1020602 MAINTENANCE OF TRAFFIC
COMMENTS FROM INTERNAL/INDUSTRY REVIEW

Christian Cummings
ACME Barricades
904-781-1950

Comments: (5-25-17, Internal)
I see that under 102-11.8 the Department proposed changing payment of Pedestrian LCDs from per each per day to linear foot. I urge the Department to keep the current method of payment of per each per day.

Pedestrian LCDs are rental devices. While in use on a project, Pedestrian LCDs depreciate, they must be cleaned and maintained and are at risk of being damaged or destroyed requiring replacement. The longer the duration of use on a project, the higher the depreciation and maintenance costs of providing and maintaining a Pedestrian LCD is to the provider.

The current method of payment (per each per day) fairly compensates the provider for this variable cost. It also is fair to the Department as the Department only pays for the length of time that they are used. Changing the payment method to per linear foot would make the length of the duration of use of the Pedestrian LCDs a significant part of the provider's bid price. However, the length of the duration is not easily determined on most projects. Therefore, the provider of the Pedestrian LCDs would have to guess. This creates a situation where sometimes the provider of the Pedestrian LCDs over estimates the duration of use and as result, the Department overpays for the devices and sometimes the provider of the Pedestrian LCDs underestimates the duration of use and as a result, the provider loses money. Providers of Pedestrian LCDs will be forced to consider this risk when pricing the devices. Ultimately, the Department will end up paying for this risk.

Accordingly, the Department should continue the current method of paying a daily price for the Pedestrian LCDs as it is the only method that ensures that the Department pays only for what it gets and eliminates the risk of losing money for the inevitable inaccurate guessing of the duration of use by the providers of Pedestrian LCDs.

Response:

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Karen Byram
850-414-4353
karen.byram@dot.state.fl.us

Comments: (5-25-17, Internal)
102-9.1 addition: "Pedestrian longitudinal channeling devices (LCDs) must meet the classification level of Acceptable as defined in the Pedestrian LCD Evaluation Guide, which may be viewed at the following URL:" is misleading. Nowhere in the link document is the term classification used. I propose changing the language to "Pedestrian longitudinal channeling devices (LCDs) must meet the classification level of be Acceptable as defined in the Pedestrian LCD Evaluation Guide, which may be viewed at the following URL:"

This is repeated in last paragraph on 4 in the same section and again in the last paragraph. These should also be changed.

Response:

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Chris Riley
850-527-4126
criley@cwrcontracting.com

Comments: (1020602)
It appears the revision to the specification for measurement and payment of LCD's is now under channelizing device. This is a per each per day measurement and LCD is now mixed in there as by the linear feet. Very confusing.

Response:

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Brian Gibbs
954-321-9336
brian.g@russellengineering.com

Comments: (6-1-17)
At the FTBA/FDOT conference LCD's were discussed at length. If you look at the history, you all first put them out at a per LF item and the cost to the taxpayers was astronomical! Once you all went to and ED it seems to working out great...to go a step further, the device firms have leveled off pricing and they are very happy. It was stated in the conference by a young lady that your intent was to change this item because you were stung on a prior project. As I said to that young lady in that meeting...this is a business...sometimes you win and sometimes you lose. You don't change the rules across the board because of sour grapes...that is purely juvenile and there is no place for it. I have notified all my contact at the various device supply firms. As a tax payer and a life long road builder...we will fight this until the end. If you all change it back to LF...we will continue to fight for it to go back to ED...do what it right...leave it alone!

Response:

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Mary Anne Koos
414-4321
maryanne.koos@dot.state.fl.us

Comments: (6-1-17)
I have not really reviewed the impacts caused by the proposed LCD changes but the first reference to use the 2010 ADA Standards has significant impact in providing accessible pedestrian facilities (sidewalks and shared use paths) during construction. They provide no guidance for shared use paths, and much of the criteria in the 2010 Standards does not meet FDOT's own criteria for sidewalks (width, separation from roadway, protection from drop offs).

The 2010 standards also does not allow the flexibility for running grade within a right of way that PROWAG provides (written after the 2010 Standards). It would be good to step back and see if there is a better way to define the criteria to be used in providing temporary pedestrian routes.

Response:

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Geoff Scales
geoff.scales@hubbard.com

Comments: (6-2-17)
1. 102-6.2 ensure surfaces are...." or "....ensure they are...." rather than ".....ensure surface is....."

Response:

2. 102-6.2: Also "....and kept free of all hazards including holes, debris, mud, construction equipment and stored materials." rather than "....and kept free of any obstructions and hazards such as holes, debris, mud, construction equipment and stored materials."

Response:

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Paul Hiers
414-4324
paul.heirs@dot.state.fl.us

Comments: (6-2-17)
I have the following comments:
1. Not written in plain language.

Response: (Thank you for your comment.
No change made.)

2. Technical documents should be written in present tense – right here, right now; i.e., do not use "will be…", but use verbs like are and is. Some parts of the specification is in present tense, but most of it is not.

Response: Respectfully disagree. Please understand the context of the language. No change made.

3. The slash (/), also known as the virgule, should never be used in technical writing. The words used with "installed/used" have the same meaning; i.e., pick one.

Response: (Thank you for your comment.
No change made.)

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Marshall Douberley
863-519-2382
marshall.douberley@dot.state.fl.us

Comments: (6-2-17)
102-11.8 3rd Paragraph: "For sidewalk closures, the plan quantity length will be based on the width of the sidewalk." These devise shall be paid for by LF. What does the width have to do with payment? Please explain.

Response:

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John Baldwin
954-423-2627
jbaldwin@bobsbarricades.com

Comments: (6-5-17)
I am against the changing of the unit of measure on the LCD from ED to LF. It seems that the reaction to change this unit of measure is based solely on one project and not for the betterment of the industry. Using the Each Day measurement should remain.

Response:

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Orlando Nunez
813-621-8484
onunez@trafficcontrolproducts.org

Comments: (6-5-17)
Could it be further explained please on why the change to linear feet instead of the current each per day? I recommend staying with current each per day unit payment. The linear foot price is going to cause a higher price as we will lose control of the device on a per day basis. If so, I also recommend offering a relocation pay item similar to that of all other temporary device items paid by linear foot. I believe the FDOT is getting a fair deal on the current price average statewide. What is unfair is the amount of LCD estimated on projects and subsequently not utilized. The cost of the LCD device is high and in order to carry the desired / necessary inventory we need assurance from the FDOT that the use of the LCD will be enforced on ALL projects.

Response:

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Brian Blair
brian.blair@dot.state.fl.us

Comments: (6-6-17)
1.) 102-11.8: Vehicular LCD's should be paid for in LF as well. The current language has them being paid for by each (length in feet installed divided by device spacing).

Response:

2.) Is there still a Vehicular LCD distinction if they have not been crash tested, or can all of these devices be called Pedestrian LCD's if barrier wall/low profile barrier is required to protect pedestrians when the LCD's are placed in close proximity to traffic?

Response:

3.) 102-13.22: If the Per Each Per Day payment designation is removed in this section since LCD's are paid by LF, additional language may be needed elsewhere in Section 102 to clarify that cones, drums, barricades, etc. are paid for per each per day.

Response:

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Bob Burleson
bburleson@ftba.com

Comments: (6-7-17)
I received the comments below only as they relate to the Pedestrian Channelizing Devices. I think the comments have merit. I see no need to require the contractor to have a separate provider or maintainer of these devices, unlike the requirements for our MOT devices which should require the separate provider.
Thanks,
Bob

I am following up on our discussion last Friday regarding the use of Pedestrian Longitudinal Channelizing Devices(LCDs) and how the revised Specification (http://www.fdot.gov/programmanagement/Implemented/workbooks/history/Jan18/files/1020602.ind.pdf) will affect their use and effectiveness.

Firstly, these devices are intended to protect pedestrians from construction hazards. They accomplish this by providing channelization (similar to a handrail) but also function as a physical barrier separating pedestrians from our work zones. They have structural properties and construction standards that ensure they act as an effective barrier to pedestrian traffic, much like temporary concrete barrier wall protects vehicular traffic from our work zones. LCDs have been an effective tool on the projects where we have used them.

