict. One says removal is 12 inches below original grade, the other says 12 inches below final grade. Since this is a clearing activity, suggest reference be to original grade.

Response:

5. 110-5.13.4.1 General: Not sure why this section is needed. Why do we specify how to remove trees/shrubs here? Unless part of selective c/g, it's up to the contractor to remove as specified elsewhere in this spec.

Response:

6. 110-5.23.4.2 Tree and Shrub Removal from Fence Lines: Not sure if this written for existing or proposed r/w fence; also unclear as to what the dimensions specified are for; please re-write to better describe.

Response:

7. 110-9: Since you are separating bridges from structures, suggest adding "bridges" here.

Response:

8. 110-11.3: Since the description of the item is changed to bridges, why is partial removal using the term "structures"?

Response:

9. 110-20: Removal of Walls pay item added but no description of the work.

Response:

Brian Blair
863-519-2676
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Comments: (12-29-15)

I recommend adding clarification to the 'existing pavement removal' reference in Section 110-2.1. Section 110-2.2 defines the depth limit of clearing and grubbing to be 12 inches; however, existing pavement thicknesses are generally 4"-7", on average. Therefore, it is likely that the clearing and grubbing operation will also include partial removal of the existing base, based on the 12" defined limit. More defined clarification of the intent of the 'existing pavement removal' covered under the clearing and grubbing pay item will result in fewer differences of interpretation in the field.

Response:

Shea Hansen
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Comments: (12-30-15)

Specification language related to tree pruning and tree preservation should be excluded from clearing and grubbing – C&G is only meant for removing objects not preservation. There is an existing supplemental maintenance spec (580-40) that has the necessary language regarding tree pruning and preservation. Currently spec 110 and spec 580-40 have conflicting and redundant language regarding related work. Therefore 580-40 spec should be improved, enhanced and incorporated into the Standard Specification Book to encapsulate the preservation, protection and pruning of the State's right-of-way tree inventory. The State has a valuable asset in the trees

within its right-of-way worthy of preservation and proper maintenance; therefore, C&G, a spec related to removals, should not include tree pruning or preservation language. C&G and tree pruning – canopy or roots – are performed by two different disciplines. When a tree is to remain, yet is impacted by construction, spec 110 should reference spec 580-40. For instance, in section 110-3, the Contractor is allowed to “cut roots”, which can be construed as pruning without arborist oversight. In section 110-3.3 the spec calls for trimming oversight by an ISA arborist, but then continues on to say root pruning can be overseen by an ISA arborist or qualified landscape professional, yet qualifications are not defined. Also in this section, clear height over roadways is 15 or 16 feet, yet this requirement conflicts with the Departments Maintenance Rating Program which requires 14.5 feet clearance over the travel way. In section 110-3.4 the 10 foot wide treeless corridor requirement adjacent to all fences has the potential to dramatically impact the State’s existing tree inventory. In urbanized districts these areas are sometimes the only areas where planting opportunities exist. To be consistent with the Department’s highway beautification goals we recommend separating the tree preservation and pruning language from the clearing and grubbing spec and including this language in the 580-40 section. We also recommend that spec 580-40 be expanded.

Response:

Barbara Strickland
Office of the District 3 Secretary
Department of Transportation
850-330-1206
850-330-1761

Comments: (1-5-16)

In SUBARTICLE 110-6.1 verify the reference to Article 1-3. SECTION 1.3 is DEFINITIONS AND TERMS.

Response:

Brian J Gibbs
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Comments: (1-5-16)

This correspondence is in regards to the multitude of proposed changes to the Clearing and Grubbing items. Outside the simple verbiage alterations, I dislike all of it! In a nutshell, all these alterations especially the ones relating to tree trimming, certified arborist involvement and the basic need to analyze each and every inch of the project and how it will affect future landscaping needs is simply too much to ask of a bidder. Over the last year or so you all have removed landscaping from Roadway contracts however what you are forcing is the need for a landscaping specialist on each project team where the Clearing and Grubbing pay items are included. The vast majority of road and bridge contractors do not employ certified arborists who specialize in the cost of analyzing tree trimming and even if they did, unless project specifics are provided, each arborist will surely have his or her own opinion as to what is truly required by the overly

specific proposed changes. In this instance, none of the proposed changes seem to be in the best interest of the team/project...all these changes seem to do is force more burden on the bidders.

Response:
