

DISTRICT THREE DESIGN NEWSLETTER



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From the Editor's Desk - Right of Way Requirements

Danny Deal, District Surveyor

Typically R/W requirements are submitted at Phase II and finalized by Phase IV plans. R/W maps were then started when requirements were finalized. Once maps were finished, document preparation could begin and, finally, the entire package sent to R/W Administration. Then the revisions start, some because of design changes and some due to adjustments based on negotiations with the land owner.



This current process proves to be very timely within itself, especially when all the factors that influenced/pushed the schedule out prior to getting to this point are considered. We are looking for ways to speed up this process so that requirements can be finalized and maps drawn earlier for documents to be finished faster.

We are looking into possibly starting the survey early so the designer will be given the survey data deliverable at Notice to Proceed rather than having to wait on it. This would create a better schedule for the designer, thus requirements could be delivered much earlier.

On priority projects we are looking to allow the mapping phase to start sooner and documents phase to run simultaneously with the mapping. As map sheets are reviewed and finalized the documents preparation can begin and be finalized sooner. We have tried this on one of our recent capacity projects, and it is working very well.

The key to these changes in our process is receiving good R/W requirements from the designer and getting them as early as possible. Also, all changes that occur after requirements are finalized should go through the DDE for review and approval. Design changes after the R/W package is complete must be minimized.

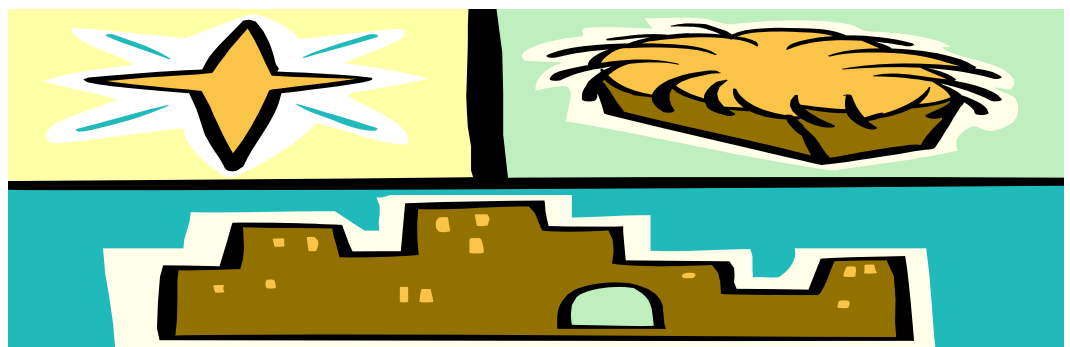


District III Quarterly Design Newsletter

Editor.....Scott Golden
Layout/Graphics...Teresa Barfield

CONTRIBUTORS:

Keith Hinson Miranda Glass
Danny Deal Kenny Rudd
Carol Kreis Billy Best
Lester Forrest Lisa Stone



Top Ten Quality Control Comments Oct. – Dec., 2012

1. Refer to D-3 List of things to be eliminated from all Resurfacing Projects. (Dated 4/5/2012)
<http://www.dot.state.fl.us/officeofdesign/CPR/ProjectScopingfor3RWork.shtm>
2. If underground water lines are to be left in place, make sure that the water valves are adjusted by the Utility Owner before construction, or add the appropriate pay item for water valve adjustment.
3. Show a begin and end super elevation station approaching and departing proposed across bridges.
4. A complete list of Revised Index Drawings shall be placed on the left side of the lead key sheet below the last sheet listed in the Index of Plans and above the Governing Standards and Specifications note. (Ref: Roadway Design Bulletin 12-16)
5. For Pay Item 0102-1 , the number of days for the secondary unit of measure in the computation book and in Trns*port should match the number of days which is approved by F.D.O.T. Construction in the Contract Time Memorandum.
6. For bridge construction projects, any earthwork under each bridge end to the toe of slope should be included in the earthwork quantities.
7. For projects with signalized intersections and/or signalization work, pay items 0102-14, 0102-104 and 0102-107-1 may be necessary and a note and /or table should be included in the TCP Plans to indicate the use of these pay items.
8. On milling and resurfacing projects where red light camera detection pucks are implanted in the asphalt, ensure that they have been located and removed prior to milling operation.
9. Refer to the P.P.M Vol. II Chapter 2 to make sure the requirements have been met for each submittal.
10. If the design clear zone is shown on the Typical Section, include the following note:
"The Design Clear Zone does not apply to clear zone widths for work zones."

Design Spotlight — Howard Helms CADD Manager

Scott Golden, P.E., District Design Engineer



Howard has been employed with the Department since 2004, in OIS, as CADD/Special Applications Administrator. Prior to joining the Department, Howard worked with Snelgrove Surveying for 5 years as CADD Technician. Howard also served 9 years in the Bonifay National Guard. Howard graduated from Vernon High School in 1988.

Howard enjoys spending time with family, wife Lee, daughters Leslie, Lexi and Lori, and grandson John. Please join me in congratulating Howard and wishing him success as he moves into his new role as the District CADD Manager

What is the difference between an obstacle and an opportunity? Our attitude toward it. Every opportunity has a difficulty, and every difficulty has an opportunity.

~ J. Sidlow Baxter cited in Words for All Occasions

Supplemental Agreement Report – September – November 2012

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

Following is a sample of Supplemental Agreements for the fourth quarter of 2012 (September through November). The three (3) categories of Supplemental Agreements that are included in this summary are 503, 001, 103. This summary 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 cost to the public. Below are brief descriptions of those errors or omissions and the department's responses.

Description Code: 503 – Use of Riprap Material removed as suitable material for shoring.

Reason: Provide for the use of Riprap material removed from the base of the existing bridge structure to be utilized as suitable material for shoring up the embankment slope beneath the new bridge structure.

Granted Time: 0 Days

Increase: \$25,132.50

Response: Unavoidable; No action recommended

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

Reason: Additional quantity for subsoil excavation/backfilling

Granted Time: 2 Days

Increase: \$76,562.48

Response: Unavoidable: No remedial action required.

Description Code: 001 – Subsurface material or feature not shown in the plans.

Reason: Provides for additional subsoil excavation to remove unsuitable material not shown in the plans and replacement with suitable material for the construction of the roadbed template. Compensate for additional limerock material to harmonize the project roadway grade and existing roadway grade.

Granted Time: 0 Days

Increase: \$6,477.88

Response: Unavoidable: No remedial action required.

Congratulations to Alaina Webb, Design Project Manager for passing the P.E. Exam!



Happy New Year!