

1020700 MAINTENANCE OF TRAFFIC  
COMMENTS FROM INTERNAL/INDUSTRY REVIEW

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Comments: (6-26-12)

As a roadway contractor I feel the proposed changes are an improvement to the specification for both the Department and Contractors.

Response:

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Jennifer Williams  
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Comments: (7-20-12)

1. We request the list of uniformed law enforcement officers' usages to be expanded to include:
  5. *Highly congested nighttime paving operations on rural and urban non-limited access facilities.*
  6. *Lane closures in highly congested corridors to enhance motorist and workers safety or as called for in the Traffic Control Plans.*
  7. *To be utilized as called for in the plans or as directed by the engineer.*

Reason: When this item was included in the contract for use only as shown in the 102-7, and the above situations exist, the Department, in order to ensure project safety, has used and overrun this item, resulting in increase project cost. This is because the designer only included hours for this item that meet the current conditions specified. With this expansion, the project would be designed with adequate hours for traffic control officers, reduce or eliminate overrun potential and ensure enhancement of motorist and workers safety.

Response:

2. On urban projects, off-duty officer time for signal related work, is underestimated. Much more "signal interrupted" work is performed than most non-construction people realize. For example: Milling and paving in and near intersections - we recently completed an urban project with night-time milling and paving operations which typically interrupted two signalized intersections with a signal operation. Officers are required to replace signal lights when they are being interrupted. These interruptions include far more than "loop replacement work":

Response:

3. The first type of work should be amended to say: Work in and around signalized intersections where Standard Index 613 cannot be used.

Response:

4. Another bullet should be added to include Standard Index 625 for multi-lane road closures of less than 5 minutes (i.e. hanging mast arms, etc.).

Response:

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Guy LaPrade  
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Comments: (7-20-12)

1. After reviewing your proposed specification: 1020700 Maintenance of Traffic, several concerns come to mind. Specifically Subarticle 102-9.6 and the use of ‘gating’ crash cushions. We have heard that their use may be limited to bridge decks where you don’t want to anchor the crash cushion and damage the deck. To reduce the chances of improper installations, where and how you intend to use the gating crash cushions should be included in the specification, similar to the guidance given in the attached FHWA Frequently Asked Questions memo. The FHWA memo specifically addresses their concerns about B.L.O.N., speed, angle hits and properly designed clear zone requirements and offers guidance about where and how to use non-redirective gating crash cushions.



FHWA FAQs.pdf

Response:

2. Inspection criteria should also be included which would lessen the opportunity for contractors to misuse the devices.

Response:

3. One other thing to consider is that the low initial cost will be offset by the sacrificial performance so limitation of its use should be encouraged.

Response:

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Connie Fredrickson  
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Comments: (7-20-12)

I have reviewed the proposed specification and have three suggestions:

1. Add the highlighted text:

*102-9.17 Temporary Lane Separator: Furnish, install, maintain, remove and relocate temporary lane separator in accordance with the Plans and Design Standards, Index No 600. The portable temporary lane separator shall be anchored to the roadway with a removable anchor bolt. Temporary lane separators that remain after construction is complete shall conform to Section 993.*

Semi permanent use of Lane Separators require markers to be different colors when used by Maintenance. Temporary lane separators that remain after construction is complete shall conform to Section 993.

Response:

2. Standard Index 600 page 11 of 13 – Note 3:

For uniformity and continuous look of curbing.

*Openings for drainage will be constructed in the separator every 50 ft. The maximum opening allowed is 6”.*

Response:

3. Standard Index 600 page 11 of 13 – Table 1:

For consistency when dealing with head to head traffic.

*Maximum distance between TUBULAR MARKERS should be 25’ regardless of location in a taper or tangent.*

Response:

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Bert Woerner  
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Comments: (7-23-12)

Under 1020700, Payment Items 102-13.23, Item No. 102-78 Temporary Retroreflective Pavement Markers: When a group of these come off leaving blank spots where the lane shifts were installed, is there provision to deduct \$ when the missing ones are substantial in number or missing for most of the duration of the lane shift? It seems we pay for them to go down on the pavement but when they peel right back up there is no penalty for not replacing them.

Response:

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Ezzeldin Benghuzzi  
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Comments: (7-23-12)

102-9.17 - On concrete bridges, add the use of epoxy instead of anchoring. Require the use of Hydro blasting for the removal of epoxy from the grooves. With the drainage gaps, is the payment method for the Temporary Lane Separator gross linear feet or net linear feet?

Response:

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Comments: (date)

Response:

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