

# DISTRICT THREE DESIGN NEWSLETTER



Volume 10, Issue 3

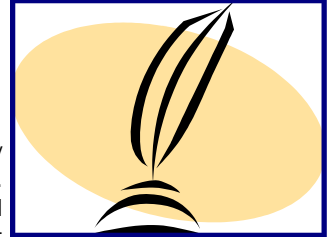
July—September 2005

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## *From the Editor's Desk*

Larry Kelley, P.E., District Design Engineer



Many of us, if not all of us, were at least indirectly impacted by Hurricane Katrina. The most common impact is the price in gasoline. An event like Katrina and the horror that it brings makes us stop and ponder life itself. For me, I realized that I should not put important things off. I am not guaranteed tomorrow. Nobody is.

A comedian once said "I was going to join Procrastinators Association of America this week, but I put it off until next week." All of us are guilty from time to time of procrastination in our personal and business life. If you have the habit of putting things off, you will never have the opportunity to work on anything immediately. If you do, what you had put off will get left out. That's oversimplified, of course, but it's my attempt at wisdom. I learned many years ago the value of performing tasks immediately. I learned it through necessity and not by choice, but nevertheless, it was a valuable experience.

I would like to relate all this to the production arena. If you have an important task to perform or a project to finish, don't assume you'll have time and resources later. Back to Katrina; everyone had about a week advance warning. After Katrina, lives were gone, resources were gone and priorities were realigned. Don't get caught by a "Katrina" or any other major, moderate or minor unexpected event that creates new priorities. Sooner or later, things get back to normal and old expectations are still expected.

How wise it is to get things done as soon as possible after you know they need doing. Procrastination creates piles. Its hard to drag something from the bottom of the pile. The wise ones will learn to do tasks immediately while direction and expectation are fresh. This practice gets things done quickly, usually produces a more accurate product, impresses almost everyone and if widely promoted and practiced will make your work group stand out against a mostly procrastinating world.

Tomorrow is not guaranteed. Do important things today.



**Iron rusts from disuse; stagnant water loses its purity and in cold weather becomes frozen; even so does inaction sap the vigour of the mind.**

*LEONARDO DA VINCI*

*District III Quarterly Design Newsletter*

Editor.....Larry Kelley

Layout/Graphics.....Eddie Register

SUBMISSIONS BY:

.....Danny Deal

.....Larry Kelley

.....Jason Peters

.....Eddie Register

## *Design QA/QC Let The Surveyor Help You*

Danny Deal, PSM, District Surveyor

For some time now the District Surveying Office has been reviewing the Designers Plans from a Surveyors viewpoint, trying to ensure that the original survey information matches that of the plan set and to make sure the plans have everything needed for construction layout. Now that we are advancing forward on Full service - No review contracts, I would like to encourage the Design firm

to work hand in hand more closely with the Surveying firm to ensure this is part of the overall QA/QC plan. This should be a team effort between the Designer and Surveyor. Who knows the survey data better than the Project Surveyor? The Surveyor should stay involved with the Design firm through the end of the plans development process. The Designer should also recognize that all parties involved are crucial to the final plans product. Small alignment, benchmark or project control issues can become much larger at the time of construction layout. Make it a priority to act as a team and allow the Project Surveyor to help ensure you have a quality set of plans in the end.

*"Your time is limited, so don't waste it living someone else's life. Don't be trapped by dogma - which is living with the results of other people's thinking. Don't let the noise of other's opinions drown out your own inner voice. And most important, have the courage to follow your heart and intuition. They somehow already know what you truly want to become. Everything else is secondary."*

Steve Jobs (American Entrepreneur, Apple co-founder)



## *Design Spotlight-Kenny Rudd*

Larry Kelley, P.E., District Design Engineer

This quarter's spotlight is on Kenny Rudd. Kenny was born in Oakland, California, and eventually moved to Washington County where he graduated from Chipley High School in 1976. Kenny began his career with FDOT in April of 1977 where he worked out of the Marianna Maintenance Office on the Bridge Crew. After a few years in Maintenance, Kenny transferred to the Chipley Complex where he worked in CADD Support, Design and Construction before transferring to Tallahassee to work in the Engineering/CADD Systems office in late 1995.

