

Maintenance of Traffic Committee Meeting  
Minutes  
2/14/11  
Double Tree Hotel  
Orlando, Florida

Attendees: MOT Committee, Chester Henson, Stefanie Maxwell

Minutes: Chester Henson

1. There was not a quorum at the meeting to vote on issues.
2. FDOT's Research Department acquired Texas Transportation Institute (TTI) to perform research on "Evaluation of Warning Lights on Maintenance of Traffic Devices and Development of Possible Alternatives." LuAnn Theiss (TTI) presented the scope and work plan.
3. Lewis Harper discussed how retainage is determined on a construction contract.
4. Lewis Harper discussed Notice of Nonpayment and Unpaid Bills.
5. Frank O'Dea made a presentation on the use of blue colored drums for business entrances. District 5 has prepared the documentation for a "Request for Experiment" to send to FHWA.
6. Stefanie Maxwell discussed the Department's proposal to remove the reimbursement of "invoice plus 20%" for crash cushion repair in the specifications.
7. Issue #225 Sign Supports – Barrier Wall Mount: Chester Henson discussed some research that TTI had performed on temporary signs mounted on barrier walls. Stefanie outlined the Department position on alternatives available to Contractors. The alternatives are: (1) If installing on a wall with a vertical face (like a bridge), Design Standard Index 11870 may be used for the temporary sign support. (2) When post mounted signs are required in locations where there is barrier wall, install by straddling the barrier wall (this may be through asphalt or concrete pavement). (2) If it is impossible to post mount the sign at the location, try to adjust the location of the sign to miss an underground obstacle. (3) If it is impossible to post mount the sign (due to a drainage pipe in the median throughout the barrier wall location, etc.), modify the contract to delete the Design Standard's one day requirement for the signs to be post mounted for more than one day (Index 600, Sheet 6), for the signs that cannot be installed by straddling the barrier wall. This is a last resort solution. MUTCD allows for this; refer to MUTCD paragraph 11, Section 6F.03. The contractor has to use a sign that meets the height requirement of paragraphs 4-6 of Section 6F.03. There are crashworthy, approved devices on the QPL that meet the MUTCD requirements. Stefanie reiterated that there are no barrier wall mounted sign supports on the QPL and any installed shall be removed.
8. A question was asked as to the requirement of support pads for temporary attenuators. Requirements for support pads are shown in the QPL drawings.

9. Discussed issue of location of anchor plates on K-wall placed next to crash cushion and the conflict it creates with drainage slots.
10. Question was asked for the definition of speed that was allowable for moving operations setup.
11. Industry asked the Department to reevaluate one day limit for portable sign supports for detour signing.
12. Chester advised industry of new ANSI/ISEA issued for 2010. Change includes modification of reflective media on apparel.
13. Industry asked DOT to consider flexibility on fourteen (14) day minimum for second coat of paint on final surface in Section 710.