

ORIGINATION FORM

Date: **07/23/2014**

Originator: Eddie Register

Contact Information: **eddie.register@dot.state.fl.us**

Specification Title: **Preservation of Property (Toll Collection System and Toll Revenue)**

Specification Section, Article, or Subarticle Number: **7-11.1 and 7-11.2**

Why does the existing language need to be changed? Florida's Turnpike Enterprise is the responsible arm of the Department for the management of toll revenue data collection, not only for Turnpike owned corridors, but also for express lanes/tolled facilities which are built and owned by other districts within the Department. It is in the interest of protecting investments made by these Districts, and Florida's Turnpike Enterprise, to make language calling for the protection of the toll revenue collection systems applicable on all facilities/corridors that may communicate toll revenue collection data. With the quickly developing utilization of tolled facilities by other Districts, and considering that many existing non-tolled state managed corridors contain fiber optic facilities that are utilized to communicate toll revenue data back to Turnpike's Tolls Data Center, making the language of Turnpike's current Blanket Modified Special Provision (SP0071101TP-714) applicable to all jobs would ensure the protection of toll data collection whenever and however applicable.

Summary of the changes: **see above**

Are these changes applicable to all Department jobs? **Yes, as applicable**

If not, what are the restrictions? **Proposed usage note requires approval of the District Traffic Operations Engineer.**

Will these changes result in an increase or decrease in project costs? **No**

If yes, what is the estimated change in costs?

With who have you discussed these changes? **State Specifications, State Construction, State Traffic Operations, Turnpike Office of General Counsel, Turnpike Design, Turnpike Toll Operations, Turnpike Traffic Operations, Turnpike Construction**

What other offices will be impacted by these changes? **Districts**

Are changes needed to the PPM, Design Standards, SDG, CPAM or other manual? **None known**

Are all references to external publications current? **Not applicable**

If not, what references need to be updated (please include changes in the redline)?

Is a Design Bulletin, Construction Memo, or Estimates Bulletin needed? **No**

Contact the State Specifications Office for assistance in completing this form.

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ANANTH PRASAD, P.E.
SECRETARY

MEMORANDUM

DATE: August 20, 2014

TO: Specification Review Distribution List

FROM: Daniel Scheer, P.E., State Specifications Engineer

SUBJECT: Proposed Specification: 0071101-tolls Legal Requirements and Responsibility to the Public – Toll Facilities.

In accordance with Specification Development Procedures, we are sending you a copy of a proposed specification change.

This change is proposed by Eddie Register of the Turnpike Enterprise Office to add language calling for the protection of the toll revenue collection systems applicable on all facilities/corridors that may communicate toll revenue collection data.

Please share this proposal with others within your responsibility. Review comments are due within four weeks and should be sent to Mail Station 75 or online at <http://www2.dot.state.fl.us/SpecificationsEstimates/Development/IndustryReview.aspx> . Comments received after **September 17, 2014** may not be considered. Your input is encouraged.

DS/ft
Attachment

LEGAL REQUIREMENTS AND RESPONSIBILITY TO THE PUBLIC – TOLL FACILITIES.**(REV 7-22-14)**

ARTICLES 7-11.1 is expanded by the following:

Due to the unique technological nature and complexity of the Department's toll collection system at the Department's owned or operated toll facilities, the Department will utilize one of its toll collection system vendors to perform repairs of toll collection components damaged by the Contractor. The currently contracted rates of the Department's contract with its tolling vendors will apply towards any repairs performed by one of the Department's toll collection system vendors. The Department will deduct the cost of the repairs from any monies due or which may become due the Contractor under the Contract. Toll collection system components include, but are not limited to the following: Automatic Vehicle Identification (AVI) System antennae and readers; Toll Revenue Collection and Violation Enforcement System (VES) cameras and illuminators; Vehicle Detection and Classification (VDAC) System devices; Vehicle Classification and Detection Roadway Loops; Roadway Treadles; Light Curtains; Patron Fare Displays; Closed Circuit Television cameras; Electronics inside Toll Buildings or Toll Booths; Automatic Coin Machines (ACM); Automatic Ticket Issuing Machines (ATIM); Toll Lane Traffic Signals; and all directly associated supporting infrastructure including, but not limited to, cabling, connectors, and specialty bracketing, mounts, poles.

ARTICLES 7-11.2 is expanded by the following:

When the actions of the Contractor result in the loss of toll revenue, the Contractor shall be responsible for the revenue loss based on the total number of hours during the days in which toll revenues remain uncollected. The amount of uncollected toll revenue will be calculated by adding the hourly toll revenue for a representative weekday or weekend day over all the days in which tolls are not collected. Days showing unusually high or low traffic patterns will be replaced with revenue corresponding to normal traffic days within the last month. Hourly revenues for a representative weekday are calculated by averaging the revenues in the same hour during the previous 10 consecutive weekdays prior to the damage. Hourly revenues for a representative weekend day are calculated by averaging the revenues in the same hour during the previous 4 consecutive weekend days prior to the damage. For partial days of interrupted service, uncollected toll revenues will be limited to those hours in the representative weekday or weekend day that correspond to the specific hours when the Department's toll infrastructure is not fully operational due to damages sustained. For the purpose of this estimate, partial hours will be rounded to the nearest full hour.