

1020300 MAINTENANCE OF TRAFFIC
COMMENTS FROM INTERNAL/INDUSTRY REVIEW

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Comments: (11-18-15)

102-9.5.2 states that LCDs shall be interlocked. It also states that LCDs may be substituted for drums, vertical panels, or barricades. When LCDs are being substituted for drums, what would be the purpose of having them interlocked? The drums aren't interlocked, so why would that be a requirement of the LCDs?

Response: LCDs are required to be interlocked, per their APL acceptance.
No change made.

Marshall Dougherty
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Comments: (11-18-15)

I've been told by Central Office staff that the use of the term "wall," when referring to barrier systems, is being eliminated. I noticed that change was not incorporated into this proposed revision. Why not wrap that new philosophy, if it is one, into this change and eliminate future revision?

Response: The term "barrier wall" is still the Department accepted term at this time.
No change made.

Mary Anne Koos
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Comments: (11-18-15)

This paragraph should include crosswalks, at least the standard pattern, in the list of pavement markings to be included in all jobs in work zones. Plans that show special emphasis crosswalks could substitute the standard pattern until final pavement markings are installed, except for uncontrolled crosswalks.

102-10-Work-Zone-Pavement-Marking.¶

→ 102-10.1-Description: Furnish and install ~~work-zone-pavement-markings-standard-paint~~ for MOT in construction areas and in close conformity with the lines and details shown in the Plans and Design Standards.¶

→ → Centerlines, lane lines, edge lines, stop bars and turn arrows will be required in work zones prior to opening the road to traffic.¶

→ → ~~The most common types of work-zone-pavement-markings-are-painted-pavement-markings-and-removable-tape. Removable-tape~~ Other types of work-zone-pavement-markings may be used when required by identified in the Plans.¶

→ 102.10.2 Painted Pavement Markings:¶

Response: Agree.

Change made.

Lou Buenaventura

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Comments: (11-18-15)

Regarding the expanded Article 102-3.3 lane Closure Information system. I understand that all lane closures must be approved. Is the approval at the job level or will lane closures now be approved through the new central URL address submittal?? If so, we will need to make sure the approval can happen quickly to allow for contractors to plan their work.

Response: Lane closures will be approved through the LCIS automated system. It is the Contractor's responsibility to submit their request within the appropriate manner of time.
No change made.

Pat McCann

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Comments: (11-23-15)

1. 102-9.5.2 "Use alternating orange and white pattern for solid color vehicular LCDs. Vehicular LCDs may be substituted for drums, vertical panels, or barricades." Is there a contradiction here, in that we say orange and white then mention "solid color" What does the solid color refer to?

Response: The solid color refers to the actual device itself. If vehicular LCDs are used they must be white in color alternating to orange.
No change made.

2. 102-9.9 "Provide an Roadside Hardware Installation On-site Construction Supervisor in accordance with Section 105 for the installation and repair of crash cushions." I could not find reference to this individual in 105. Suggest a new personnel classification be added to 105. 102-

Response: Section 105 is being revised to include the requirements for Roadside Hardware Installation Supervisor.

CONTRACTOR QUALITY CONTROL GENERAL REQUIREMENTS.
(REV 11-4-15)

ARTICLE 105-8 is expanded by the following new Subarticle:

105-8.12 Supervisory Personnel – Guardrail Approach Terminals and Crash Cushions: Field installation or repair of Guardrail Approach Terminals and Crash Cushions must be performed under the supervision of a Roadside Hardware Installation Supervisor who has received device-specific installation training from the device manufacturer, or the manufacturer's representative must be present while the device is installed or repaired. Prior to installing or repairing guardrail approach terminals and crash cushions, submit to the Engineer a certification from the manufacturer that includes the following:

1. The name of the Roadside Hardware Installation Supervisor trained by the manufacturer to install or repair the device(s).
2. The name and APL number of the specific device(s) that the Roadside Hardware Installation Supervisor has been trained to install or repair.
3. The date the Roadside Hardware Installation Supervisor completed the manufacturer's training for the installation of the device(s).

No change made to Section 102.

3. 10.1 "Furnish and install work zone pavement markings standard paint for MOT in construction areas and in close conformity with the lines and details shown in the Plans and Design Standards." The words "work zone pavement markings are lined thru and replaced with "standard paint". Not sure why the change was made as there is already a separate section below that addresses paint. Suggest no change to this section.

Response: "Work zone pavement markings" was struck to eliminate duplication to reference. Standard paint is what is applied through the work zone.
No change made.

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Comments: (11-24-15)

1. If their intent is to revise lane closure requests that are submitted for durations exceeding one night, each time the operations are cancelled, they are going to overburden their traffic ops reviewers. 2. As not all districts utilize that URL for lane closures, suggest to replace with "utilizing your Department project website"

Response: All Districts will be required to use the LCIS.
No change made.

Anonymous

Comments: (12-1-15)

Under Section 102-5.4, it is not clear if this covers median openings or not. A median opening is not necessarily a road or street crossing. However, a median opening should not be restricted

unless approved by the Engineer. I would like to request that "median openings" wording is added to this section. Thank you.

Response: Agree.
Change made.

Paul Gentry
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Comments: (12-3-15)

1. 102-9.5.2 says that LCD's are categorized as vehicular or pedestrian. RDB-14-10 states the limitations for LCDs are pedestrian only, vehicular only or Pedestrian/Vehicular. Does this mean that the hybrid Pedestrian/Vehicular is no longer being considered as an APL product?

Response: At this time the Department is still considering a hybrid LCD. Future changes will be addressed within the Specification.
No change made.

2. 102-9.5.2 The statement that LCD's shall be interlocked is vague. While the APL checklist requirements have always said that vehicular LCD's had to be interlocked, the pedestrian LCD's have not had that requirement. If they are now stated as a "shall condition to be interlocked", then the usage of this device in Design Index 660 for Pedestrian Control for Closure of Sidewalks is not warranted. The depictions show the devices being used in a stand-alone condition for both a crosswalk closure and pedestrian detour. It also shows it for a sidewalk detour. These will have to be changed some form of a sign stand device. For the "Vehicular LCD's may be substituted for drums, vertical panels or barricades" add the word "Interlocked" before the Vehicular LCD's so there is no doubt that they have to be connected together in order to be used as a replacement for these stand alone devices.

Response: The Design Standards will be updated to reflect what is in the Specification.
No change made.

3. 102-9.7 Barrier Delineators – If they have to meet the requirements of Design Standard 600, page 11 of 12, note 12, it only references Vehicular LCD's and says nothing about Pedestrian LCD's.

Response: Barrier delineators are not required for Pedestrian LCD's.
No change made.

386-943-5347

Comments: (12-8-15)

102-10.4: "All markers must be listed on the APL" Recommend change to: "All markers to be used must be listed on the APL"

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