

District Three Design Newsletter

(Internet Address - <http://www.dot.state.fl.us/rddesign/D-3/files/d3.htm>)

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JULY—SEPTEMBER 2001

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DISTRICT THREE DESIGN FLORIDA DEPARTMENT OF TRANSPORTATION

If you have any questions or problems regarding obtaining a copy of this newsletter from the web page, contact Eddie Register in the District Utilities Office. (850) 638-0250 ext.—392

District III Quarterly Design Newsletter

Editor.....Larry Kelley

Layout/Graphics.....Eddie Register

SUBMITTING AUTHORS:

.....Brian Blanchard

.....Larry Kelley

.....Jim Kapinos

.....Jason Peters

.....Kenny Sapp



From the Editor's Desk

Larry Kelley, District Design Engineer

"America Under Attack"

"America Rising"

"America United"

"America Fights Back"

These are some of the themes used by the major T.V. networks over the past few weeks depicting the atmosphere of the country. The acts of terrorism in New York and Washington have disturbed all of us. We struggle to comprehend it and we feel helpless as we see the victims deal with the tragedy. I find myself confused and wanting to do something.

At first, I felt all I had to offer was prayer. As the days passed there were other opportunities to contribute financially and to just talk about it with those who just needed to talk it out. Then as I saw the country unite as I've never seen it in my 50 years, I began to realize some key opportunities. A nation as big and great as the United States is not made up of a few big components. The economy is diverse, the products are diverse and the people are diverse.

I realized that I am in a position to contribute more than I first thought. So are you. There are things we can all do that will help the country and our fellow man. The key is the jobs we already have. We can approach our jobs with renewed enthusiasm and patriotism. Our transportation product matters. It is a key issue in the overall economy. It links America. We can work toward a better than ever quality product and deliver a sound transportation system that enhances the economy.

We also all have unique opportunities daily to build America's future as we support, develop and mentor our workforce. I firmly believe that if we are looking for these opportunities they will jump out at us. All we have to do is react with integrity, leadership and courage.

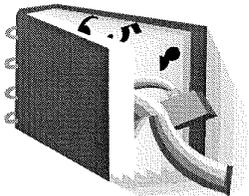
LET'S GET GOING!

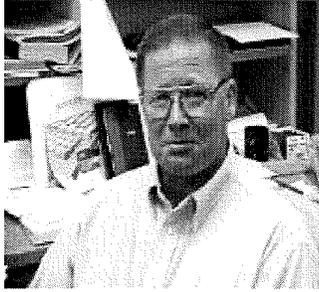
Stormwater Pollution Prevention Plan

Brian Blanchard, State Roadway Design Engineer

Currently, a Stormwater Pollution Prevention Plan (SWPPP) shall be developed as part of the contract plans for each construction project site that disturbs five or more acres of total land area that discharges to waters of the United States. Beginning on March 3, 2003, this federal requirement will change. A SWPPP will be required if one or more acres of total land area is disturbed. We interpret this date as the date of soil disturbance.

The scope of services for projects let in December, 2002 or later (disturbed in March, 2003 or later) should include this language. Projects currently under design and scheduled to be let in December, 2002 or later will have to meet this requirement. You may contact Chris Hack at (850) 414-4352 or myself at (850) 414-4377.





Design Spotlight

Larry Kelley, District Design Engineer

We will begin in this issue to spotlight Design Department personnel. We will start off with Mr. Jim Kapinos.

Jim has been with FDOT as a Drainage Engineer for 3 1/2 years. His job includes Drainage connection permits, drainage assistance to maintenance and construction, response to public complaints, design of flood attenuation and control structures, other miscellaneous drainage projects, and the hydraulic and hydrologic aspects of the bridge

scour program. This is Jim's third career and he has a non-traditional background and experience for an FDOT engineer.

