

# DISTRICT THREE DESIGN NEWSLETTER



Inside this issue:

Teamwork and Cooperation	1
Design Spotlight—Keith Hinson	2
Top Ten Quality Control Comments	2
Supplemental Agreement Report	3
CADD, Tips, Tricks,	4

## Teamwork and Cooperation

Jim Kapinos, P.E. District Drainage Engineer  
Reprinted from Volume 6, Issue 3 July-September 2001

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 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.



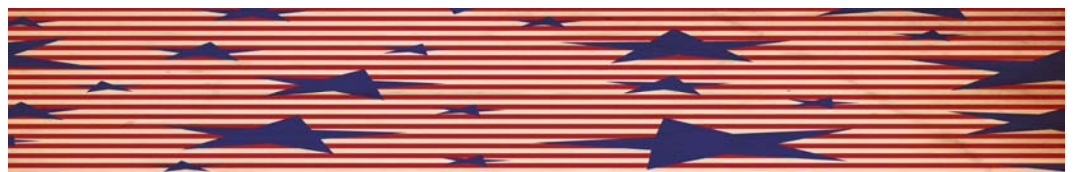
### District III Quarterly Design Newsletter

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# Top Ten Quality Control Comments April – June, 2012

1. When the Engineer of Record agrees that the plans will be revised, please ensure the plans are corrected prior to the next submittal.
2. On Milling projects, when adding more asphalt than that milled (raising the elevation of the roadway), check for impacts on other roadway features (Ex: drainage system/shoulders etc).
3. When calling for Type B Stabilization in the plans ensure that the required mixing depth of 12” is free of utilities. However, if utilities cannot be relocated, propose another option other than Type B Stabilization.
4. Check sidewalk widths for possible conflicts with PED signal poles to ensure that ADA Accessible route is provided.
5. Do not make the following statement when the project does not have any peak hour lane closure restrictions: “There are no lane closure restrictions for this project.”
6. Project Information Signs are not required on contracts with 90 days or less contract time. Refer to DCE MEMO NO. 05-08, ROADWAY DESIGN BULLETIN 08-05, PPM VOL. 1 CHAPTER 10.7.3
7. Remove the General Note that pertains to the contractor bringing hazardous material onto the project worksite.
8. If the project is impacted by local special events during contract, provide special event information in the plans (event, dates).
9. Make sure that the Governing Standards, Specifications, and fiscal year dates are correct on the Key Sheet.
10. Pay Items for Temporary Signalization and Maintenance (0102-104-) (ED) and Temporary Traffic Detection and Maintenance (0102-107-1) (ED) are necessary for the Signalized intersections and should also be included in the summary of quantities in the plans.  
(Effective for January 2012 Lettings. Estimates Bulletin 11-09 dated September 1, 2011.)

## Design Spotlight— Keith Hinson, P.E. District Value Engineer/QAQC Manager

Scott Golden, P.E., District Design Engineer



We would like to welcome Keith Alan Hinson to the Design Department as the new Value Engineer & QA/QC Manager.

Keith is a graduate of Auburn University with a B.S. in Civil Engineering. He has 19 years experience with the FDOT. He has held various positions during his tenure with the FDOT including: Project Engineer, Assistant Resident Engineer, District Technical Evaluation Engineer, Construction Project Manager, District Specifications Engineer, and Assistant Construction Services & Support Engineer. He was responsible for administration of all FDOT Emergency Contracts in the Florida Panhandle for hurricane recovery from the 2004/2005 storms. He also has experience in private industry in the design of structural steel buildings and in jet engine repair.

*You've got to think about "big things" while you're doing the small things so that all the small things go in the right direction. ~*  
*Alvin Toffler, Futurist and writer*

## *Supplemental Agreement Report – April – June, 2012*

Miranda Glass, P.E., District Roadway Design Engineer

Following is a sample of Supplemental Agreements for the first quarter of 2012 (April through June). The four (4) categories of Supplemental Agreements that are included in this summary are 305, 115, 009, and 503. 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: 305: Cost Savings Initiative (CSI)**

**Reason:** Modify plans to reduce the current six (6) traffic shifts in the Traffic Control Plans and replace with two (2) shifts in the drainage reconstruction area. The elimination of lane closure restrictions for the entire project and remove damage recovery for this contract.

**Time Reduced: 20 Days**

**Decrease: \$48, 631.64**

**Response: Unavoidable: No action recommended.**

**Description Code: 115: Required drainage modifications.**

**Reason:** Install additional drainage structures and pipe to create a separate trunk line for frontage road. Subsequent to substantial completion of this project, an error was found in the Designers drainage design which resulted in the incorrect functioning of the drainage system. This portion of the revised design will create a parallel trunk line system that will allow for the water captured on the frontage road to be carried by a separate trunkline and then introduced into the main trunkline at a separate location.

