

**EXTINGUISH THE TORCH MEETING
SESSION ONE**

FIN: 429331-1-52-01 & 429332-1-52-01
Contract No.: E8M50
Description: SR 91 and I-4 Inter. Improvements Project
Contractor: Middlesex Corporation
Project Acceptance Date: Oct. 21, 2014
County: Orange

MEETING AGENDA

1. Introductions
2. Project Scope of Work
3. Contract Time and Money
4. Supplemental Agreements and Work Orders
5. Contractor's Notices of Intent to File Claims- No NOI's
6. Review and discussion of Lessons Learned incorporated into the Summary Report
 - a. Lessons Learned- what worked well
 - i. Partnering Survey
 - ii. Handling FGT Easement Change
 - iii. Traffic Control Interchange Detours
 - iv. Flowable fill on top of MSE wall 1 after caps and beams set- schedule advantage to mitigate MSE wall panel fabrication rejection
 - b. Lessons Learned- what did not work
 - i. OUC- do not bid pay item

Project Team:

CEI Senior Project Engineer: Mark Davidson, P.E., RSH, Inc.
CEI Project Administrator: Curtis Brown, P.E., RSH, Inc.
FTE Project Manager: Joseph Chinelly, PM
FTE Design Project Manager: Pamela Nagot, P.E., HNTB Corporation
Engineer of Record: Steven Boylan, P.E., GAI Consultants
Contractor Project Manager: David Pilon, PM, Middlesex Corporation

Summary Report

SR 91 (Turnpike) and I-4 Interchange Improvements Project Design/Build
FPN's 429331-1-52-01 / 429332-1-52-01
Contract No. E8M50

CEI Senior Project Engineer: Mark Davidson, P.E.
RS&H
3018 Michigan Avenue
Kissimmee, FL. 34744

FTE Project Manager: Joseph Chinelly
Design Project Manager: Pamela Nagot, P.E.

Engineer of Record: Stephen A. Boylan, P.E.
GAI Consultants, Inc.
618 E. South Street, Suite 700
Orlando, Florida 32801

Project Scope of Work

This construction contract consisted of two FIN numbers; 429331-1-52-01 and 429332-1-52-01. The Design Build construction scope generally consisted of:

- Roadway and ramp widening
- New bridge construction
- milling and resurfacing
- retaining wall construction

Ramp A, C, F and K were widened to two lanes and the portion of the Connector road between Ramp K and Ramp F was rebuilt and reconstructed to maintain proper weave distances and cross slopes. Milling and resurfacing along I-4, Turnpike Mainline and Ramps and installing traffic separators between Ramps A and C while extending the Turnpike median barrier wall to accommodate the new ramp bridge. Cantilever Sign relocation along North Bound Turnpike, overhead signing relocation along connector and installing new overhead sign panels overlay along the I-4 corridor. Modifying existing roadway and bridge lighting, installing new lighting under bridges along Ramp A/C and Oak Ridge Road, installing new ITS, constructing permanent turn around for tandem trucks at Turkey Lake Service Plaza.

Contract Time

Original Contract Time:	422 Days	<u>% of Original Time</u>
Time Extensions for Weather Impacts:	31 Days	7.3%
Time Extensions for Holidays and Special Events:	21 Days	5.0%
Other Extensions:	32 Days	7.6%
<u>Total Time Extensions:</u>	<u>84 Days</u>	<u>19.9%</u>
Total Allowable Contract Time:	506 Days	

Project completed on Day 506 of 506 Allowable Days, 0% ahead of schedule

Contract Amount

	<u>Bid</u>	<u>Final</u>	<u>% of Original Money</u>
Original Contract Amount (OCA)	\$10,232,356.00	\$10,167,979.48	99.37%
Contingency Supplemental Agreements		\$51,864.00	0.51%
Total SA's:		\$328,226.79	3.21%
Total OCA + SA's	\$10,232,356.00	\$10,548,070.27	103.09%

