

DISTRICT THREE DESIGN NEWSLETTER



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Quality Control

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 Scott Golden, P.E., District Design Engineer

Do you ever receive repetitive comments? It is surprising how often comments made by the Department must be repeated. Sure, mistakes and oversights do occur; however, they should not occur on a repetitive basis.

One of many issues found during the review process is vague responses to Department questions. Please do not offer the Department a response of "Will address". Once the Department has brought an issue to your attention, explain specifically how you are going to resolve the issue. Another broad issue that seems to occur often is the assumption that what applied on the last project should apply to all projects. This is often found when notes from an old project have been copied forward to another project. Always read your notes and ask yourself, "Does this note still apply to the current project?"

In an effort to address these issues, Project Managers will now be notified when these situations occur to help facilitate discussions with Consultants regarding their Quality Control Plan (QCP) and accountability. Designers and PM's, make sure the individuals responsible for your projects are aware of these issues. Review comments on your projects and be aware if you are receiving repetitive comments. If so, know how are you going to correct your Quality Control Plan to address this issue. We too often find mistakes that could have been avoided simply by implementation of the QC process. There have been instances where a reviewer has made a comment and there was never an action taken by the EOR to resolve the issue. Several revisions have recently been processed as a result of overlooking these kinds of details. In an effort to improve the quality of plans, Project Management will be working closely with the Quality Control Office to implement techniques for improvements. Each PM and I will be contacting the Design Consultants that continue to have plan errors in an effort to resolve the issue. Design PM's will also be performing random visits to their Consultants or requesting copies of the QC mark-ups to verify the QCP is being utilized. Lastly, a Final Plans Change Memo will be utilized to track any changes to the plans during the plans update phase. This memo will be delivered to the PM along with the updated plans for one last review by Keith Hinson's office. Designers are encouraged to communicate with the PM's as issues arise on your projects. If you receive review comments that are unclear or confusing, pick up the phone and contact your PM. They will be glad to assist in resolving the issue. I challenge each of you to follow your QCP in an effort to improve the plans and ultimately deliver a quality product to construction.



District III Quarterly Design Newsletter

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Top Ten Quality Control Comments Jan. – March, 2012

1. Project limits in the plans and in the FM System should reflect the actual project limits. This will assist in avoiding overlaps or gaps in future projects.
2. The Department is focusing on avoiding notes in the plans that are already covered in the specifications and roadway standards. Please evaluate any note before placing it in the plans to determine if the note is already covered in the contract documents.
3. Please ensure all items (both primary and secondary units of measure) based on contract time are updated to match the current construction memorandum for contract time.
4. Make sure that the lane closure analysis supports the lane closure restrictions that are provided in the plans. Restrictions in the plans should match FM System.
5. Plans should not show a sequence of construction if it does not necessarily have to be constructed in that order. Contractors have implemented Cost Saving Initiatives that eliminate big ticket items such as barrier wall, temporary asphalt, etc. by proposing more practical sequences of construction.
6. Ensure that the quantities in the Plans, the Computation Book and Trns*port match.
7. Make sure plan notes apply to the specific project in which they are located. Old plan notes are being copied to new projects when they no longer apply.
8. Plans notes and permits should not restrict contractor's means and methods. For example: Coastal Protection Projects-barge access should be allowed for navigable waterways rather than requiring all work from above.
9. Evaluate all fence, signs, guardrail, vegetation etc. for potential sight distance problems. Specifically focusing on side roads and turnouts where objects are located between the stop bar and mainline.
10. Ensure that accessible routes have been provided for Pedestrians and Bikers during construction.

Design Spotlight— Ira Carter District R/W Surveyor Scott Golden, P.E., District Design Engineer



Ira began his career on October 23, 1970 as a Right of Way Technician Trainee in Right of Way Engineering. He worked his way up to the level of Engineer III before becoming registered as a Professional Land Surveyor on January 22, 1992. On February 11, 1994 he became the District R/W Surveyor, a position he currently holds. His department is responsible for preparing all Right of Way Maps, Title Search and Documents for the acquisition of real property and real property rights in District Three.

Ira will retire from the Department in June of this year. I want to thank Ira for his years of service and dedication to this agency! We wish Ira and his family the very best!

There is so much good in the worst of us, and so much bad in the best of us, that it hardly behooves any of us to talk about the rest of us. ~

Edward Wallis Hoch (1849– 1925), Marion (Kansas) Record

Supplemental Agreement Report – January – March, 2012

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

Following is a sample of Supplemental Agreements for the first quarter of 2012 (January through March). The five (5) categories of Supplemental Agreements that are included in this summary are 007, 001, 101, 503, and 305. 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: Change resulting from engineering decision.