In April of 2005, Kenny had the opportunity to transfer back to Roadway Design in Chipley where he now serves as the Senior Roadway CADD Designer. Kenny loves to

spend time fishing, playing golf, riding four wheelers, and spoiling his granddaughter which he considers to be one of his expensive habits. Kenny is an active member of the Cottondale Masonic Lodge #206, and attends the Church of Christ in Chipley. We feel lucky in our Chipley Office to have Kenny back with us again. I had never spent much time with Kenny until recently. I find him to be very good at what he does and is always wanting to help out in any way he can. We got a "two for one" when we got Kenny. He knows Design and also serves us well in the CADD support issues.

I asked Kenny about his philosophy on life and work, and he had this to say: "Trust GOD, be a friend and work like a dog. If you tell people you are working like a dog, you can never lie. Some dogs work hard, and others lay on the ground and sleep." As you can see, Kenny makes work a little more fun with his unique way of saying things. I'm sorry, though, that I cannot share all that he has said.

## *Supplemental Agreement Report– May/June*

Larry Kelley, P.E., District Design Engineer

This is the Supplemental Agreement Report for the months of May and June 2005. The two (2) categories of supplemental agreements that are included in this report are codes 115 and 013. This report is also 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 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.**

**Reason:** Improvements under this contract consist of construction of a 5' sidewalk along SR 30 in Eastpoint. Subsequent to the commencement of construction, several areas around some of the drainage structures showed evidence of severe

erosion. Review of the plans revealed that there was no means provided in the contract to address the erosion issue. With concurrence from the Designer, the Department determined that it was necessary to correct the erosion problems during the ongoing construction of this contract. A new pay item for Riprap Rubble was added that would provide for furnishing and installing the rubble in the areas of erosion.

**Increase = \$2,505.80**

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

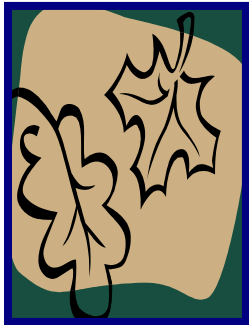
**Description Code 013: Test features not included prior to letting.**

**Reason:** Improvements under this contract consist of milling, cracking and reseating concrete, ARMI layer construction, resurfacing, signalization at ramp/cross road intersections and signing and pavement marking on a portion of SR 8 (I-10). Subsequent to the commencement of construction a review of the contract revealed that the final pavement markings were to be applied with the use of paint.

With concurrence from the Department a decision was made to incorporate No-Track Thermoplastic Pavement Markings in the contract. Placement of the No-Track Thermoplastic will eliminate the inferior final painted pavement markings that fade rapidly, which creates potential loss of delineation of the travel lanes. Since this is a relatively new product it will serve as a test project for the new markings.

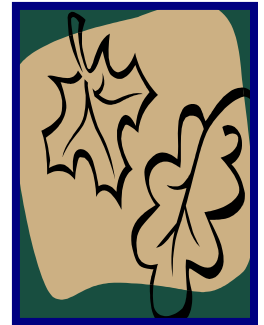
**Increase = \$59,430.63**

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



"You gain strength, courage, and confidence by every experience in which you really stop to look fear in the face. You are able to say to yourself, *"I have lived through this horror. I can take the next thing that comes along."* . . . **You must do the thing you think you cannot do.**"

*Eleanor Roosevelt*



## *Supplemental Agreement Report—July*

Larry Kelley, P.E., District Design Engineer

This is the Supplemental Agreement Report for the months of July and August 2005. The two (2) categories of supplemental agreements that are included in this report are codes 003 and 004. 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 003: Harmonize project with adjacent projects, features or adjacent R/W after plans have been completed.**

**Reason:** Improvements under this contract consist of milling and resurfacing, adding turn lanes, shoulder rehabilitation and safety improvements.