Total Amount Paid to Contractor: \$10,523,203.71, 3% over OCA

**FSA/VO
 FPID# 429331-1-52-01 and 429332-1-52-01**

Combined FPID Projects				
FSA #	DAYS	AMOUNT	BALANCE	
ITEM 0999-25 ORIGINAL AMOUNT:			\$96,556.00	
1 (1&2)	0	\$0.00	\$96,556.00	Revised NTP Date
2 (1&2)	0	\$0.00	\$96,556.00	Regional DRB
3 (2)	0	\$42,142.90	\$54,413.10	Opaque Visual Barrier
4 (1)	0	\$13,393.91	\$41,019.19	Add two signs at Turkey Lake (est.)
5	0	\$11,270.03	\$29,749.16	Turkey Lake contamination
6	0	(\$16,443.85)	\$46,193.01	Luminaire credit
7	0	(\$3,491.15)	\$49,684.16	MSE Logo Pannel Elimination
8	0	\$3,213.31	\$46,470.85	Add fuel sign and remove double post
9	0	\$10,894.33	\$35,576.52	Ramp G Unsuitable Material

Contractor's NOI's

1. FGT Impacts
2. OUC Vault procurement
3. FGT Casing Removal
4. Resolution of DDM 2,3 and 5
5. Additional Signing

Lessons Learned

1. Early Works Schedule, Timing of RFC plans approval versus Timing of Permit Modification Approval – Production, Construction and CEI

Issue Summary

- (A) The Contractor requested to start construction prior to receiving RFC plans and receiving a necessary environmental permit modification for bridge work.

- (B) Roadway RFC plans were ready to be issued prior to receipt of the approved permit modification. This created the question of whether RFC plans could be issued prior to the approved SFWMD permit mod.

Resolution

- (A) The Contractor was allowed to work at risk and use standard index shoulder closures to begin work with signed and sealed TCP while waiting for the RFC TCP & RFC Roadway plans.
- (B) RFC plans were issued with the provision that work could not commence on work modified by the SFWMD permit modification until approved. Fill and drainage operations were allowed in areas with a valid environmental permit and the bridge operation was postponed until the necessary environmental permit modification was received.

Lessons Learned / Recommendations

The lesson learned was that in order to keep the project on track we need to coordinate and maintain open lines of communication with the Design build team throughout the project and stay abreast of all outstanding issues with respect to the RFP requirements.

2. RFI process is not described in the D/B RFP

Issue Summary

The RFP is silent on a D/B RFI process. The design/bid/build RFI process was followed using project solve.

Resolution

The Team implemented a process for answering plan and construction questions where the Contractor would generate a RFI and send to the DOR with notification to the CEI. The EOR would respond directly to the CEI who would assure the RFP intent was not infringed. If the CEI required Department concurrence or assistance they would solicit input prior sending the response back to the Contractor.

Lessons Learned / Recommendations

It's important that the CEI understand that the RFI process is not a way to circumvent the RFC plan intent and violate the RFP. We recommend a process be developed by the Department and industry to process RFI's on a D/B project with specific guidelines for what may be changed and what is prohibited from changing without a formal review in the ERC system.

3. OUC Underground Power Service Relocation, Non-bid Pay item – Production and RFP

Issue Summary

A RFP addendum was issued that included a non-bid item in the amount of \$150K for utility work. The language associated with this amendment reads:

For this Contract, a Do Not Bid amount of \$150,000 has been established for Electric Services to cover actual costs associated with the design and relocation of the existing aerial toll plaza electric service from Oakridge Bridge to the underground service feed at approx. Sta. 622+00 (B/L Ramp K, across from the existing truck staging area). The Design-Build Firm's bid price shall include the cost of installing the 4-6" conduits, with pull boxes every 500', from Oakridge bridge (specific location to be coordinated with OUC) to approx. Sta. 622+00 (B/L Ramp K), where the Design/Build team is to install a pull box at the existing conduit ends. The Design-Build Firm's bid price shall also include

the cost of furnishing and installing the concrete pad for the utility transformer, per the Orlando Utility Commission's specifications, and all other electrical work described within the RFP.

The D/B firm and OUC (electrical company) developed routing and RFC plans for the installation of underground conduit, vaults and transformer pads. Payment to the Contractor was based on time and materials with appropriate markups. Funding for the work was made through the 150K non-bid item. After the completion of the infrastructure, OUC performed the actual relocation of overhead lines to underground and the removal of the overhead service. After completion of all work and the project at the 97% completion point OUC issued an invoice for 208K for their portion of the work. The total cost for power line relocation totaled \$358K.

Lengthy discussions occurred over the intent and meaning of the RFP addendum language and its interpretation. From the early onset of the project it was believed the 150K non-bid item was for the D/B firm's portion of the work only.

Resolution

The Contractor was paid for the portion of the work from the non-bid item and a supplemental agreement generated for OUC's portion of the work.

