

DISTRICT THREE DESIGN NEWSLETTER



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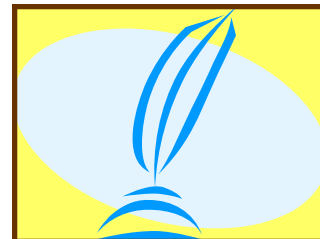
April—June, 2008

From the Editor's Desk

Scott Golden, P.E., District Design Engineer

Outstanding Proposals

District Three continues to move forward with our selection of consultants for the upcoming fiscal year's projects. I have reviewed all the technical proposals and attended one (1) oral presentation. In general, each and every technical proposal and the oral presentations were outstanding. I can imagine that the second and third place firms must be asking, "What does it take to win a job in District Three?" I can't answer that question. However, I will offer an analogy that may help. If you were grading several research papers or essays and each of the papers received a grade of "A+," how would you determine which paper was the best? This is the difficulty that our technical review committees face with each proposal. What separates first from second and third are the small details which, ironically, are what separates the superior designs from the adequate designs. Do you place more importance on winning a job or performing a job? Strive for perfection....settle for excellence. Have a great summer!



District III Quarterly Design Newsletter

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FICE Design Conference

Bobby Ellis, P.E., District Consultant Project Management Engineer

The 2008 Design Conference being held July 28-30 at the Rosen Centre in Orlando, Florida, is right around the corner. I am looking forward to meeting you all face to face, attending the sessions, and hopefully learning something in the process. As with any conference, it is what you make of it. It is a time to learn by listening to others and asking questions, it is a time to teach by giving insight to some of your experiences, and it is a time to network with other firms and the Department.

This is one of the very few venues where the Department and the Consultants can get together without a desk between them. For new firms, DBEs, etc., it is a chance to put names with faces and hopefully create lasting partnering opportunities since a majority of the prime Consultants will be at one place at one time. If you decide to attend, I encourage each of you to actively participate and ask the tough questions, even if the subject is a little touchy. Chances are that others have the same question but are too afraid to ask. Nothing is worse than ignoring the 2000 lb. gorilla in the room. The department and the consultants can present all they want, but if neither is getting any feedback, how do you truly know if you are getting in touch with your audience?

I also encourage you to attend any session where there is a Department panel discussion or where Central office upper management is presenting. Learning about the direction of the State, the Department, and the industry as a whole is as important as any new standard or procedure update.

Last, and my favorite part, is the breaks. Take advantage of the breaks, use them. Discussion of the sessions (cause and effect/anticipated impact of the new material), issues, possible resolutions, and networking occur during this time.

If you go back to your room, you are not taking advantage of a golden opportunity. In truth, I have talked to some people who do not like the conference. They feel that nothing is accomplished that could not have been stated in an e-mail. I am not going to lie, some sessions are flat out boring, but if I can meet one person that may help me or if I can learn just one extra thing over the course of the conference, I say it's worth it. If you are looking for the conference to grab you and fill you full of insights that you never imagined or make you want to move mountains, you will be disappointed. Again, it is what you make of it. Do not wait on the lightning to strike or the heavens to part, actively participate and pay attention. Who knows, you may glean a piece of information that may give you the edge over your competitors.

Again, on behalf of D-3 Design, we look forward to seeing each and every one of you.

Design Spotlight—Clay Hunter, P.E., Project Manager Scott Golden, P.E., District Design Engineer



Clay Hunter is a native of Sneads, FL. Clay graduated from the University of Florida with a BSCE. He started his career with the FDOT as a co-op student at the FDOT Bituminous Lab in Gainesville. After graduation from UF, Clay accepted a position with the Corrosion Research Lab in Gainesville. He moved to the District 2 Structures and Facilities office in September of 2006 before accepting a project management position in District 3 in July of 2007. Clay said that he enjoys “the outdoors and sports (Go Gators).” He has been married to his wife Andrea for 11 years and they have three sons, Austin B., Braden C. and Coben D. We are really excited to have Clay in District Three Design. He has a great sense of humor and really loves to give Jeremy Cushing a hard time (well, actually we all do)!

Existing Right of Way Determination - A Crucial Part of Plans Preparation

Ira Carter, PLS, District Right of Way Surveyor

Recently a set of plans were submitted for 30% review. A note on the second sheet of the plans read:

NOTES TO REVIEWER

R/W SHOWN IS APPROXIMATE AND IS BASED ON GIS DATA EXTRACTED FROM ESCAMBIA COUNTY.

Extracting right of way information from GIS data is a very dangerous practice and is unacceptable. The following disclaimer from the Property Appraiser's web site further substantiates this concern:



Chris Jones
Escambia County
Property Appraiser

PLEASE NOTE This product has been compiled from the source data of the Inter-Local Mapping and Geographic Information Network (IMAGINE) project of Escambia County. The ESCAMBIA COUNTY PROPERTY APPRAISER I-MAP Service is for reference purposes only and not to be considered as a legal document or survey instrument. Relying on the information contained herein is at the user's own risk. We assume no liability for any use of the information contained in the I-MAP Service or any resultant loss.

Coordination with the Department's Right of Way Mapping office in the project development and design phases is essential to determine an accurate depiction of the Existing Right of Way and is mandated by procedure.

Chapter 12 of the Plans Preparation Manual, Volume 1 (Topic #625-000-007) addresses this issue in detail. The following is an excerpt from that manual:

12.3.3 Projects without an Identified R/W Phase

Many improvements to highway projects are intended to be accomplished within the existing R/W. The widening or widening and resurfacing projects are examples. Such projects must be evaluated very carefully and very early in the roadway design process.