Subsequent to the commencement of construction, a review of the project site conditions revealed the need to extend the end of the project from station 394+41 to 397+94. The asphalt in this area was badly deteriorated and the FC raveled. At station 397+94 the asphalt was in good condition.

**Increase = \$26,597.04**

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

**Description Code 004: Design Standard, specification change, policy/program change (implemented as a Department directive) occurring after letting.**

**Reason:** Improvements under this contract consist of milling and resurfacing, widening of ramps, elimination of acceleration lane, signal construction and signing and pavement marking.

A plans note in the contract allowed the contractor to eliminate the Type B Stabilization by increasing the base option group by one level. The Department has determined that this substitution is not equivalent in structural value to the stabilization and is therefore unacceptable. Due to the fact that the contractor bid the project with this plan note in mind and planned on making the substitution as stated in the note, the Department has determined the contractor should be compensated for having to use a base option that is equivalent to the stabilizing plus the original base option structural value.

**Increase = \$76,149.20**

**Response:** This supplemental agreement was not the result of a design error. The allowance to use one base level above that shown in the plans was not intended to be shown in the plans as a plans note. However, many sets of plans included the note prior to the Department making the decision to rescind the directive that was included in the July – September, 1999 District Three Design Newsletter.

# Updates on New Faces and New Places

Eddie Register, Design Newsletter

In the last year there have been several changes within the Design Family. It's our goal with this brief article to update you on some of those changes.

In the month of February, the Specifications Section transferred from the Construction Department to the Design Department in an effort to improve the review and processing of Final Plans. Employees of the Specifications Section during this change were Specification Specialists Bessie Dickens (Supervisor), Dennis Chevillot and Eric White. However, Eric has recently transferred within the Design Department to our In-House Roadway Design Section as a Roadway CADD Designer. Other recent additions to our In-House Roadway Design Team is that of Lynn Adams, who transferred from the Department's Right of Way Engineering Department where she worked as a Senior Mapping Technician, to take on a position as a Roadway CADD Designer.

In July of this year Bill Evans transferred from the Department's Midway Construction Office where he worked as a Construction Project Inspector into Design's Plans Processing Section as a Plans Processing Technician.



Pictured Left to Right: Bessie Dickens, Lynn Adams (Front) Dennis Chevillot, Bill Evans, Eric White (Back)

Coming to us in June from the private

sector was Chris Kneiss. Chris accepted a position in Project Management. During the month of October, Howard Hodge (Professional Engineer Trainee) will begin his Specialization Phase in the In-House Roadway Design Section.

Please join us in welcoming and congratulating these individuals on their recent changes.



Howard Hodge



Chris Kneiss



All that is gold does not glitter. Not all those who wander are lost;

-- J.R.R. Tolkein



## DBE Participation

Jason Peters, P.E., Assistant District Design Engineer

The Department of Transportation began a race neutral Disadvantaged Business Enterprise (DBE) Program January 01, 2000. The Department's DBE Program, operated by the Equal Opportunity Office, is intended to remedy past and current discrimination against disadvantaged business enterprises, ensure a "level playing field" and foster equal opportunity and non-discrimination in DOT-assisted contracts, improve the flexibility and efficiency of the DBE program, and reduce burdens on small businesses.

Under the Race Neutral program contract goals are no longer being placed on each individual contract however, there is an overall goal of 7.5%. While DBE utilization is not mandatory in order to be awarded a contract, we would like to encourage utilization of DBE firms in order to support the success of Florida's voluntary DBE Program.

The Department would like to continue with a voluntary program thereby avoiding a return to a goal oriented program and has contracted with Business Innovations Plus to provide a system for recording and tracking the dollars spent with DBE firms. Since District 3 is currently the lowest in the state, we encourage you, when preparing teams for consultant design services, to please keep the Department's DBE goals in mind.