

1020302 MAINTENANCE OF TRAFFIC
COMMENTS FROM INTERNAL/INDUSTRY REVIEW

Dan Scheer
414-4130
dan.scheer@dot.state.fl.us

Comment: (12-9-13)

1. 102-9.5: - add/delete highlighted text:

102-9.5 Warning/Channelizing Devices: ~~Furnish~~ **Procure and install** warning/channelizing devices in accordance with the Plans and Design Standards.

Response:

2. 102-9.5.4 Longitudinal Channelizing Devices: - add/delete highlighted text:

102-9.5.4 Longitudinal Channelizing Devices: ~~Furnish longitudinal channelizing devices in accordance with the Plans and Design Standards~~^[dt1]. ~~Longitudinal channelizing devices are categorized as vehicular and pedestrian. Longitudinal channelizing devices shall that must be interconnected. For Units requiring using internal ballasting, shall have an indicator that clearly on each unit to easily identifies the proper ballast level will be required.~~
Install vehicular longitudinal channelizing devices ~~shall be installed with alternating orange and white units. These devices may be substituted for Type I, Type II, direction indicator barricades, Type III, vertical panels, or drums.~~

Response:

Bob Dion
386-740-0665

Comment: (12-9-13)

Please expand 102-13.23 to include '102-75 Temporary Lane Separator LF; see estimates bulletin 12-09, dated 9/13/12.

Response: This is already listed in the Pay Items. See below:

| | |
|--|--|
| 102-13.23 Payment Items: Payment will be made under:¶ | |
| Item No. 102--1- | → Maintenance of Traffic -- lump sum.¶ |
| Item No. 102--2- | → Special Detour -- lump sum.¶ |
| Item No. 102--3- | → Commercial Material for Driveway Maintenance -- per cubic yard.¶ |
| Item No. 102--14- | → Traffic Control Officer -- per hour.¶ |
| Item No. 102--60- | → Work Zone Sign -- per each per day.¶ |
| Item No. 102--61- | → Business Sign -- each.¶ |
| Item No. 102--62- | → Barrier Mounted Work Zone Sign -- per each per day ¶ |
| Item No. 102--71- | → Barrier Wall -- per foot.¶ |
| Item No. 102--75- | → Temporary Lane Separator -- per foot¶ |
| Item No. 102--94- | → Glare Screen -- per foot.¶ |

Mary Ann Koos
414-4321

Comment: (12-17-13)

It might be good to include the MUTCD as a reference in 102-3.2 Worksite Supervisor in additional to the ADA standards for Transportation Facilities. The MUTCD actually is more specific about how to maintain traffic for peds. Rather than “detoured bicycle paths” maybe we could say bicycle facilities so that it would be clear that the facility affected during construction (Bike lane, paved shoulder or shared use path) needs to be addressed as part of the MOT.

Response:

Anonymous

Comment: (12-23-13)

1. The requirement for the Contractor to document MOT inspections is being removed from the spec. I think this is a consequential mistake. Speaking as a field engineer and Department representative, it is difficult enough to get MOT compliance and the documentation of the inspection is sometimes the only way we can provide undisputable written response to the Contractor to garner compliance. Without the documentation of the inspection report it will also make it difficult to give and sustain CPPR violations. In addition, the CPAM requires the written documentation of the inspection. Really not sure what is to be gained by the Department in this removal.

Response:

2. Is the Department going to want the CEI to perform an inspection?

Response:

3. Will the Department want the CEI to use the form on DB projects instead of the Contractor.

Response:

4. What documentation is intended to be provided during the project and to the attorneys that subpoena MOT records after the end of the project? Fact is, even though the Department puts these requirements on the Contractor, they hold the CEI responsible when something goes wrong. This spec revision removes an effective tool for verification and documentation of MOT compliance as well as the protection and safety of the travelling public.

Response:

Christian Cummings
ccummings@acmebarricades.com

Comments: (1-2-14)

102-11.5 Eliminating the payment of individual sign panels when multiple sign panels are located on single or multiple posts is going to make estimating work zone signs much more difficult. With the proposed change estimators will have to try to average all of the sign panels over the number of post locations on an entire project. I have not heard of any issues arising from the current method of paying for each sign panel and I do not see the benefit to the Department for changing the current spec.

Response:
