

Florida Department of Transportation

DISTRICT THREE DESIGN NEWSLETTER



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ERC - Make It Mine

Ray Hodges, PE Project Manager



We are fortunate to work in an industry where technological improvements continue to be made available for the purpose of making our jobs easier to perform and manage. One such improvement has been the implementation of the Electronic Review Comments (ERC) process. ERC has been in place, but unfortunately has not been utilized to the extent necessary to ensure that comments are addressed with adequately supported responses. Some typical responses received by the Consultant Engineer of Record (EOR) or Project Manager (PM) include but are not limited to; I Agree, Will Address, Will Address at Next Submittal, So Noted, Will Do, Okay, etc... These responses do not address the comment with ownership, but rather a passive response that indicates the comment will possibly be addressed at a later time. Throughout the review process we continue to have repeat comments during subsequent phase reviews that should have previously been addressed according to the given response. The responsibility lies on the Consultant EOR and PM to ensure that the responses express ownership and are written in an active voice. The responses should indicate that the comments have been addressed and provide references to the Documentation, Manual, Design Standard, Individual(s), etc. that were utilized. The responses are vital to the overall success of the project and provide support for the design decisions that were made. The Department's slogan is "Step Up" and we have been tasked to find ways to improve the way we conduct business. The ERC process is sound, but seems to be missing the key ingredient known as "Ownership". So, in closing, I challenge you to Step Up! Take ownership by exhibiting a "Make It Mine" approach and provide responses that ensure conclusion to each and every comment.



District 3 Quarterly Design Newsletter

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Design Spotlight

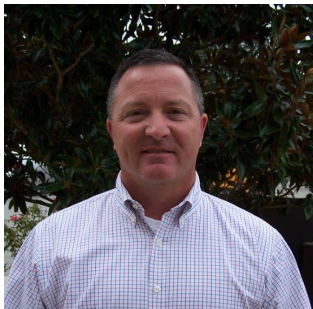
Lisa Bell & Ray Hodges

New Faces in Project Management for District 3

The Project Management team welcomes two new names and faces:



Lisa Bell - Lisa has over 17 years of FDOT experience including drainage, utilities, project management and most recently a preliminary plans review specialist where she reviewed project plans and documentation for accuracy and compliancy with Department criteria. Please assist us in congratulating Lisa as she enters her new role as a new Design Consultant Project Manager.



Ray Hodges - Ray is a graduate of Florida State University where he received a Bachelor of Science degree in Civil Engineering. Prior to coming to the District Design Office, Ray worked five years in the District Construction Office, where he served as a Construction Office Engineer. Ray has over 15 years of combined FDOT experience within the Department and Consultant Industry (Atkins & David H. Melvin, Inc.). Ray and his wife Carla (Gig 'Em Aggies) have two children Tripp and Tinsley. He enjoys spending time with his family, hunting, FSU Baseball & Football, and any activity that requires being outdoors.

"Hard work spotlights the character of people: some turn up their sleeves, some turn up their noses, and some don't turn up at all. ~ Sam Ewing

Supplemental Agreement Report – Jul., Aug., Sept, 2014

Keith Hinson, P.E., District Value Engineer/QA/QC Manager

Description Code: 112: Phasing of plan components not constructible as shown in plans.

Reason: The contractor had to relocate Temporary Low Profile Barrier Wall in order to install the Phase I storm drain pipe and structures. The contractor was required to remove the existing striping.

Granted Time: 2 Days

Increase: \$11, 194.51

Response: Avoidable: No action recommended.

Description Code: 007: Work added or deleted from 3rd party agreements.

Reason: An 8" water line was found to be in conflict with the proposed side drain installation and the utility company requested that the relocation work be performed by the contractor.

Granted Time: 2 Days

Increase: \$11, 074.47

Response: Unavoidable: No action recommended.

Description Code: 115: Required drainage modifications.