The problem with the proposed specification is that it alters the Channelizing Device Supplier's (CDS) responsibilities. Whereas the LCD's have always been supplied by a CDS and maintained by the Contractor (similar to vehicular channelizing devices) this Specification puts responsibility for maintaining the LCD's in the hands of the CDS which I believe is a mistake. On our projects, the CDS in onsite only a couple times per week. They are not on site to address the constant task of maintaining the LCDs and ensuring they are replaced or re-adjusted due to displacement by wind, erosion, or vandalism. Based on our experience on multiple projects where LCD's are in use, it takes continuous and constant effort to maintain them. The Contractor's are ideally responsible for maintaining the LCD's because of this.

I will also say that if the Contractor will be responsible for maintaining the LCDs, then we should be allowed to supply them also. The function of LCD's on a construction project is analogous to the use of Temporary Concrete Barrier Wall (which a contractor is allowed to supply) and as such, can and should fall outside the realm of a CDS's function. While the specifications currently precluded a Contractor from supplying LCD's directly, I feel this should change for these reasons. Knowing the litigious environment we all conduct business in, I think it is reasonable and prudent for a Contractor to control the maintenance of these devices directly and also to be allowed to profit from their ownership.

If you have any questions based upon this email or if you would like for me to attend any meetings with the Department regarding this issue, please just let me know.

Response:

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Felipe Jaramillo
941-404-9282
fjaramillo@ajaxpaving.com

Comments: (6-7-17)
Which pay item pays for the PED LCD? Since Pay item 102-X was removed. Since the engineer dictates where and how long PED LCD should be used, the best unit of measure is EACH DAY not a plan quantity LF. This is going to lead to many Supplemental Agreements.

Response:

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D5 Construction Operations
386-943-5347

Comments: (6-13-17)
102-11.8 Channelizing Devices (reading what is in red) How payment of the Pedestrian LCDs are to be paid - for. You marked through Pay Item No 102 X that paid for Pedestrian LCDs per foot. It only states that the pedestrian signs will be paid for under work zone signs per each per day. But doesn't state the LCDs in particular: like for instance will it be paid for under Channelizing Devices. When you scroll down some you see on Pay Item No. 102-74-Channelizing Devices you marked out "per each per day" – is this what we pay for the Ped LCDs under. It does state that (in red in 102.11.8) that they are to be paid for as a plan quantity length in feet – new, used, or relocated from a previous installation on the project. If the Ped LCDs are to be plan quantity and the Contractor will not be paid for relocation during MOT phases, I see this as a possible issue with the contractor. Should this not be similar to the K Wall and regular barrier wall where they get paid for by the linear foot and paid to relocate during MOT phases.

Response:

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Brian Blair
863-519-2676
Brian.blair@dot.state.fl.us

Comments: (6-13-17)

1. 102-6.2, second paragraph: This information is contained in Index 660, Note 9, Sheet 1 of 1. Recommend removing this language from Index 660.

> **102-6.2 Construction:** Plan, construct, and maintain detours for the safe passage of traffic in all conditions of weather. Provide the detour with all facilities necessary to meet this requirement.
>
> Where pedestrian facilities are detoured, blocked or closed during the work, provide safe alternate accessible routes through or around the work zone meeting the requirements of the ADA Standards for Transportation Facilities, which may be viewed at the following URL: http://www.fdot.gov/programmanagement/Implemented/URLinSpecs/ADAStandards.shtm. When temporary walkway surfaces and ramps are required to be constructed, ensure surface is stable, firm, slip resistant, and kept free of any obstructions and hazards such as holes, debris, mud, construction equipment and stored materials.

Response:

2. 102-9.1 sixth paragraph, third sentence: LCD's have not been crash-tested per NCHRP350 and MASH requirements. However, the language above in this section implies that it has along with the other devices. Consider rewording or relocating this insertion as appropriate.