Prior to coming to FDOT, Jim was an Environmental Consultant for 5 years and conducted contaminated site remediation, remedial system design, aquifer investigations, and environmental permitting (air, storm water, landfill, NPDES). He is retired from the US Navy and was an aviator for 24 years flying helicopter gunships, Anti-Submarine Warfare and training aircraft and as an Operational Test and Evaluation Pilot. Also he oversaw Cryptologic and Electronic Warfare Training, and was an Acquisition Project Manager for \$200 million in weapon system projects. He has operated an overseas Naval Airfield and a training base with responsibility for more than 4,000 people in 6 states including the introduction of TQM (Total Quality Management) the predecessor to the Sterling Program for process management.

Formal education includes a BS in Civil Engineering from Lowell Technological Institute and an ME in Civil Engineering (Environmental and Water Resources Engineering) from the University of South Carolina. Also, he attended DSMC (Defense Systems Management College, Ft. Belvoir, VA.) for federal acquisition project managers. Obviously, Jim has experienced many things the traditional DOT or Consultant Engineer does not experience along the way. One can see the advantage of such a varied background in Jim's day to day work. Jim is a very disciplined engineer and has gained the respect of his supervisor, Scott Golden, and his fellow DOT employees. He has the ability to offer a unique perspective on issues and manages to keep a fresh outlook on life and work.

(Author's Note: I recently asked Jim to share his thoughts on teamwork. The following article shares what he had to say on that subject.)



Teamwork and Cooperation

Jim Kapinos, Drainage Engineer

We've heard a lot lately about the DOT mission, working smarter and being a team. It takes a big team to perform the DOT

mission which is:

"The department will provide a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity and preserves the quality of our environment and communities" and "We accomplish our goals by working together and relying on each other".

1. *It's not just personality ... its your attitude.*

People aren't part of an effective working team because they have some natural inclination toward group activities. It's because they share common goals and have a positive attitude. It doesn't just happen and you don't get to pick your teammates. Your team works with others and this includes our consultants too. You work together because it all goes toward accomplishing the DOT mission.

2. *Is your work world just what's on your desk?*

Start thinking about the whole project. The job isn't done when "your part" is.

DOT is not an assembly line where you hang your part on the project and it moves on to be someone else's responsibility. Everyone's work affects others, and the overall project. It has to be designed so that it can be built, built like it was designed, be maintainable and provide a smooth safe ride.

3. *I can't help using my favorite motto:*

"No thin skins, No sacred cows".

Don't take comments and criticism personally. You'll be a lot happier. Don't be afraid to bring up professional subjects and ask why. And be open to being asked. If you keep it professional, you'd be surprised at how direct everyone can be without being offended.

4. *Respect one another personally and professionally.*

If you have personal difficulties with someone, get

Continued on page 3)

(Continued from page 4)

over it and get the job done. We're all human and each of us likes some people more than others. Maintain a professional working environment and you won't have time for petty things.

5. *As a team member, your competition is not with each other or another department, agency or firm.*

You are competing for public trust and appreciation for performing the DOT mission well. The traveling public is ultimately the customer. Every contact you have with a member of the public and every job you complete serves to build your and the rest of DOT's reputation. You should want others to succeed because the public also judges you by their work.

Implementation of Improved Customer Service Measures

Jason Peters, District Project Management Engineer



Surveys of external customers were conducted recently as a result of the Department's ongoing concentration on improving service. In response to the survey involving local governments, the Department is implementing a revised action plan to improve opportunities for local governments to provide input into the Department's roadway projects. This process will require the Department to submit information to offices designated by each government entity. Information shall be submitted to all local governments whose jurisdiction fall within the project limits.

The Department has sent each city and county commissioner chairman in District Three, a letter requesting a designated position or office in their organization to which they wish us to send information for review. The District Three Design Office has obtained this information. Therefore, effective October 1, 2001, all department and consultant personnel shall adhere to the following requirements.