Reason: Provides for compensation to the Contractor for extra work to construct a northbound turn lane as directed by the Department. This reduced the impact to the traveling public by including this work for a future project under a contract which was currently under construction.

Granted Time: 0 Days

Increase: \$44, 941.55

Response: Unavoidable; No Action Recommended.

Description Code: 007: Work added from the Department's Bold and Beautiful Initiative

Reason: The Department has taken the bold initiative to enhance the S.R. 61 (Thomasville Road) and I-10 interchange to denote a gateway into the City of Tallahassee as part of the Bold and Beautify Goal that has been set. The project improvements include the landscape plantings along the I-10 mainline and ramps as well as medians and roadsides of S.R. 61, S.R. 261, and Raymond Diehl Road. Densification of the median plantings is desired in order to provide the full aesthetic impact of the project. At the direction of the Department, this supplemental agreement provides payment for the additional plantings included in the revised plan sheets.

Granted Time: 4 Days

Increase: \$38, 950.00

Response: Unavoidable; No Action Recommended.

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

Reason: In addition to the required 18" of excavation in the medians, the Contractor excavated an additional 6" to completely remove the lime rock base encountered during excavation. The Contractor also backfilled 15" of suitable material which is comprised of the 6" additional excavation and 9" of unsuitable lime rock base.

Granted Time: 14 Days

Increase: \$58, 071.98

Response: Unavoidable; No Action Recommended.

Description Code: 101: Necessary Pay Item not included in the contract.

Reason: This Supplemental Agreement added a pay item for underwater debris removal. The debris is concrete rubble and 20" piling cutoffs left on the bay bottom from the original bridge construction. The Contract Plans only identified concrete piling to be cut off and remove with no mention of the concrete rubble and cutoffs lying on the bay bottom. The concrete rubble and the cutoffs are navigational hazards and must be removed to assure the safety of boaters.

Granted Time: 59 Days

Increase: \$598, 235.66

Response: Unavoidable; No Action Recommended.

Description Code: 305: Implementation of the Cost Savings Initiative (CSI)

Reason: The Contractor proposed a CSI to perform the proposed work to incorporate the Asphalt Rubber Membrane Interlayer (ARMI) and subsequent first layer of structural asphalt, during Saturdays and Sundays during the hours of 6:00 am and 8:00 pm, without the Damage Recovery Specification being enforced. This change is taking place due to anticipated adverse weather conditions that could conflict with the placement of the ARMI layer. These conflicts could cause significant delays if not addressed.

Granted Time: -10 Days

Decrease: \$39, 628.32

Response: Unavoidable; No Action Recommended.

CADD TRICKS , TIPS, UPDATES

PEDDS VS Microstation/GEOPAK

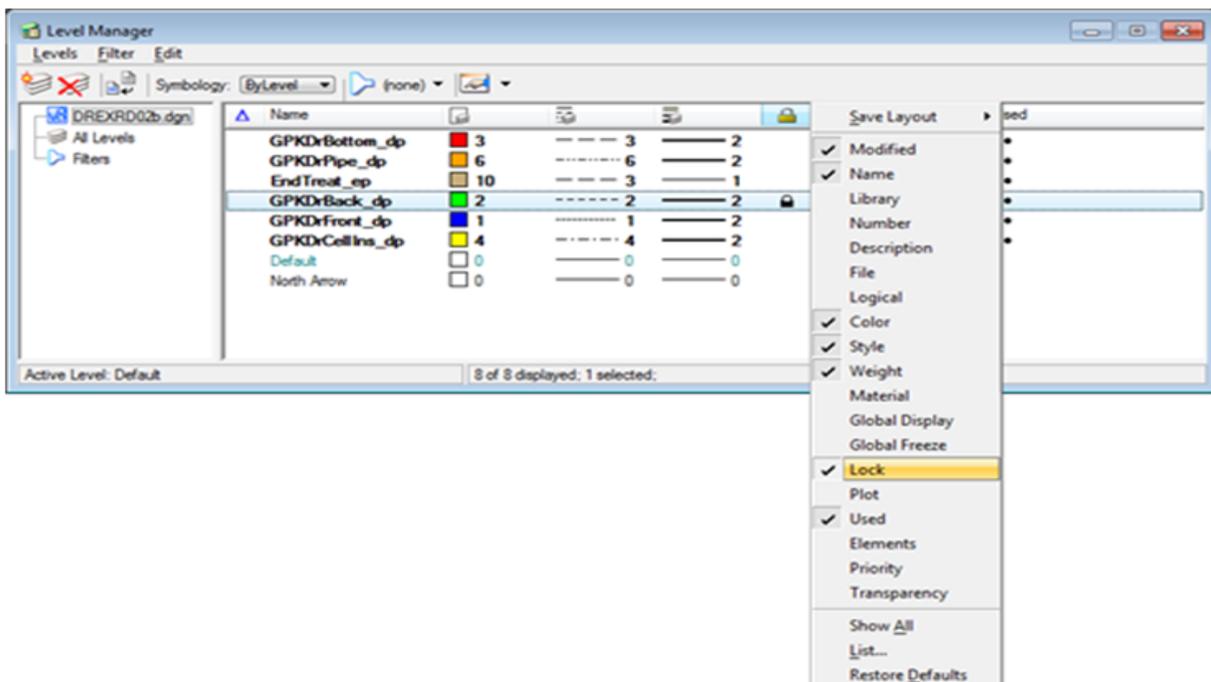
Kenny Rudd, Senior Roadway Design CADD Specialist