> Maintain temporary traffic control devices in the correct position, properly oriented, clearly visible and clean, at all times. All applicable temporary traffic control devices must meet the classification level of Acceptable as defined in the American Traffic Safety Services Association (ATSSA) Quality Guidelines for Temporary Traffic Control Devices and Features. Pedestrian longitudinal channeling devices (LCDs) must meet the classification level of Acceptable as defined in the Pedestrian LCD Evaluation Guide, which may be viewed at the following URL: http://www.fdot.gov/programmanagement/Implemented/URLinSpecs/files/LCDEvaluationGuide_4-7-17.pdf. Immediately repair, replace or clean damaged, defaced or dirty devices. Traffic control devices must not be cleaned while installed/used. Use of warning lights on any temporary traffic control device is prohibited, with the exception of the trailer mounted portable regulatory signs.

Response:

3. 102-9.1 eighth paragraph, second sentence: Consider rewording this sentence as follows: "The Contractor or CDS shall submit a monthly certification on letterhead that installed channelizing devices are on the APL and meet the classification level of acceptable standards as outlined in the Pedestrian LCD Evaluation Guide and also the ATSSA Quality Guidelines for Temporary Traffic Control Devices and Features." This language eliminates the need for similar language for the Contractor included below.

> The CDS shall not be affiliated with the Contractor and shall be approved by the Engineer in accordance with 102-9.1.1. The CDS shall submit a monthly certification on letterhead that the channelizing devices mentioned above installed/used within the work zone meet classification level of aAcceptable standards as outlindefined in the Pedestrian LCD Evaluation Guide and the ATSSA Quality Guidelines for Temporary Traffic Control Devices and Features. ~~If the Contractor chooses to provide and maintain cones, the Contractor must submit a monthly certification on letterhead that all cones installed/used within the work zone~~

Response:

4. 102-9.1 eighth paragraph, third sentence: This sentence regarding monthly certification can be deleted since it is discussed above (see #3).

~~meet acceptable standards as outlined in ATSSA Quality Guidelines for Temporary Traffic Control Devices and Features, and~~ tThe CDS shall submit the monthly certification on letterhead for any other channelizing devices installed/used within the work zone. The CDS certification shall include the following statement, "I certify that I have provided and maintained the following devices <list devices covered under the certification> in accordance with Pedestrian LCD Evaluation Guide and the ATSSA Quality Guidelines for

Response:

5. 102-9.1 eighth paragraph, last sentence: Removed this language for conciseness. Included a reference to the Contractor in the CDS language above (see #3).

accordance with Pedestrian LCD Evaluation Guide and the ATSSA Quality Guidelines for Temporary Traffic Control Devices and Features." ~~If the Contractor chooses to provide and maintain cones, the Contractor must submit a monthly Contractor certification on letterhead that all cones installed/used within the work zone meet acceptable standards as outlined in the ATSSA Quality Guidelines for Temporary Traffic Control Devices and Features. The Contractor certification shall include the following statement, "I certify that I have provided and maintained cones in accordance with this Specification to the Acceptable classification level as defined by the ATSSA Quality Guidelines for Temporary Traffic Control Devices and Features."~~

Response:

6. 102-9.5.2, first paragraph, first sentence: Delete 'and categorized'

102-9.5.2 Longitudinal Channelizing Devices (LCDs): Use LCDs listed and categorized on the APL as vehicular, pedestrian or vehicular/pedestrian. Retroreflective sheeting mustand meeting the requirements of Section 990, and the Design Standards. LCDs must be interlocked except for the stand-alone unit placed perpendicular to a sidewalk. For LCDs requiring internal ballasting, an indicator that clearly identifies the proper ballast level will be required. For LCDs requiring external ballasting, the ballasting methods must be detailed in the APL drawings including ballasting type and minimum weight.

Response:

7. 102-9.5.2, third sentence: We are not aware of any LCD's that accommodate internal ballasting on the APL.

102-9.5.2 Longitudinal Channelizing Devices (LCDs): Use LCDs listed and categorized on the APL as vehicular, pedestrian or vehicular/pedestrian. Retroreflective sheeting mustand meeting the requirements of Section 990, and the Design Standards. LCDs must be interlocked except for the stand-alone unit placed perpendicular to a sidewalk. For LCDs requiring internal ballasting, an indicator that clearly identifies the proper ballast level will be required. For LCDs requiring external ballasting, the ballasting methods must be detailed in the APL drawings including ballasting type and minimum weight.