Lessons Learned / Recommendations

In the future we recommend all contract addendums and work performed by a third party have a clear scope of work with detailed estimates of cost. Work elements included in the D/B lump sum contract should be specific with no room for interpretation. Third party involvement should be dealt with as a reimbursable expense to the D/B team or have contractual language tying down construction schedules for the work being performed by the third party.

4. Pavement Widening Asphalt Joint Overlap Detail – Design

Issue Summary

The RFP or other pertinent document did not include a 1' overlapping pavement joint at roadway widening's. Through experience the Department has witnessed joint separation between existing asphalt and new widening butt joints. To eliminate this joint separation the top mat of new structural asphalt should overlap the existing mat 1' or more.

Resolution

Since this detail was not referenced in the RFP or shown in current design manuals a Work Order was executed to add an overlap pavement joint on the RFC plans. This change added \$51,864 and 4 calendar days to the contract affecting sequencing of work, and loss of efficiency in widening paving.

Lessons Learned / Recommendations

Recommend placing this joint overlap detail in the standard drawings of the PPM and assure the manual is referenced in future RFP's.

5. Turkey Lake Tandem Truck Turnaround contaminated Soil Remediation – Production, Construction, and CEI

Issue Summary

During the construction of the Turkey Lake tandem truck turnaround high concentrations of hazardous material vapors were encountered. Construction activities were suspended until a hazard assessment could be performed and solution derived.

Resolution

CEI called in the Turnpike EMO office to sample and verify the limits of hazardous material. Initially the contractor told us they would only be removing two feet of material so only that strata of material was tested. It was later determined that the two feet of material to be removed was actually two feet below final proposed elevation which was deeper than existing elevation. The environmentalists had to return, test and remove additional material. A miscommunication as to the reference point for the depth of the material to be removed slowed progress on the tandem truck turn around but did not affect the critical path activities.

Additionally a Work Order was executed to provide extra depth limerock base in lieu of the proposed type B stabilization. This change limited the depth of hazardous material removal and eliminated mixing the underlying soils. Cost of the extra work \$11,270.03.

Lessons Learned / Recommendations

When construction occurs within the limits of a known hazard all pertinent documentation, including a hazard analysis, should be included in the RFP. Additionally, if an environmental hazard is encountered and remediation is necessary assure adequate survey information is available to assess the true scope of the impact.

6. MSE Wall panel Rejection – Materials, Construction, CEI

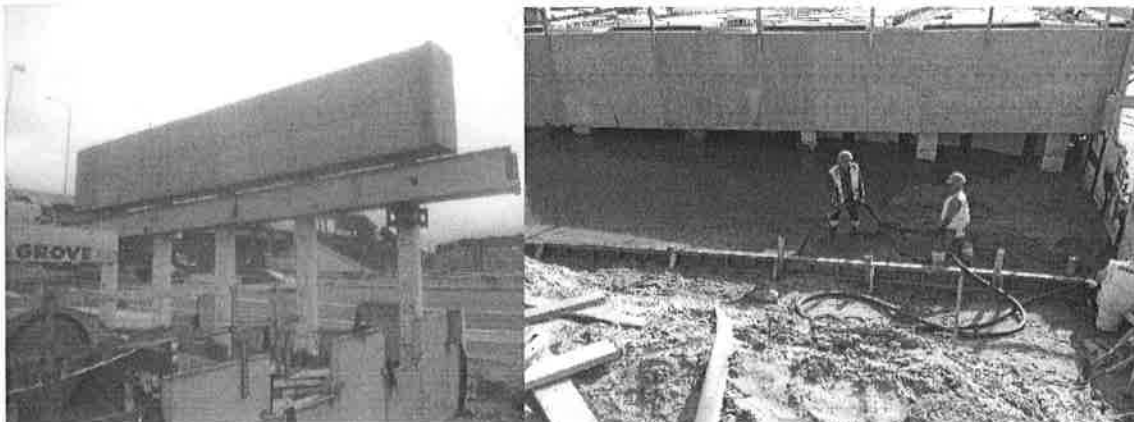
Issue Summary

At the time of MSE wall shop drawing submittal and prior to casting of panels the Contractor's proposed fabricator was verified as a qualified producer on the Department's web data base. Sometime between shop drawing approval and the start of MSE wall panel installation the fabricator's qualifications lapsed. Several shipments of panels arrived to the project and panel installation started before it was discovered the fabricator's credentials were deficient.