1. The following information will be sent to the office designated by local government for a 2-week review.
 - Draft Concept Report (Department will submit for all projects)
 - 30% Plans
 - 60% Plans
 - 90% Plans
2. Each city and/or county commissioner shall be sent a letter or email notice when the following documents have been sent.
 - Draft Concept Report (Department will submit for all projects)
 - 60% Plans
3. When plans or documents are sent to the designated office and when commissioners are notified, the notice shall include the following:
 - FPID#

- Local Description
- Type work
- Construction Estimate
- Construction (letting) date and estimated duration of construction
- A deadline of 2 weeks for return comments

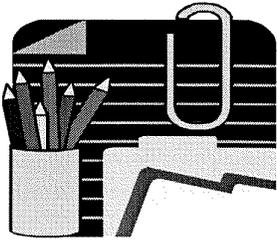
4. Each local government response shall be evaluated and all comments or requests shall be responded to in writing within 30 days of receipt of comments.

It will be the responsibility of the Engineer of Record to prepare plans packages and letters to the local government(s) for the Department Project Manager's signature (the project manager will provide the list of contacts and sample letters for use in this matter). The Engineer of Record will assist the Project Manager in researching all issues and responding to in order to bring closures to all issues.

If you have any questions, please call the District Three Project Management Department at (850) 638-0250.

"There can be no real peace while one American is dying some place in the world for the rest of us. We are at war with the most dangerous enemy that has ever faced mankind in his long climb from the swamp to the stars, and it has been said if we lose that war, and in so doing lose this way of freedom of ours, history will record with the greatest astonishment that those who had the most to lose did the least to prevent its happening. . . . If we lose freedom here [in America], there is no place to escape to. This is the last stand on Earth."

Ronald Reagan (October 27, 1964)



Ten Most Frequent Design Errors

Kenny Sapp, District Bidability Analyst

In recent months, following the Design Conference, the quality of Design Plans has shown some improvements.

Some of the Ten Most Frequent Errors presented at the Design Conference have shown improvement. Most designers are now using Pay Item 110-86 (Delivery of Salvageable Material to FDOT) correctly in the plans. Undercut Lines and Subsoil Excavation are now being shown properly on the cross sections. The following is a current list of the Ten Most Frequent Errors, including two new areas, where improvements are needed.

1. **Pay Items and Quantities** often do not agree in the C.E.S., Computation Book and Plans. A review of the Pay Items and Quantities will avoid several comments by the reviewer. A good aid in reviewing the pay items and quantities would be to pull a print from the CESPJ10 screen under DOTNET.
2. Many projects are showing conflicting **Construction Days** on the **E card** and the **Maintenance of Traffic Pay Item** in the C.E.S. The official construction days will be calculated by the **FDOT Construction Department**.
3. Quantities for the **Pavement Marking Pay Items** in the 2710 series are not showing markings for the milled surface. While the roadway may be resurfaced the same day of milling, the Standard Specification Book states that the milled surface will be repaved no later than the **day after milling**. Therefore, the Pavement Marking Pay Items should reflect calculations for the milled surface.
4. Resurfacing projects are incorrectly showing **Silt Fence** and **Hay Bales** laterally the length of project. The majority of resurfacing projects will not require this extensive erosion control treatment. Silt Fence and Hay Bales are necessary where sheet flow leaves the project site and not necessary where sheet flow enters the site. These items will be required in areas such as structure work, extensive shoulder and front slope construction, and ditches where runoff enters a stream or pond. For more information about erosion items, review the Erosion and Sediment Control Handbook and Standard index number 102.
5. Replacement **Guardrail Quantities** are not being shown when existing guardrail is removed for the construction of Flared or Parallel type end anchorage assemblies. The Flare or Parallel End Anchorage Assemblies do not include the required guardrails.
6. Pay Item 2536-8 (**Guardrail Bridge Anchorage Assembly F&I**) is being shown incorrectly on projects with new bridge construction. The bridge plans will include guardrail anchorages under the **Traffic Railing Pay Item**. Pay Item 2536-8 will be necessary when retrofitting existing bridges and for guardrail thrie beam attachment shown in interim standard index 400.
7. There is still some confusion about the use of **Pay Items 2120-71 (Regular Excavation, 3R Projects Only)** and **2120-1 (Excavation, Regular)**. Most 3R projects will use Pay Item 2120-71 because few or no roadway cross sections are shown in the plans. On resurfacing projects where the shoulders and front slopes are being extended to meet standard requirements, Pay Item 2120-1 can be used provided cross sections are shown in the plans at close intervals.
8. Many resurfacing projects are incorrectly showing the **embankment Pay Item**. On most resurfacing projects the **truck measure borrow excavation Pay Item should be used for fill requirements**. The embankment item is not preferred because it is a plan quantity item and the final quantity will be based on areas and volumes from the cross sections. The cross sections must be taken at close intervals to ensure accuracy. When the borrow Pay Item is used no cross sections are required and the quantity of fill is based on a loose measure in trucks.
9. Utilities are not being shown on widening and resurfacing projects. **Utilities** must be shown on Plan Sheets and the Roadway and Structure Cross Sections, on projects where **EXCAVATION** is required for roadway widening, shoulder construction, structure work, guardrail construction, etc.
10. **Rural Turnout Construction** is being shown incorrectly on many widening and resurfacing projects. Turnout Construction is not required for residential driveways serving one or two homes when the roadway has paved shoulders. Paved Turnout Construction is required for all paved connecting facilities. Turnout construction is required for all business, commercial, industrial or high volume residential graded connecting facilities. Pay Item 286-1 (Turnout Construction) is the preferred item for payment of turnout construction. This item includes all work and material for construction of base for turnouts. Payment for turnout surface is included in roadway asphalt pay items. Review information shown in Standard Index number 515. Also, review an article titled Driveways In Plans in the District Design Newsletter dated April-June 1997.