Reason: After placement of the roadway embankment, a pipe was no longer serviceable due to extreme settlement. A new ditch was excavated and lined with Riprap Rubble to convey offsite stormwater to the outfall location of another drainage structure. To guard against future settlement, the pipe was filled with flowable fill and abandoned.

Granted Time: 0 Days

Increase: \$125, 206.12

Response: Avoidable: Action recommended.

The plans and soil boring indicate that existing soils are highly plastic and could result in settlement. Also the water table is very near surface conditions. The fact is: these fill sections are between 25' and 40' and have resulted in settlement of the embankment and pipe. The plans did not account for this settlement condition on such materials.

Prepared by Jimmy Miller 5/12/14

Description Code: 503: Change resulting from an engineering decision.

Reason: Due to highwater issues and possible erosion control problem, additional bank and Shore Riprap was necessary to protect the bridge and bridge approaches. Additional Riprap, Bedding Stone, Sand Cement, and Embankment were necessary to complete the intent and scope of the project.

Granted Time: 30 Days

Increase: \$144, 311.75

Response: Unavoidable: No action recommended.

Description Code: 503: Change resulting from an engineering decision.

Reason: The Contractor proposed to use sheet piling due to possible erosion problems. The use of Sheet Piling will help minimize the risk of creating turbidity in the adjacent water body. The Sheet Piling and Guardrail were considered to be a better alternative than the use of MSE Retaining Wall and Barrier Wall.

Granted Time: 30 Days

Decrease: \$13.34

Response: Unavoidable: No action recommended.

(Continued on page 4)

(Supplemental Agreement Report...Continued from page 3)

Description Code: 103: Incorrect or insufficient subsoil information included in the plans but not accurate.

Reason: During excavation efforts to install the proposed 48" RCP, the Contractor encountered material that would not be suitable to be used as pipe backfill. The Contractor requested compensation to dispose of and replace unsuitable material for pipe backfill.

Granted Time: 12 Days

Increase: \$29,370.67

Response: Unavoidable: No action recommended: Claim Settlement.

Description Code: 103: Incorrect or insufficient subsoil information included in the plans but not accurate.

Reason: Add 6" of crushed concrete subbase in lieu of Type B Stabilization due to existing heavy clay materials and unseasonal heavy rainfall in areas along the roadway to be widened for turn lane construction.

Granted Time: -7 Days

Increase: \$23,859.58

Response: Unavoidable: No action recommended.

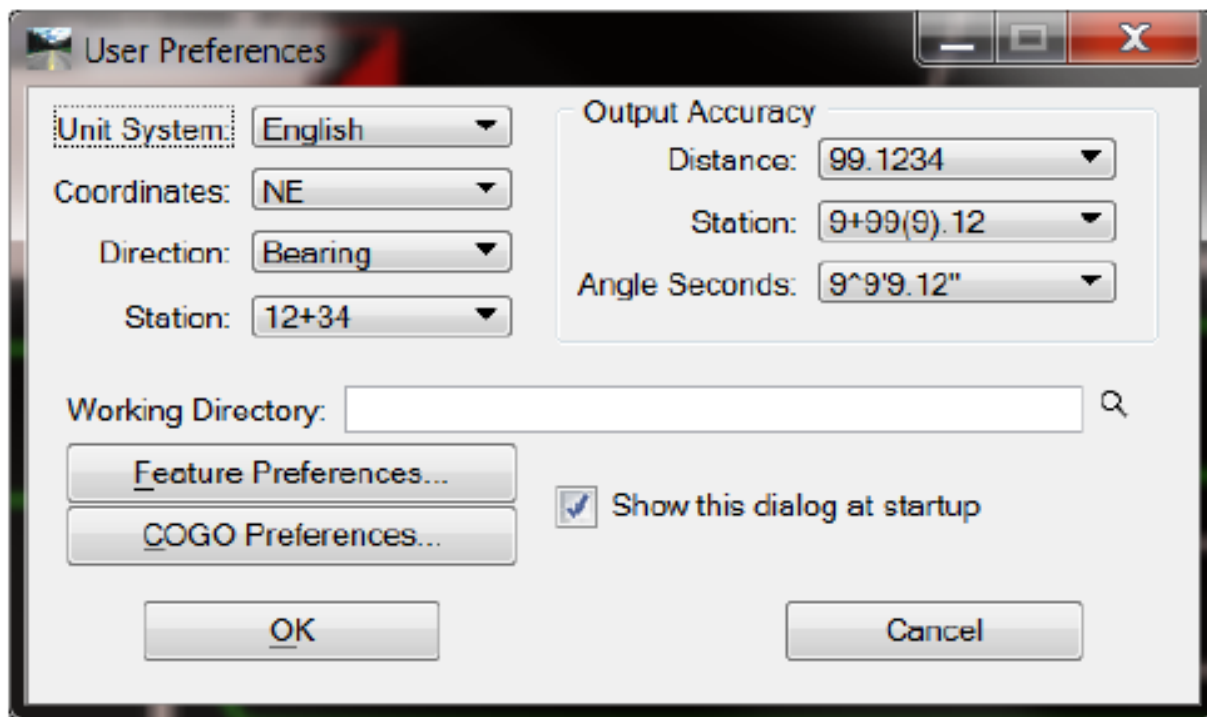
Top Ten Quality Control Comments Jul. – Sept., 2014

