

Ananth Prasad

Subject: FW: FTBA MOT Committee Meeting 10-4-18

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Thursday, October 4, 2018

1:00 PM

Meeting Date: 10/4/2018 1:00 PM

Location: FTBA Office - Tallahassee

Link to Outlook Item: [click here](#)

Invitation Message

Participants

-  [Strickland, Daniel](#) (Meeting Organizer)
-  [Sadler, David A](#)
-  [Tootle, Amy](#)
-  [Townsend, Olivia](#) (Accepted in Outlook)
-  [Sheppard, Derwood](#) (Accepted in Outlook)
-  [Cashman, Edward](#)
-  [McDaniel, Gevin](#) (Accepted in Outlook)
-  [Hurtado, Dan](#) (Accepted in Outlook)

Notes

Attendees

Ananth Prasad, Dan Hurtado, Amy Tootle, Christian Cummings, Bob Schafer, Gevin McDaniel, Ed Cashman, Daniel Strickland, Russell Able, Olivia Townsend, John Baldwin, Joe Minich, Mark Marine, Neil Rose, Mike and Danny Halley (T), Tim Parker (T), Al Aponas

Temporary Barrier Repair Spec and Evaluation Guide

Why not repair in-place? No, because it's a worker safety hazard and the concrete needs to cure before it goes back into service.

Clarify that marginal is okay in service but must be acceptable at time of install/replace

Industry to develop their own definitions of acceptable, marginal, unacceptable and present to FDOT within 1 month (7-19 specs cut off)

Spalls will need to be repaired regardless of upstream/downstream

FDOT will develop a diagram with "zones" showing where damage is okay

Revisit the non-transferrable certification

Add "sound concrete" back to spec language

Payment for MAS system

Industry feels that they are being underpaid for the MAS system. Propose another unit of measure instead of ED - maybe weekly/monthly unit of measure, possibly lump sum. Issue where units are on the job 100% of the time but only being used/paid for use (~30%).

John B. to send a proposal to FDOT for consideration

Payment for Covered Signs

Dave discussed to DCEs - consensus was that if we (FDOT) ask the contractor to put the signs out we will pay for them.

Temporary Attenuator 3rd Party Damages

Industry wants the spec to go back to cost +20%. Having a hard time getting FHP to come out and make a report or damages just shy of the \$2000 deductible so no compensation from FDOT.

Dave will go back to the states he polled to find out how many attenuators were permanent installations, how SCI's survived etc.

Industry will work on getting empirical data from the primes about hits, recovery of damages, etc.

Will continue to discuss...

Traffic Pacing

To be discussed internally by FTBA/Ananth and will get back with Gevin for Index changes if necessary.

Trucks entering/exiting Highway

FDOT looking at developing criteria/pay item for inclusion of intelligent MOT systems

Ananth supports trying a few pilot projects but we will hold off