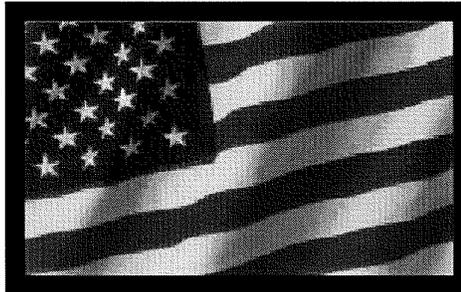
Did You Know?? ***(Interesting Facts about Our Nation's Flag)***

Sentimental writers and orators sometimes ascribe meanings to the colors in the flag. The practice is erroneous, as are statements on this subject attributed to George Washington and other founders of the country.

From the book "Our Flag" published in 1989 by the House of Representatives...

"On July 4, 1776, the Continental Congress passed a resolution authorizing a committee to devise a seal for the United States of America. This mission, designed to reflect the Founding Fathers' beliefs, values, and sovereignty of the new Nation, did not become a reality until June 20, 1782. In heraldic devices, such as seals, each element has a specific meaning. Even colors have specific meanings. The colors red, white, and blue **did not** have meanings for The Stars and Stripes when it was adopted in 1777. However, the colors in the Great Seal **did** have specific meanings. Charles Thompson, Secretary of the Continental Congress, reporting to Congress on the Seal, stated:

"The colors of the pales (the stripes) are those used in the flag of the United States of America; White signifies purity and innocence, Red, hardiness & valor, and Blue, the color of the Chief (the broad band above the stripes) signifies vigilance, perseverance & justice."



Get more information such as is given here at:
<http://www.usflag.org>

Also this from a book about the flag published in 1977 by the House of Representatives...

"The star is a symbol of the heavens and the divine goal to which man has aspired from time immemorial; the stripe is symbolic of the rays of light emanating from the sun."

The quote below concerning gold fringe on the Flag is from the book "So Proudly We Hail, The History of the United States Flag" Smithsonian Institute Press 1981, by William R. Furlong and Byron McCandless. "The placing of a fringe on Our Flag is optional with the person of organization, and no Act of Congress or Executive Order either prohibits the practice, according to the Institute of Heraldry. Fringe is used on indoor flags only, as fringe on flags on outdoor flags would deteriorate rapidly. The fringe on a Flag is considered an 'honorable enrichment only', and its official use by the US Army dates from 1895.. A 1925 Attorney General's Opinion states: 'the fringe does not appear to be regarded as an integral part of the Flag, and its presence cannot be said to constitute an unauthorized addition to the design prescribed by

statute. An external fringe is to be distinguished from letters, words, or emblematic designs printed or superimposed upon the body of the flag itself. Under law, such additions might be open to objection as unauthorized; but the same is not necessarily true of the fringe."