1. Designers should ensure that the design firm's phone number is being provided on the Key Sheet of the plans.
2. When proposing culvert extensions, please examine the existing culvert to ensure its structural integrity.
3. Reference the Basis of Estimates Manual for the necessary summary boxes to be used for each pay item. Reference PPM, Vol. II, CH. 7, Sect. 7.2 and Exhibit 7-1.
4. Pay items 0102-104 and 0102-107-1 are to be placed in the Summary of Temporary Signaling & Detection. Estimates Bulletin 14-03.
5. Placement of Type K Barrier Wall is required with the placement of each temporary crash cushion. It is to be a minimum of 50 Feet (4 sections). Reference Index 415.
6. Any necessary pay item notes are to be placed under the associated summary box.
7. The lengths which we have held standard are changing with this change to the guardrail mounting height. Roadway Design Bulletin 14-05.
8. Notes which contain information that is redundant and/or duplicates information in the Specifications and/or Design Standards should not be included in the plans. Reference PPM, Vol. II, CH. 7, Sect. 7.2 and Exhibit 7-1.
9. For Pay Item 0120-2-2, earthwork adjustment factors shall be 45% for shrinkage and 25% for bulkage for areas further than 10 miles from the coast. If the project area is within 10 miles of the coast, use 35% for shrinkage and 20% for bulkage.
10. For Pay Item 0102-1, the number of days for the secondary unit of measure in Trns*port should match the approved contract time in the construction memorandum.

CADD TRICKS, TIPS, UPDATES - FDOT Linked Data Manager

Howard Helms, CADD Manager ; Kenny Rudd, Senior Roadway Design CADD Specialist

Sometimes you will be in a Micro Station file and things just seem to not work very well. The GPK Job file cannot be found. When you save files they go to the wrong directory. Reference files seem to just disappear and the list goes on and on. The first thing I would check is the "GEOPAK Preferences". Click GEOPAK > Road > User Preferences



Working Directory should be left blank most of the time. This is where GEOPAK will save files, look for files and many other functions. This Variable will get changed by GEOPAK when accessing Project Manager and other related programs. When the Variable gets set by Project Manager it will affect the way Microstation acts until it is reset. By clearing the Working Directory portion of the dialog and clicking OK the variable gets reset to "nothing" and the directory where the Micro Station files reside becomes the default working directory.

If you are like me and use Project Manager, FDOTSS2, and all related software; it would be a wise move to check this upon entering Micro Station. I would recommend that a new user check the dialog box "Show this dialog at startup". This will ensure the user sees the current working directory and avoid many problems.