

District Three Design Newsletter



(Internet Address - <http://www11.myflorida.com/rddesign/D-3/files/d3.htm>)

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District III Quarterly Design Newsletter

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“What a day may bring, a day may take away.”
 Thomas Fuller

From the Editor's Desk

Larry Kelley, P.E., District Design Engineer



We are rapidly approaching that June 30 date when DOT will experience a significant loss of manpower and experience due to the first wave of DROP employees leaving. For the past few years, Dot has been preparing for this through succession planning and increased privatization.

In the Design Section, we have converted our entire 3R program to full service contracts. We have also preached the importance of Quality Control Plans and have implemented Quality Assurance reviews to help accentuate QC.

Not only is DOT looking different these days, but all of Northwest Florida has a different look. I'm sure you are as aware as I am that Northwest Florida is beginning to develop very rapidly.

“The New Northwest” is the theme of this year's District 3 Design Conference to be held at Panama City Beach, Bay Point Marriott, April 24 and 25. Our key note speaker will be Mr. Bob Rhodes, Executive Vice President of St. Joe Company. Mr. Earl Durden, Transportation Commissioner also plans to be there. I believe both of these gentlemen will have much to share concerning the growth and progress in NW Florida.

In addition to the guest speakers, Mr. Edward Prescott, District Secretary, and Mr. Gene Martin, Director of Production for District 3 will attend to share their insight on “The New Northwest”. FICE has been invited to be a greater part of the conference this year and Mr. Fred Odom is preparing these programs.

Other Presentations include DOT Work Program, Environmental Issues, Statewide Design Issues, Contractor Perspectives, Quality Control, Utility Considerations, Electronic Specifications, Full Service Contracts, Concept Reports, ADA, Project Management, Contract Issues, and question and answer sessions.

If you have not registered, please refer to the information on the conference found on page 6 of this newsletter. I believe the conference will be very informative and a great opportunity for networking.



Design Spotlight: Carol Kreis

Larry Kelley, P.E., District Design Engineer

The Design Spotlight is on Carol Kreis. I have known Carol and her husband Frank for a number of years and I am impressed with both. They each have very strong spiritual convictions and a professional work ethic that makes them good role models on and off the job.

Carol was born on Westover AFB, Chicopee Falls, Massachusetts. She moved frequently since her father served 20 years in the US Air Force. She graduated

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high school in 1973 in Fort Myers, Florida , and afterwards served 1 year in the US Air Force as an Avionics Navigation Systems Specialist. In 1987 Carol earned a degree in Mathematics Education from the University of South Florida. She taught high school mathematics for 4 years and also coached a high school swim team.

Carol was married to her husband, Frank, in 1992. Frank had accepted a position with FDOT, so they moved from Hudson, Florida to Crestview Florida. One year later Carol and Frank moved to Chipley, Florida since Frank was named District Bituminous Engineer.

In Chipley, before coming to work for DOT, Carol served as substitute teacher and coached softball and volleyball. Carol started her DOT career in 1996 in the Marianna Maintenance Office. In 1997, Carol accepted a position as a CADD operator in Chipley. She still works in the CADD section and is considered the Senior CADD operator for the in-house design section.

In her spare time Carol enjoys her children; daughter Michelle and sons Chris and Frank. She also has two grandchildren, Nathan and Tristan.

Carol is a vital member of our design team at DOT and I am pleased to have the opportunity to work with someone of Carol's character. I think I'm most impressed, though, that Carol (along with husband Frank) still participates (and actually finishes) triathlons. She recently finished first place in the Florida Iron man Triathlon event (1999), Athena division, in the 40+ age category. Carol's husband, Frank, has recently deployed with the US Army to the Gulf Region. Please keep him in your thoughts and prayers along with all of our troops as they are serving our country during this time of crisis.



I always ask the spotlight employee to comment on life and/or work, and this is what Carol had to say:

"I am living my life daily remembering that first and foremost I am accountable to God with my actions, words, and deeds. I was raised by Christian parents to have a hard work ethic. Here at DOT, I try to keep mindful of our mission to serve the people of Florida. I am striving to develop and keep our values: integrity, respect, teamwork, and excellence. I am striving to do the best job that I can and each of these values is helping me to do that. I consider myself a public servant and hope that the people of Florida benefit from what I do safely and with enjoyment."

"When you walk to the edge of all the light you have, and you take your first step into the darkness of the unknown; You must believe that one of two things will happen. There will be something solid for you to stand upon, or you will be taught to fly.

PATRICK OVERTON



District QA Reviews

Scott Golden, P.E., Assistant District Design Engineer

We are in the process of performing QA Reviews on the ongoing design projects managed by District 3. As of this week, we have reviewed eight (8) Consultants' QC Plans. It has taken a great deal of effort and we have gone through a number of iterations to establish our procedure for performing the reviews. The first reviews were, for the most part, positive. However, I encourage each of you to review your Project Quality Control Plan(s). Don't be surprised if my staff or I show up at your office asking to see your QC work. I look forward to talking more about this at the District 3 Design Conference. See you there!



Course Announcement

Mary Anne Koos, District Bicycle and Pedestrian Coordinator

Course Title: Transportation's Role in Building Walkable, Livable Communities

When: *Tuesday, May 13, 2003, 9:00 am to 4:00 pm*

FDOT is offering a one day training opportunity to teach current policies, practices and tools for remaking streets and roadways which gain community, regional, state and national support.

Course Objectives: *To develop an understanding of the opportunities, complexities and challenges of converting Florida's streets and transportation systems to encourage the emergence of vibrant town centers, revitalized suburban plazas, infill development, convenient transportation hubs, and safe, attractive and efficient multi-modal roadways.*

Presenters: *Dan Burden, Walkable Communities and Billy Hattaway, Transportation Program Manager, Baskerville-Donovan, Inc.*

Who is Invited: Consultants, local government officials and staff, civic leaders and transportation advisory committee members. Please feel free to pass the word to those individuals that you think may be interested. Meeting attendees should RSVP to D3 DTOE@dot.state.fl.us indicating that you would like to attend the Walkable Communities presentation, since we are limited to 100 seats. You will receive confirmation from FDOT that we've received your request, and a space will be reserved for you.



Where: The Hampton Inn, Pensacola Beach. If you are interested in staying overnight, either before or after the presentation we have negotiated a special rate for meeting participants. Call **1-800-320-8108** or 850-932-6800 and refer to the **reservation code "DTO"** to ensure receipt of the \$99.00 discounted rate for inland rooms. There are a total of 50 rooms blocked for May 12-14. **Reservations must be made by April 12, 2003**, <<http://www.hamptonbeachresort.com>>

Cost: *This training is provided to you free of charge, by the Florida Department of Transportation, and has been coordinated by the State Traffic Operations Engineer, and District 3's Traffic Operations Department and Bicycle and Pedestrian Program.*

If you have any questions, please do not hesitate to contact me at 850-638-0250, ext. 547.



"Nothing compares to the simple pleasure of a bike ride."

John F. Kennedy

Supplemental Agreement Report—December

Larry Kelley, P.E., District Design Engineer

This is the Supplemental Agreement Report for the month of December 2002. The two (2) categories of supplemental agreements that are included in this monthly report are codes 103 and 115. 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 103: Incorrect/insufficient subsoil information in plans (included in plans but not adequate). This differs from 001 in that information is in plans but incorrect or inadequate.

FPID: 220642-1-52-01 & 220637-1-52-01 (Walton County)

Reason: Improvements under this contract consist of the multi-laning (from existing two lane to a four or six lane divided roadway) of SR 30 (US 98) in Walton County.

The Contractor's claim was regarding the encounter of flexible pavement depths. The Contractor was seeking compensation for removal and disposal of identifiable pavement for depths that exceed three (3) inches. The range of depths for identifiable pavement varied from nine (9) inches to twenty-seven (27) inches. The identifiable types of pavement were FC-1, Type S, Type II and SBRM.

The Contractor was directed to remove the entire depth of the pavement. The asphalt removal is included in the lump-sum price for clearing and grubbing, per Standard Specification, Section 110-11.3. There is no compensation due for the removal of asphalt. However, since the Department has decided that SBRM (Sand Bituminous Roadway Mixture) is not considered to be flexible pavement, the Contractor was entitled to compensation for the removal and disposal of the SBRM.

Increase = \$89,302.50 & 61,552.50

Response: This supplemental agreement is not being attributed to a design error. However, Designer's should be forewarned that the thickness and lateral limits of the existing asphalt pavement and concrete pavement must be shown on the cross sections, if the cross sections are included in the plans. This would include any type of asphalt/bituminous pavement, i.e. miscellaneous asphalt and asphalt base courses.

Description Code 115: Drainage modifications required due to grade differentials, structure

omissions, problems with pond designs, offsite flow not handled, incorrect elevations of structures, improper hydraulic design, etc.

FPID: 218653-1-52-01 (Escambia County)

Reason: Improvements under this contract consist of 6-laning SR 291 (Davis Hwy.) from I-10 to University Parkway.

The Contractor provided all labor, equipment and materials necessary to construct a conflict structure (S-201) to accommodate 2 existing drainage pipes that were incorrectly depicted in the project plans. The Contractor was required to construct the conflict structure in order to maintain positive drainage for the Ferry Pass Plaza parking area.

Increase = \$10,545.54

Response: This supplemental agreement is being attributed to a design error with premium cost, assessed by the Construction CEI. If after further review by the appropriate persons it is determined that the Supplemental Agreement was a design error the premium cost will be pursued (if accumulated premium for multiple supplemental agreements meets threshold for recovery).

Supplemental Agreement Report—January

Larry Kelley, P.E., District Design Engineer

This is the Supplemental Agreement Report for the month of January 2003. The two (2) categories of supplemental agreements that are included in this monthly report are codes 105 and 122. 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 105: Conflicts resulting from discrepancies, inconsistencies, etc. between plans notes, details, pay items, standard indexes, or specifications.

FPID: 218487-1-52-01 (Escambia County)

Reason: Improvements under this contract consist of the multi-laning of SR 30 (US 98) in Escambia County from an existing two lane to a four divided roadway.

Subsequent to beginning construction on this

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project a discrepancy was discovered in the plans related to the length of pipe and the number of side drain pipe runs for the turnout at station 97+62.175 left. The Summary of Side Drains (sheet 24) of the plans indicated a total pipe length of 47.8 meters and four mitered end sections. The Plan and Profile (sheet 47) of the plans depicted a single pipe run of approximately 23 meters and two mitered end sections. The Engineer of Record was notified and responded that the side drain pipe at this location was intended to be a single run of 23.2 meters with two mitered end sections.

Decrease = \$12,418.50

Response: This supplemental agreement was the result of a design error. However, it resulted in a decrease of the project cost and no action will be necessary.

Description Code 122: Bike, pedestrian, ADA or other public transit features not properly addressed (not MOT related).

FPID: 219876-1-52-01 (Leon County)

Reason: Improvements under this contract consist of resurfacing and other RRR improvements on SR 61 from SR 63 to just north of Live Oak Plantation Road.

Prior to commencement of construction, it was requested of the Department by the City of Tallahassee to replace all the Americans with Disabilities Act (ADA) non-compliant sidewalk and ramps with sidewalk and ramps meeting current ADA requirements. The request was made by the City as the result of a lawsuit in which the City of Tallahassee, the Florida Department of Transportation and others were named as co-defendants (court resolution by the United States Northern District of Florida, case number 4:01cv88rh by the plaintiff, Access Now).

Increase = \$51,404.08

Response: This supplemental agreement is not the result of a design error. When the project was being designed if the existing ramps or sidewalk was within significant compliance with the current ADA standards, they were allowed to remain (criteria has been revised several times since its inception and the first ramps constructed).

This Supplemental Agreement is being included as a way to inform designers that on all current and future projects the ADA features must be addressed and brought up to the latest ADA standards if possible. Existing ramps must be reviewed carefully and replaced or modified as necessary to be in compliance.

Supplemental Agreement Report—February

This is the Supplemental Agreement Report for the month of February 2003. The two (2) categories of supplemental agreements that are included in this monthly report are codes 101 and 300. 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 101: Necessary pay item(s) not included.

FPID: 217864-1-52-01 (Bay County)

Reason: Improvements under this contract consist of the reconstruction of the intersection of SR 30 (US 98) and Thomas Drive to provide a flyover of the eastbound lanes on SR 30 over Thomas Drive.

Subsequent to the contract letting, a review of the contract plans in conjunction with a field review was conducted by project personnel. This review revealed the Designer had inadvertently omitted a pay item for concrete pavement removal as required to compensate the Contractor for removal of existing concrete pavement.

Increase = \$143,750.00

Response: This supplemental agreement was the result of a design error. However, the CEI did not assess any premium cost for the supplemental agreement.

Description Code 300: Value Engineering Change Proposal (VECP) (should be negative SA)

FPID: 218945-1-52-01 (Gadsden County)

Reason: Improvements under this contract consist of replacement of an existing box culvert, milling and resurfacing and associated temporary traffic control measures at Quincy Creek on SR 10 (US 90).

Prior to commencement of construction, the Contractor submitted a Value Engineering Change Proposal (VECP) that provides for the use of a pre-cast box culvert in lieu of a cast in place box as required by the

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project plans.

The Department evaluated the Contractor's VECP and determined that the pre-cast box culvert met the requirements of the original intent of the plans and specifications and could therefore be used in lieu of the cast in place box.

Decrease = \$10,055.16

Response: This supplemental agreement was not the result of a design error.

**DISTRICT THREE DESIGN
FLORIDA DEPARTMENT OF
TRANSPORTATION**

If you have any questions or problems regarding obtaining a copy of this newsletter from the web page, contact Eddie Register in the District Utilities Office at (850) 638-0250 ext.—392



REMINDER:

**(For overnight room reservations, call Marriott at 1-800-874-7105)*

What: District Three Design Conference

When: April 24 & 25, 2003

Where: Bay Point Marriott, Panama City

Please Pre-Register by faxing the following information to Ms. Judy Cook at 850-638-6148

Name of Attendee \ Name of Firm

Please provide the above information BEFORE April 17, 2003

District Three Design Conference



The New Northwest