Resolution

The MSE wall panels were rejected and sent back to the fabricator who could not get the necessary qualifications reinstated. The D/B team contracted with an alternate qualified fabricator and had the panels re-cast. The process of finding a new fabricator and re-casting of panels had a direct impact to the projects critical path.

The ramp bridge schedule was impacted. The contractor received approval to cast the pile cap and end bent prior to finishing MSE Wall 1 to mitigate schedule delay, and used excavate-able flow-able fill for the top 3 feet of wall and straps at the end bent.



Lessons Learned / Recommendations

We would recommend adding Producer qualification expiration dates to pre-work meetings and at least monthly verifying producer qualifications on the Department's data base.

7. *Drilled Shaft Foundation Acceptance Package and DDM #2 Resolution – Materials CEI*

Issue Summary

A drilled shaft foundation was constructed with a failed concrete slump loss test. The QC cylinders cast from the same material as the failure provided acceptable structural strength. The failed slump loss test is not recorded in the LIMS system. The Department's Geotechnical Department issued a foundation acceptance letter to the contractor. The disposition of the failed slump loss test lingered an unacceptable period of time due to the CEI's unfamiliarity with the DDM process. The Contractor contended the Geotechnical's acceptance letter resolved all outstanding materials issues and filed a claim for resolving the slump loss failure.

Resolution

The shaft in question was cored and the cores compressive strength tested. The strength samples passed and the Department settled the contractor's claim by splitting the cost of performing the testing. SA Cost \$1,085.00.

Lessons Learned / Recommendations

The Geotechnical Department's acceptance letter should include a disclaimer concerning materials. The CEI should have complete and full knowledge of the DDM process and enforce the DDM tracking system for all materials issues with swift resolution.

8. *Flashing Beacon Load Center*

Issue Summary

A load center that provides power to a flashing beacon sign arrived with a 480 V / 240 V rating. The beacon sign requires a 240 V / 120V service and required a step down transformer. In discussions with the Maintenance Department it was discovered that step down transformers are a maintenance problem and their preference is to have no voltage step down.

Resolution

Verified when the load center was delivered it was in fact a 480 V / 240 V and the Contractor switch out for a 240 V / 120V in lieu of using a step down which was caught early enough where the project was not impacted.

Lessons Learned / Recommendations

Recommend that the load center delivered to the site is consistent with the load center requirements in the RFP. EOR should verify service needs and confirm in RFC plans. Perform early discussions with the EOR and Maintenance Department to assure products constructed are maintainable.

9. *Timing of Semifinal Inspection and Review of RFP Requirements – Construction and CEI*

Issue Summary

At the conclusion of the project and prior to final acceptance several items were discovered to be deficient in accordance with the RFP and the Department preference. These items included an existing fiber optics pull box adjacent to I-4 that was located on the bottom of a new drainage swale, failure to install three sets of future use utility ducts at Turkey Lake and several missing signs designating "wrong way".

Resolution

Items were corrected prior to final acceptance and a Supplemental Agreement issued for 12 of 18 missing signs. *Sign scope dispute was resolved over RFP and MUTCD "required" versus "recommended" signs.*

Lessons Learned / Recommendations

Early in D/B contract the CEI should identify and itemize all RFP requirements. During the plan preparation (ERC) phase these requirements should be cross referenced to assure they have been included in the plan set. In the case of the fiber optics pull box the CEI inspection staff should identify anomalies that just don't look right and bring to the table for discussion.

As soon as practical a project walk through should be scheduled with the Maintenance Department to assure there is contract time remaining to resolve outstanding items.

10. FGT Resolution Matrix

Issue Summary

After substantial design effort and construction had begun, the Department and FGT entered into a new easement agreement. The new agreement increased the clearance requirements between Department constructed immovable objects and FGT's lines. This retroactive agreement required significant project redesign and implementation of non-standard construction methods.

Resolution

The D/B team and the Owner worked diligently to overcome the impacts caused by the new agreement and settled the redesign/construction issues through a Supplemental Agreement.

Lessons Learned / Recommendations

Lesson learned is that communication is critical when dealing with issues that arise during construction. Recommend applying the FGT matrix for resolution of each potential impact on future projects.

11. Flashing Beacon Sign Implementation for Tandem Truck Turnaround and added Tolls for Turns at Turkey Lake

Issue Summary

In conjunction with the Turkey Lake truck turn around the RFP added tandem truck features to the I-4/FTE interchange that included new signs with flashing beacons. These signs are intended to direct NB tandem trucks past the I-4/FTE interchange to the Turkey Lake turn around during peak traffic periods. Once the trucks turn around they can exit the Turnpike by using the SB exit ramp and minimize the weaving movement within the interchange. A flashing beacon sign is also installed to prohibit left turns out of the tandem truck lot heading toward I-4.