Response:

8. 102-9.5.2, first paragraph, last sentence: Please verify that vendor ballasting drawings are provided on the APL.

> **102-9.5.2 Longitudinal Channelizing Devices (LCDs):** Use LCDs listed ~~and categorized~~ on the APL ~~as vehicular, pedestrian or vehicular/pedestrian. Retroreflective sheeting mustand~~ meeting the requirements of Section 990 and the Design Standards. LCDs must be interlocked except for the stand-alone unit placed perpendicular to a sidewalk. For LCDs requiring internal ballasting, an indicator that clearly identifies the proper ballast level will be required. For LCDs requiring external ballasting, the ballasting methods must be detailed in the APL drawings including ballasting type and minimum weight.

Response:

9. 102-9.5.2, last sentence: Should the vehicular LCD designation be eliminated since this implies the LCD's serve as a barrier and are crash-tested to protect pedestrians? Case in point: The sidewalk diversion depicted in Index 660 shows LCD's up against live traffic. Temporary barrier wall and/or low profile barrier should be added to this detail.

> **102-9.5.2 Longitudinal Channelizing Devices (LCDs):** Use LCDs listed ~~and categorized~~ on the APL ~~as vehicular, pedestrian or vehicular/pedestrian. Retroreflective sheeting mustand~~ meeting the requirements of Section 990 and the Design Standards. LCDs must be interlocked except for the stand-alone unit placed perpendicular to a sidewalk. For LCDs requiring internal ballasting, an indicator that clearly identifies the proper ballast level will be required. For LCDs requiring external ballasting, the ballasting methods must be detailed in the APL drawings including ballasting type and minimum weight.
>
> Ensure that Jjoints on the pedestrian LCDs ~~must beare~~ free of sharp edges and have a maximum offset of 1/~~8~~ 2 inch in any plane.
>
> Use alternating orange and white solid color vehicular LCDs. Vehicular LCDs may be substituted for drums, vertical panels, or barricades.

Response:

10. 102-11.8, first paragraph: This language is necessary since the per each, per day payment designation in 102-13.22 is being removed due to the LCD payment in LF.

> **102-11.8 Channelizing Devices:** The number of drums, vertical panels, ~~pedestrian LCDs~~ and Type I, Type II, Type III, or direction indicator barricades, certified as installed/used on the project meeting the requirements of Design Standards, Index No. 600 and have been properly maintained will be paid for at the Contract unit prices for channelizing device. Payment for channelizing devices will be made per each device per day.
>
> Payment for vehicular LCDs will be paid as the length in feet installed divided by

Response:

11. 102-11.8, third paragraph: For practical application, the entire length of LCD should be paid for. The total length of LCD's that cross sidewalk is insignificant compared to the length of LCD's installed along the sidewalk detour.

Payment for pedestrian LCDs will be paid as the plan quantity length in feet, in place and accepted. For sidewalk closures, the plan quantity length will be based on the width of the sidewalk. The quantity of pedestrian LCDs will be paid for regardless of whether materials are new, used, or relocated from a previous installation on the project. Placement of pedestrian LCDs at locations not shown in the Plans, or not authorized by the Engineer, will be at the Contractor's expense. Payment for pedestrian LCD mounted signs will be made under Work Zone Signs, per each per day.

Response:

12. 102-11.8, third paragraph: Recommend deleting this sentence since this is the Contractor's means and methods.

Payment for pedestrian LCDs will be paid as the plan quantity length in feet, in place and accepted. For sidewalk closures, the plan quantity length will be based on the width of the sidewalk. The quantity of pedestrian LCDs will be paid for regardless of whether materials are new, used, or relocated from a previous installation on the project. Placement of pedestrian LCDs at locations not shown in the Plans, or not authorized by the Engineer, will be at the Contractor's expense. Payment for pedestrian LCD mounted signs will be made under Work Zone Signs, per each per day.