**Granted Time: 258 Days**

**Increase: \$458, 368.37**

**Response: Avoidable: Action recommended; Premium costs.**

**Description Code: 305: Cost Savings Initiative (CSI)**

**Reason:** The elimination of a Special Detour in a Full Depth Reconstructions area. MOT throughout work zone would be maintained as an active work zone in accordance with Index 670 for the entire duration of the construction activities with each location being removed to plan depth and reopened to the traveling public within the same work operation. It was anticipated that each location would be performed within a 24 hour period. All Guardrail Removal, Guardrail-Roadway, Guardrail End Anchorage Assembly-Flared and Miscellaneous Asphalt at specific locations were not required.

**Time Reduced: 20 Days**

**Decrease: \$170, 211.37**

**Response: Unavoidable: No action recommended.**

**Description Code: 009: Permit related issues.**

**Reason:** Installation and subsequent removal of 300 LF of barrier wall to be wrapped with geotextile filter fabric to act as a rigid erosion barrier at the wetland line of the slope rehabilitation locations.

**Granted Time: 0 Days**

**Increase: \$47, 456.00**

**Response: Unavoidable: No action recommended.**

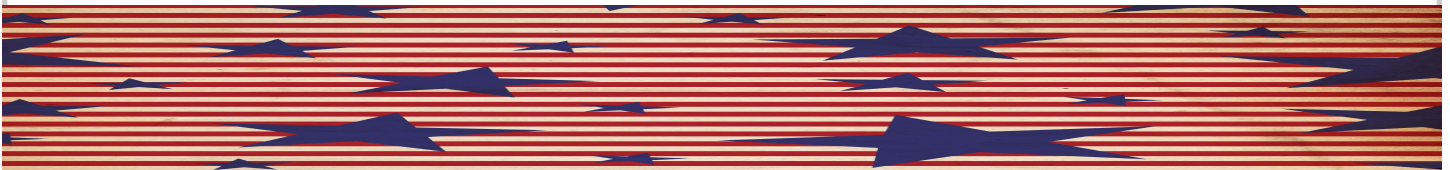
**Description Code: 503: Change resulting from an engineering decision.**

**Reason:** The Contractor used steel sheetpile in lieu of a slope drain/runoff control structure, a sediment basin/containment system, sediment basin/containment system – cleanout, floating turbidity barrier, a portion of sediment barrier, and a portion of staked turbidity barrier. The sheetpile was added in lieu of these items at no additional cost to the Department.

**Granted Time: 0 Days**

**Increase: \$0.00**

**Response: Unavoidable: No action recommended.**

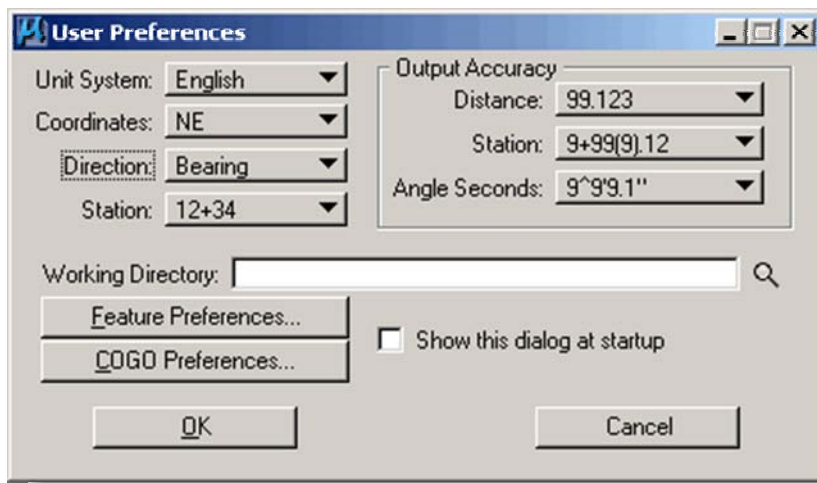


## *CADD TRICKS , TIPS, UPDATES*

### *PEDDS VS Microstation/GEOPAK*

*Kenny Rudd, Senior Roadway Design CADD Specialist*

Sometimes I will be in a Micro Station file and things just seem to not work very well. The GPK Job file cannot be found. When I 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 .... Applications > 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, FDOT2010, 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.

*Nothing stops the man who desires to achieve. Every obstacle is simply a course to develop his achievement muscle. It's a strengthening of his powers of accomplishment. -Eric Butterworth, Clergyman*