Resolution

After construction and prior to implementation of the signs it was decided not to activate the beacons. This decision was made because the SB exit movement inflicted additional tolling onto the trucks and additional analysis was needed prior to implementation.

Lessons Learned / Recommendations

I-4 Tandem truck staging lot operations and turning movements review action = Ball-in-Court: Turnpike Traffic Operations, Planning, Tolls, and Roadway Maintenance. Recommended review to: Reconfigure the entire interchange to accommodate tandem truck traffic access to their lot, find a new location for the tandem staging area, and provide reduced left turns into/out of staging lot entrance.

12. TCP did not Accommodate Overbuild Reconstruction of ramp C/K Tie in at Connector Road

Issue Summary

The traffic control plan did not address the MOT at the tie to the connector road where ramp C and Ramp K merge. The reported 7 inches of overbuild at the Technical Proposal stage became 16 inches in final design.

Resolution

It was determined that because of the thickness of the asphalt and drop off conditions both Ramp K and Ramp C traffic NB would have to be detoured to allow enough time to construct the overbuild and place traffic back on safely.

Lessons Learned / Recommendations

Recommend closer scrutiny of overbuild design cross sections and traffic control plans. TCP cross sections are needed in final design at critical points like this connector road ramp merge.

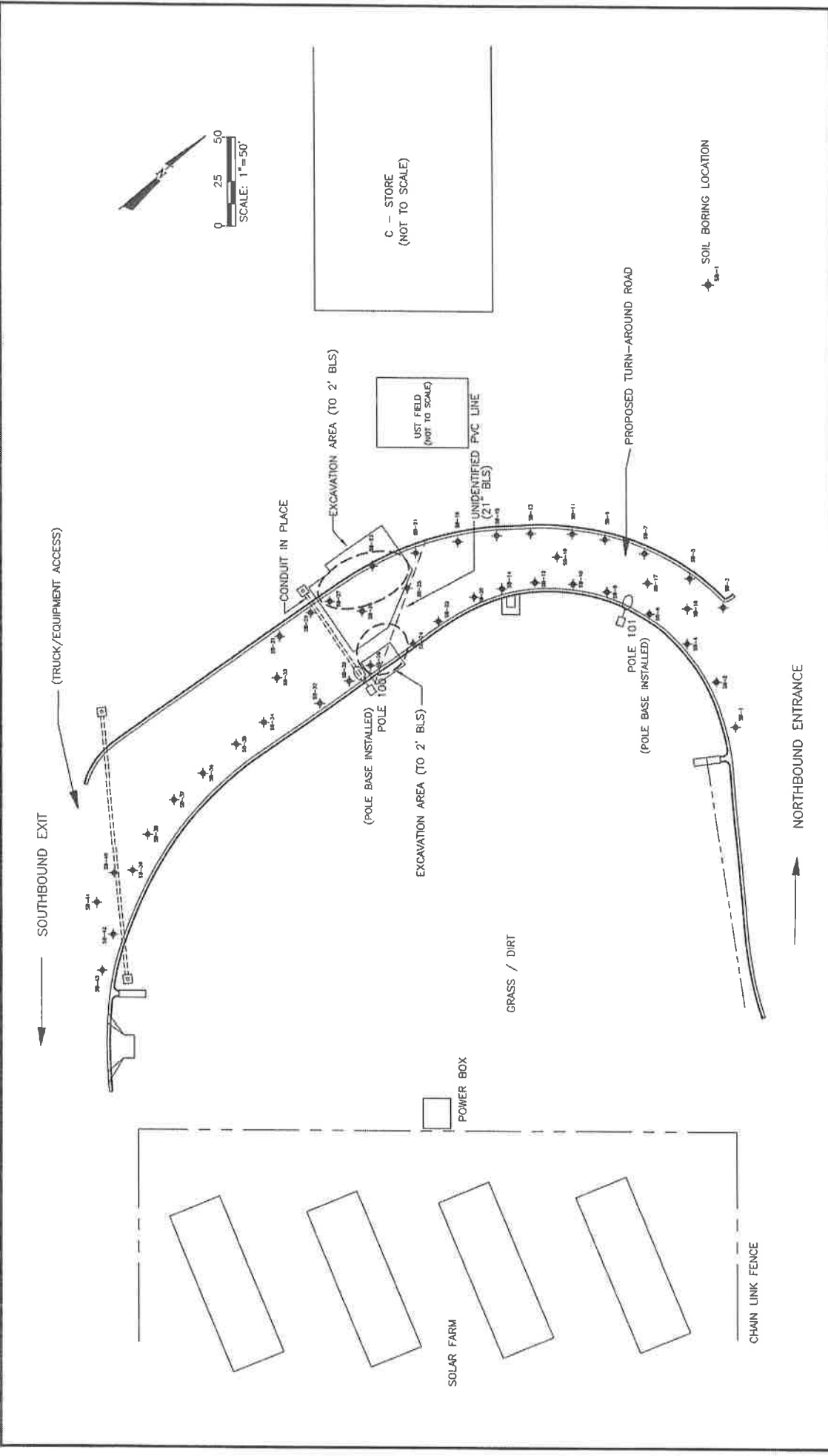


FIGURE 1
 SITE PLAN
 (SOIL EXCAVATION PLAN)

TURKEY LAKE SERVICE PLAZA
 MILE POST 263
 FLORIDA'S TURNPIKE
 01-31-14

HCR
 HANCOCK CONSULTING
 & RECREATIONAL, LLC

678 S. Edgewater Commerce
 Parkway, Suite 200
 Orlando, Florida 32810
 Telephone: (321) 890-3951
 Fax: (321) 800-3957
 Certificate of Authorization # 28812

Project:		SR 91 (Florida's Turnpike Enterprise) at I-4, Interchange Modifications. Conflict Matrix for Encroachments within 30' of Centerline between the 24" and 26" FGT natural gas transmission		SHEET NO.					
Utility Agency:		Florida Gas Transmission Company, LLC		P-01 to P-06, B1-T & B1-S, S-3 to S-4, L-4 & L-5, T1-06					
Contact Person:		Joseph E. Sanchez							