Response:

13. 102-11.8, third paragraph: Currently, only 1 of 8 LCD's on the APL that accommodate mounting of Work Zone signs. Consider adding 'as applicable' to this sentence.

Payment for pedestrian LCDs will be paid as the plan quantity length in feet, in place and accepted. For sidewalk closures, the plan quantity length will be based on the width of the sidewalk. The quantity of pedestrian LCDs will be paid for regardless of whether materials are new, used, or relocated from a previous installation on the project. Placement of pedestrian LCDs at locations not shown in the Plans, or not authorized by the Engineer, will be at the Contractor's expense. Payment for pedestrian LCD mounted signs will be made under Work Zone Signs, per each per day.

Response:

14. 102-13.22: Clarify whether LCD will still be included in the Channelizing Device pay item tree (102-74) or will a new pay item be created since it will be paid for by LF?

Item No. 102-750- Radar Speed Display Unit - per each per day.
Item No. 102-909- Temporary Raised Rumble Strips - per day.
Item No. 102-911- Removable Tape (White/Black) - per gross mile.
Item No. 102-912- Removable Tape (Yellow) - per gross mile.
Item No. 102 X Pedestrian LCD per foot.
Item No. 710- Painted Pavement Markings.
Item No. 711- Thermoplastic Pavement Markings.

Response:

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(Deborah Ihsan for) Rick Peterson
954-777-4387
deborah.ihsan@dot.state.fl.us

Comments: (6-15-17, Comment from Rick Peterson)
102-6.2 Construction: Although the proposed update to 102-6.2 mirrors previous information provided by Dean Perkins – Central Office ADA coordinator, I have heard Dean insert the word "Unyielding" …so that it reads Firm and Unyielding, Stable and Slip-resistant. My understanding was that the addition of the term "Unyielding" was to eliminate the gray area and possible arguments with contractors who just want to place loose millings. Could millings be considered firm?

Response:

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

Comments: (6-20-17)
Based on the revision that is attached, the payment for Pedestrian LCDs is somewhat muddy. There is a Pay Item Number, 102- X -, that shows Pedestrian LCD being struck through along with its unit of measurement, per foot. Why would that be struck through, and shouldn't we have a pay item specifically for Pedestrian LCDs?

Response:

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Miguel Vila
miguel@pedrailsystems.com

Comments: (6-21-17)
As it relates to the pedestrian longitudinal channelizing devices, we do not believe the change to measurement/payment on a per linear foot basis will benefit the Department, CEIs or Contractors. In particular we have found that on the first few projects the Department let with this form of measurement and payment, the CEI and Contractors were having extreme difficulty in keeping track of all the movements going on throughout a project on a daily basis. This in turn led to large overruns and disputes over payment accordingly. This will likely occur again if the specification is changed to a measurement by linear foot as opposed to an each per day measurement as with all other standard channelizing devices. We would, however, suggest to the Department that the minimum length of the channelizing device be stated as six (6) feet in lieu units that are shorter in length to prevent the Department from paying for more units than are necessary for any particular array of LCDs.

Response:

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Tom Brady
954-321-8205
tbrady@acmebarricades.com

Comments: (6-25-17)
Pedestrian LCDs, like work zone signs, barricades/drums, arrowboards, etc. are a critical component of MOT in Florida. All of these devices are paid for as ED, which has been the most accurate way to match usage and compensation. FDOT only pays for these items when they are needed and in use. Paying for LCDS at ED makes is easier for the contractor and FDOT to quantify and agree to each period. It is consistent with how most other MOT devices are paid for. Remember that FDOT once paid for pedestrian LCDs per LF. When paid for per the linear foot, the duration becomes the major factor in determining price. This created a large variance in price from one job to the next. For instance, if the duration ends up being shorter than expected, the contractor picks up his LCDs early, still collecting his LF price. And on the other hand, if the job extends longer, the contractor is still only entitled to his LF price. This is a win-lose or a lose-win situation, only fair to both sides when a project lasts exactly as long as it is estimated to. Maintaining the payment for pedestrian LCDs as they are, at ED, gives the contractor and the Department the smallest amount of risk. A win-win situation that should not now revert back to what has proven to be a win-lose or lose-win.

Response:

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