The gold trim is generally used on ceremonial indoor flags that are used for special services and is believed to have been first used in a military setting. It has no specific significance that I have ever run across, and its (gold trim) use is in compliance with applicable flag codes and laws.

Evolution of the United States Flag

No one knows with **absolute certainty** who designed the first stars and stripes or who made it. Congressman Francis Hopkinson seems most likely to have designed it, and few historians believe that Betsy Ross, a Philadelphia seamstress, made the first one.

Until the Executive Order of June 24, 1912, neither the order of the stars nor the proportions of the flag was prescribed. Consequently, flags dating before this period sometimes show unusual arrangements of the stars and odd proportions, these features being left to the discretion of the flag maker. In general, however, straight rows of stars and proportions similar to those later adopted officially were used. The principal acts affecting the flag of the United States are the following:

- On June 14, 1777, in order to establish an official flag for the new nation, the Continental Congress passed the first Flag Act: "Resolved, That the flag of the United States be made of thirteen stripes, alternate red and white; that the union be thirteen stars, white in a blue field, representing a new Constellation."
- Act of January 13, 1794 - provided for 15 stripes and 15 stars after May 1795.
- Act of April 4, 1818 - provided for 13 stripes and one star for each state, to be added to the flag on the 4th of July following the admission of each new state, signed by President Monroe.
- Executive Order of President Taft dated June 24, 1912 - established proportions of the flag and provided for arrangement of the stars in six horizontal rows of eight each, a single point of each star to be upward.
- Executive Order of President Eisenhower dated January 3, 1959 - provided for the arrangement of the stars in seven rows of seven stars each, staggered horizontally and vertically.
- Executive Order of President Eisenhower dated August 21, 1959 - provided for the arrangement of the stars in nine rows of stars staggered horizontally and eleven rows of stars staggered vertically.

Supplemental Agreement Report-June

Larry Kelley, District Design Engineer

This is the Supplemental Agreement Report for the month of June 2001. The two (2) categories of supplemental agreements that are included in this monthly report are codes 004 and 101. This report is included in the Quarterly Design Newsletter as a tool to inform designers of errors and omissions that can lead to Supplemental Agreements and unnecessary costs to the public.

Below is a description of those areas and our responses:

Description Code 004: Design standard, specification change, policy/program change (implemented as a Department directive) occurring after letting.

S.P. No. 49580-3500, FPID No. 218772-1-52-01 (Franklin County)

Reason: Improvements under this contract consist of construction of a new Bryant Patton Bridge on SR 300 over to St. George Island (Design/Build Project).

Subsequent to this project being let to contract, failure of grouted post-tension tendons has been detected on certain existing bridge structures. To address potential failure for ongoing projects, the Department has adopted draft specifications for post-tensioning grout. The State Structures Design Office has directed that post-tensioning grout application for this project be in accordance with Draft Section 938, dated 10/2000.

This agreement amended the contract to provide for post-tensioning grouting of cylinder piling for this project in accordance with Section 938.

Increase = \$1,045,914.92

Response: This was not a designer error. I included it to make designers aware of the change in the grout specifications in case it needs to be incorporated on other bridge projects. I also included it to bring attention to the fact that, somewhat minor changes as this can cost large sums of money. However, it is much cheaper if it prevents deterioration than the cost of repair work on existing deteriorated structures.

Description Code 101: Necessary pay item(s) not included.

S.P. No. 48280-3510, FPID No. 218487-1-52-01 (Escambia County)

Reason: Improvements under this contract consist of 4-laning and reconstruction of SR 30 (US 98) from SR 173 (Blue Angel Pkwy.) to SR 95 (Navy Blvd.).

