

DISTRICT THREE DESIGN NEWSLETTER



Volume 15, Issue 1

January—March, 2010

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From the Editor's Desk— Bid Ability Reviews Have Moved... Well, Just The Time They Occur!

Scott Golden, P.E., District Design Engineer

For some time now, the Final Bid Ability Review has occurred as the lead task for the “plans to final processing” submittals. Beginning April 1, 2010, the Final Bid Ability review will be performed during Phase IV (100%) plans review. All projects past Phase IV review on this date will receive their Final Bid Ability review at the final CD submittal (current procedure).



Keep in mind that Phase IV (100%) plans are expected to be FINAL. Any remaining issues should not only be minor in nature but also few in numbers.

I want to share with you when and why bid reviews were established. During the mid 1990's (yes, way back last century), the Office of Program Policy Analysis and Government Accountability (OPPAGA) directed/recommended the Florida Department of Transportation reduce supplemental agreements, cost and time overruns on construction projects. In 1996, the District Three Design Office created the Bid Ability Review Team which was a four member team and assigned the following duties:

1. Identify and eliminate plans' errors and omissions.
2. Review of justification and need of supplemental agreements prior to approval.
3. Review of requirements for pavement design, geotechnical, specifications and traffic operations.
4. Assist construction field personnel in resolving plans' errors.
5. Provide feedback to designers by contributing to the district's quarterly design news letter.

The basic mission has not changed. However, the “team” now consists of one person, Mrs. Carol Kreis and her focus is mainly on appropriate pay items, quantities, plan notes, etc. to help identify plans' errors and omissions.

Please remember that the quality, accuracy and constructability of the project design is the responsibility of the Engineer of Record (EOR). A good quality control plan utilized by experienced staff is a prerequisite for a quality product.

Thank you for your commitment to the FDOT and remember to expect perfection and settle for excellence.



District III Quarterly Design Newsletter

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Design Spotlight—Cathy Adams

Scott Golden, P.E., District Design Engineer



*Retirement Reception
Honoring
Cathy Adams
for
35 Years of Service*

*Date
Thursday, March 18, 2010*

*Time
2:00PM*

*Place
FDOT District 3
Design Conference Room*



Please contact Aixa Corbitt at 850-415-9458

Top Ten Quality Control Comments Jan. – March 2010

1. Update **Erosion Control** Pay Items beginning with the **January, 2010 Lettings**. (**Estimates Bulletin 09-02 dated July 9, 2009**.) Replace references to “silt fence” and/or “synthetic bales” with “sediment barrier” and/or “inlet protection system” as appropriate.
2. Add the following Pay Items which are effective with the July 2010 letting:
107- 1- Litter Removal- per acre; 107- 2- Mowing- per acre
Add the Summary of Litter Removal and Mowing in which the estimated litter removal and mowing areas shall be provided. (**Estimates Bulletin 09-07/Roadway Design Bulletin 09-08 dated December 18, 2009. Effective with the July 2010 Letting.**)
3. Delete Pay Item Note: 570-1- * Performance Turf / Sod
“It is the contractor’s responsibility to mow and pick up litter within designated areas and undisturbed areas on a 30 day cycle beginning in May thru October. Hand cutting around mowing obstructions such as signs, headwalls, guardrail, etc. is also required and shall be incidental to the mowing performed on each cycle. In addition, include one litter pickup & mowing cycle in February. Includes mowing and litter pickup of ___ acres of undisturbed areas of existing turf within the project limits.”
4. Change the sod width to 2’-6” on the Typical Sections. The sod vendors in District 3 use this width.
5. Move the project description to the bottom of the sheet just to the right of the project manager’s name and ensure that it matches the FM system project description. This is not required but a District 3 preference. (Key Sheet)
6. Add the dimension for the overall Milling and Resurfacing Limits on the Typical Sections.
7. Pavement Designs specifying the PG-76-22 in the asphalt mixture are not being utilized in the plans and quantities.
8. Include the pay item for manhole adjustment.
9. Ensure transition lengths for turnouts meet standard index 515 requirements.
10. Consider placing a sidewalk landing pad or ramp at the end of projects where sidewalk ends and there isn’t a landing pad/ramp on the opposite side of the intersection.

Supplemental Agreement Report – Jan. 2010 –March 2010

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

Following is a sample of Supplemental Agreements for the first quarter of 2010 (January through March). The three (3) categories of Supplemental Agreements that are included in this summary are 123, 300, and 004. 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: 123 – Landscaping issues not adequately addressed.
Reason: Improvements under this contract consist of multilane reconstruction.

As a result of a Public Information meeting, local governments, effected property owners, tenants and other concerned citizens requested changes to be made to the existing plans to lessen the impact to the existing trees on the outer limits of the project corridor by modifying the proposed 1:3 back slope to 1:2. This Supplemental Agreement amends the contract to provide for the implementation of revised plan to modify the back slopes.

Granted Time: 0 (zero) days
Decrease: \$3,534.25
Response: unavoidable / no cost recovery action is recommended.

Description Code: 300 – Value Engineering Change Proposal.
Reason: Improvements under this contract consist of multilane reconstruction.

Drainage improvements for this project include construction crossdrains at various locations. The plans indicate the crossdrains will be constructed by jack and bore of steel casing. The Contractor has submitted a Value Engineering Change Proposal to construct the crossdrains by open trench cut in lieu of steel casing. The Department has reviewed the Contractor’s proposal and determined adoption of this change will result in a reduction in cost to the project without affecting desired design features.

Granted Time: 0 days
Decrease: \$301,863.50
Response: Avoidable / no cost recovery action is recommended.

Description Code: 004 – Design Standards, Specification or Policy change after contract letting.
Reason: The improvements under this contract consist of sidewalk construction.

Include in the contract the application of additional pavement markings at the railroad crossing. These markings were mandated by FHWA.

Granted Time: 0 days
Increase: \$100.00
Response: Unavoidable (no remedial action required) / no cost recovery action is recommended.