The addition of R/W requirements can have a tremendous impact on the schedule and on the anticipated costs of a highway improvement project.

R/W Mapping should be consulted on all projects to ensure that the proposed construction lies completely within the existing R/W and no Trustees of the Internal Improvement Trust Fund parcels or maintenance surveys are required.

For all projects determined to be completely within existing R/W the project manager or District R/W Surveyor as appropriate, shall notify the District R/W Manager, in writing, that no R/W is required. This notification will serve as the basis for the District R/W Manager's certification that all necessary R/W is available for construction.

If unanticipated R/W requirements are identified during design, the production management staff and the R/W Mapping Office should be notified as soon as the requirements are determined. The production management staff will then give direction as to continuing with the design and acquisition. If acquisition continues, it will follow the previously discussed procedures.

Please allow us to assist you in the verification of existing right of way on your projects. Some projects require an extensive search of the public records, so get your request in as early as possible.

Top Ten Quality Control Comments April-June 2008

1. General Notes duplicate or conflict with information in the Specifications.
2. Pay Item Notes duplicate or conflict with information in the Design Standards and/or the Specifications.
3. Please ensure that the Begin/End Mileposts on the Key Sheet match the Begin/End Mileposts in the FM System.
4. Please ensure that the CY quantity for Excess Milled Material to be delivered is calculated correctly based on the Type and quantity of Structural Course Asphalt and that this CY quantity matches the CY quantity which has been inserted in the Specifications Package. Please ensure that the Excess Milled Material has been approved for delivery and that this amount will be accepted at the delivery location.
5. Show the project's Phase Submittal on the Key Sheet. (Should not be shown as a percentage).
6. The project description is being left off of the Key Sheet.
7. Label side streets in the plan view.
8. Superelevation 'e' rate needs to be shown with the curve data.
9. All gas mains should have warning labels.
10. Layout sheet often refers to the wrong Survey Chain.

Supplemental Agreement Report –February 2008 - May 2008

Scott Golden, P.E., District Design Engineer

This is the Supplemental Agreement Report for the months of February 2008 through May 2008. The three (3) categories of supplemental agreements that are included in this report are codes 112, 105, and 700. 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 112: Phasing or plan components not constructible as shown in plans

Reason: Improvements under this contract includes widening from four to six lanes.

No Critical Temporary Wall shoring was provided in the contract for one of the MSE walls. The area where this wall is to be constructed has a Type C sandy soil. For this condition the Occupational Safety and Health Administration requires that shoring be provided when the slope is less than 1-1/2 to 1. Starting at station 398+00 to 410+00 right roadway of C/L I-110, the wall excavation will result in slopes from 1/2 to 1 up to 1-3/7 to 1. The contractor has proposed using an I-beam and metal plate system which will allow them to meet OSHA requirements.

Increase = \$127,288.04

Response: The supplemental agreement is not being attributed to a design error.

Supplemental Agreement Report – February 2008 – May 2008

Scott Golden, P.E., District Design Engineer

Description Code 700: Overrun of existing pay items: when overruns will exceed 5% of original contract amt

Reason: Improvements under this contract consist of emergency roadway reconstruction as a result of Hurricane Dennis.

Upon removal of the sand which had washed over and blown onto the existing roadway it was discovered that patching and/or replacing the asphalt base would be required at various additional locations in order to achieve the intent of the project.

Increase = \$182,071.68

Response: The supplemental agreement is not being attributed to a design error.

Description Code 105: Discrepancies between plan notes, plan details, pay items, standard indexes and specifications

Reason: Improvements under this Contract consist of milling, resurfacing, and drainage modifications.

Existing edge drain is shown in the plans to be removed, the trench to be widened to 12", new 4" edge drain pipe placed, 17 5" of draincrete material be installed and capped with 6" of miscellaneous asphalt. Due to curing time required for draincrete, the trench would be left open overnight, the resulting drop-off (6" for misc asphalt and 4 5" of existing asphalt on the travel lanes) would be in violation of drop-off criteria as specified in the 600 index of the Design Standards In order to maintain a closed travel lane to allow for curing time of draincrete, and be within the tolerance shown for drop-off by this index (12' to clear zone from travel lane nothing greater than 5" is allowed without a barrier wall) the thickness of the draincrete was increased to maintain the 5" drop-off. The resulting increase of draincrete material resulted in a new unit price for edge drain placement and will also result in a reduction in quantity of the misc asphalt.

Increase = \$50,980.90

Response: The supplemental agreement is being attributed to a design error with no premium costs.

Description Code 105: Discrepancies between plan notes, plan details, pay items, standard indexes and specifications

Reason: Improvements under this contract consist of major interstate repair.

Subsequent to beginning work on this project it was discovered that the superelevation of the roadway within a particular section would require an additional 700 LF of variable height median barrier wall footer. The plans contained a box sheet detailing the areas that variable height footer were required. The box sheet did not identify the areas that the additional work would be required. The contractor was unaware of this work until the grades for the new lanes were calculated. Therefore, this supplemental agreement was generated to add the additional work necessary to construct variable height median barrier wall in the superelevated limits.

Increase = \$56,784.00

Response: The supplemental agreement is being contributed to a design error with \$14,378.00 in premium costs.

I Praise Loudly; I blame softly.

~Catherine II