The contract plans indicated a type J-2 inlet (<3m) at station 33+56.25 (16m rt.) of centerline on Navy Blvd., but the contract bid tab did not contain the necessary pay item to allow payment for this single structure.

Increase = \$10,772.33

Response: This was a designer error. The CEI on the project however did not indicate there was any premium cost incurred. The cost of the inlet does appear to be high, however a review of the price per inlet for a J-1 structure (<3m) on the project bid tabs is almost as much. Therefore, it must be an acceptable cost per inlet.

I wake up every morning at nine and grab for the morning paper. Then I look at the obituary page. If my name is not on it, I get up.

Benjamin Franklin

Supplemental Agreement Report—July

Larry Kelley, District Design Engineer

This is the Supplemental Agreement Report for the month of July 2001. The two (2) categories of supplemental agreements that are included in this monthly report are codes 012 and 115. This report is included in the Quarterly Design Newsletter as a tool to inform designers of errors and omissions that can lead to Supplemental Agreements and unnecessary costs to the public.

Below is a description of those areas and our responses:

Description Code 012: Deterioration/damage (not weather related) sustained on project subsequent to design.

S.P. No. 48060-3500, FPID No. 218670-1-52-01 (Escambia County)

Reason: Improvements under this contract consisted of milling and resurfacing SR 95 (US 29) from Fletcher Creek to CR 4 in Century.

Subsequent to this project being let to contract, the roadway began experiencing pavement structure failures at various locations along the project. A review of actual site conditions revealed that this is due to the structure failure of the existing sand clay base and deterioration of the existing pavement. An evaluation by

(Continued from page 6)

the District Materials Office determined that immediate corrective and preventive measures were required to restore the structural integrity of the roadway. This action included the removal and replacement of these distressed and failing areas and the addition of a lift (66kg/m²) of Superpave Asphalt along the entire project limits.

Increase = \$1,193,121.61 & \$341,303.00

Response: This was not a designer error.

Description Code 115: Drainage modifications required due to grade differentials, structure omissions, problems with pond designs, offsite flow not handled, incorrect elevations of structures, improper hydraulic design, etc.

S.P. No. 48010-3500, FPID No. 218639-1-52-01 (Escambia County)

Reason: Improvements under this contract consist of construction of a new eastbound bridge on SR 10 (US 90) over the Escambia River and widening and new rail construction on the existing westbound bridge.

Subsequent to the project beginning, it was determined that the designer had not provided in the contract plans for the required temporary drainage of the detour. This work included providing, installing and removal of 100 meters of 490x770 millimeter elliptical RCP and 2 mitered end sections. It also included the grading of the existing ditch north of the detour to approximately station 217+00.

Increase = \$21,995.05

Response: This was a designer error. The CEI on the project however did not indicate there was any premium cost incurred. This has since been revised to not be a designer error.

Supplemental Agreement Report—August

Larry Kelley, District Design Engineer

This is the Supplemental Agreement Report for the month of August 2001. The two (2) categories of supplemental agreements that are included in this monthly report are codes 004 and 019. This report is included in the Quarterly Design Newsletter as a tool to inform designers of errors and omissions that can lead to Supplemental Agreements and unnecessary costs to the public.

Below is a description of those areas and our responses:

Description Code 004: Design standard,

specification change, policy/program change (implemented as a Department directive) occurring after letting.

S.P. No. 49580-3500, FPID No. 218772-1-52-01 (Franklin County)

Reason: Improvements under this Design/Build contract provides for replacement of the St. George Island Bridge. The bridge substructure design includes pre-cast cylinder piles. Subsequent to commencement of construction, the State Structures Design Office issued a Design Bulletin that indicated a redundant load path for cylinder piling is recommended for this project. Upon receipt of the revised design criteria, the Contractor proceeded with efforts to design the cylinder piles with the redundant load path so as to provide the Department with the additional cost to incorporate this modification into the contract.

The Department evaluated the cost/benefit ratio and concluded the benefits did not support the cost of the proposed change. Therefore, the State Structures Design Office reversed its decision to incorporate the redundant load path for piling into this project.