Have a problem deleting some drainage items after placing them?

A problem with drainage cells has been reported where the proposed and existing drainage cells are placed in a file and cannot be modified, rotated, deleted, or moved due to the GPKDrBack_dp level being locked. This issue has been resolved for new file creation by unlocking the locked level in FDOT_V8_Levels.dgnlib. However, in files that have already been created the level will have to be unlocked one of 2 ways by the user.

Unlocking a Level outside of FDOT Workspace:

1. Open the DGN file outside of FDOT's workspace in an untitled Microstation session by clicking on the Start Button and navigating to All Programs > Bentley > Microstation V8i (SELECTSeries 2) > Microstation V8i (SELECTSeries 2).
2. The Microstation Manager should open to an untitled workspace.
3. Navigate to the project directory and select the DGN File that needs to be modified.
4. Once the file is loaded, open Level Manager.

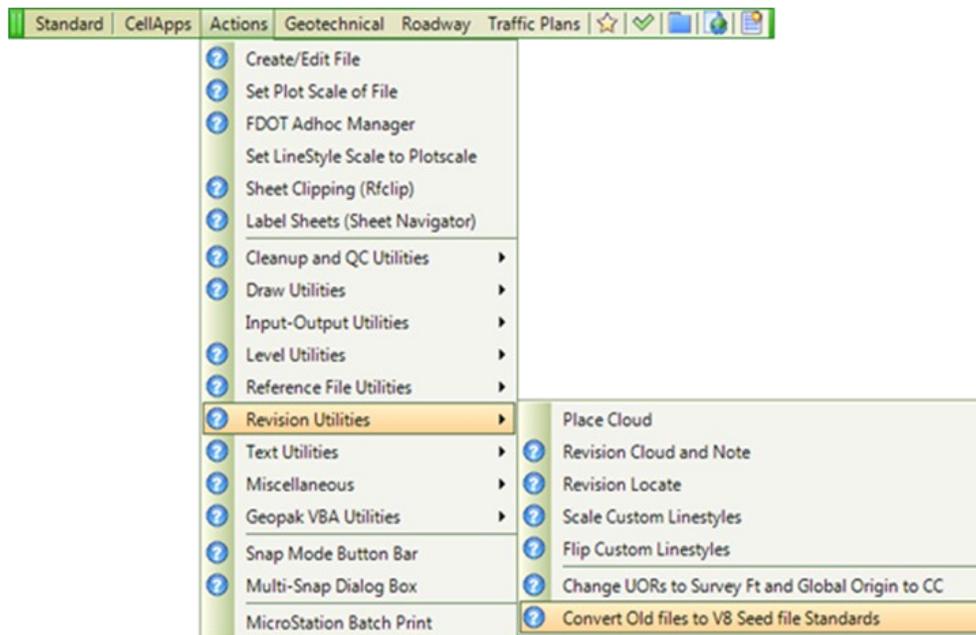


5. The Lock Column Header will probably not be visible. Right click on the level pane column header and select Lock.
6. Unlock that level in level manager by either:
 - a. Clicking on the lock symbol on the GPKDrBack_dp to unlock the level.
 - b. Or right clicking on the level row and selecting Properties. On the General Tab find the Lock check box, untoggle the lock, and click the Ok Button.
7. Navigate to FILE > Save Settings
8. Close the file and the untitled workspace Microstation Session.
9. Open the file in the FDOT2010 Workspace and the level will now be unlocked.

Unlocking a Level inside of FDOT Workspace:

This way makes global changes to the file which cannot be undone. This process also creates a back up of the file before any changes are made, so if the results are undesirable you don't lose any information, but you have an extra file in you working directory.

1. From our FDOT Menu Bar, select the Actions Submenu.



2. Navigate to Revision Utilities > Convert Old Files to V8 Seed File Standards

The process will run, but unfortunately does not give you a clear indication of completion. Once the process is complete, check the level to see if the level is unlocked.