The Contractor submitted a request to recover the cost incurred for design efforts already expended on the redundant load path change and the Department and Contractor negotiated a settlement for this effort.

The Department also recognized the Contractor had experienced certain delay cost that are attributed to the above referenced design modifications. The impact of these delays on completing the project within the original contract time cannot be determined at this time. Therefore, the Department and Contractor negotiated a daily overhead rate the Contractor may recover in the event the delays and impacts attributable to the redundant load path design have on completing the project on or before expiration of the original contract time. The total contingent contract time shall not exceed 69 days.

Increase = \$623,939.57

Response: This was not a designer error as such, but could have been avoided by considering the cost prior to issuing the directive and then reversing the decision after much design work and fabrication of redundant load path piles had taken place. Recovery of the premium cost is not appropriate.

Description Code 019: Conflicts between Contractors resulting from overlapping projects, work limits, pay items, activities, etc.

S.P. No. 48260-3400, FPID No. 222472-1-52-01 (Escambia County)

(Continued from page 7)

Reason: Improvements under this contract consist of cracking and reseating the existing concrete pavement along with resurfacing of the roadway and shoulders of SR 8 (I-10).

Prior to work on this contract beginning, construction of the new Weigh-In-Motion project (FPID. 222444-1-52-01) had already commenced. The new Weigh-In-Motion facility is located adjacent to this roadway project and is being constructed concurrently under a separate contract. The Weigh-In-Motion project includes ramp connections to I-10 as well as other associated work that the Contractors of both projects contend will result in conflicts and work scheduling problems during construction of these two projects.

Subsequently, the Department has reviewed the concerns of the potential conflicts by both Contractors. As a result of this evaluation, the Department has determined that certain portions of work scheduled for completion under the Weigh-In-Motion contract shall be performed under this contract.

The Department recognizes that the incorporation of the additional work under this contract will minimize potential conflicts between the Contractors. This action by the Department will enhance the coordination efforts between these two projects and decrease impacts to the traveling public.

Increase = \$1,567,568.88

Response: This was not a designer error, but the result of the Department's decision to remove the ramp connections from the Weigh-In-Motion contract and add them to the roadway construction contract. There was not any premium cost assessed by the Construction CEI for this revision and there should be a similar reduction in the contract amount on the Weigh-In-Motion contract for the elimination of this work.

District Three Design Conference 2002

Thursday, March 28, 2002

From 8:00am to 4:00pm

&

Friday, March 29, 2002

From 8:00am to 12:00pm

Marriott Bay Point

Resort Village

Panama City, Florida

Room Reservations must be made by February 25 2002.

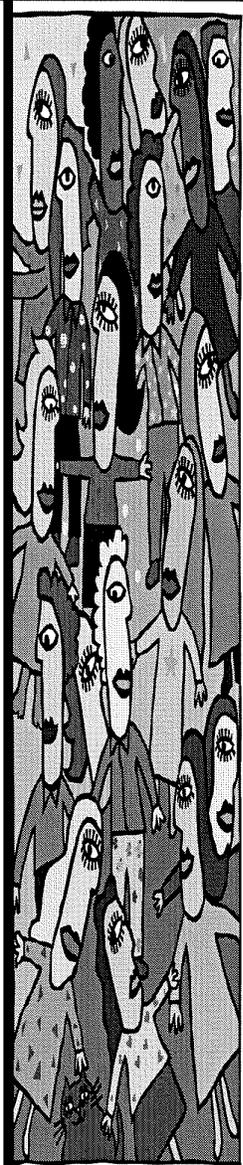
You may reach Bay Point Marriott Reservations Desk

at:

1-800-874-7105 or

(850) 236-6000

**Please complete the
Design Conference
Attendance Registration
Form Below!**



District Three Design Conference 2002 REGISTRATION FORM

(One Form Per Person)

(Please Print)

Attendee's Name: _____

Company Name: _____

Please Fax this information to: FDOT, Attn: Judy Cook, 850-638-6148
Should you have questions, you may email us at judy.cook@dot.state.fl.us