CONFLICT NO.	SHEET NO.	STATION	OFFSET (m)	UTILITY TYPE/SIZE	MATERIAL	DESCRIPTION OF CONFLICT	TO REMAIN	REMARKS AND COMMENTS	PROPOSED CURE
1	P-01	2545 to 2549	Varies RT	24" and 26" FGT GM	STEEL	Ditch Front Slope	X	Should be able to work around, but it does encroach onto FGT Easement	Conflict acceptable to FGT, no cure needed.
2	P-02	2549 to 2553	Varies RT	24" and 26" FGT GM	STEEL	Ditch Front Slope	X	Should be able to work around, but it does encroach onto FGT Easement	Conflict acceptable to FGT, no cure needed.
3	P-02	2553 to 2556	Varies RT	24" and 26" FGT GM	STEEL	Shoulder Widening Pavement, Guardrail and Ditch Front Slope	X	This will be considered a readily removable structure that FGT will approve within the specified width of the FGT Easement. FGT may need to cut pavement for future pipeline access.	Conflict acceptable to FGT, no cure needed.
4	P-03	2556 to 2557-50	Varies RT	24" and 26" FGT GM	STEEL	Shoulder Widening Pavement, Guardrail and Ditch Front Slope	X	This will be considered a readily removable structure that FGT will approve within the specified width of the FGT Easement. FGT may need to cut pavement for future pipeline access.	Conflict acceptable to FGT, no cure needed.
5	P-03	2558	Varies RT	24" and 26" FGT GM	STEEL	Concrete Ditch Paving	X	Adding to existing, should not be a problem	Conflict acceptable to FGT, no cure needed.
6	P-03	2561-20 to 2561-60	Varies RT	24" and 26" FGT GM	STEEL	Mitered End Section of 18" Drainage Pipe and Mitered End Section	X	11/15/13. Following a site visit on 11/14/13, the road contractor will redesign structure S-4A, 18" storm drain pipe and mitered end section and revise plans sheet and cross sections with corrected pipeline elevations for FGT final review and approval. 11/17/13. Either Option presented appears to resolve the conflict, please provide revised plan sheets for FGT final review and comment. Move Mitered End Section to outside of 30' from centerline of the 24" and 26" FGT transmission pipeline easement	Option 1. Extend barrier wall 20' north and relocate S-4A. Convey through pipe and headwall to ditch; requires minor ditch reshaping. Option 2. Connect S-4A to new piping system running south to Sta 2558+00 and discharge into existing ditch south of Oakridge Road.
7	P-04	2560+20 to 2563	Varies RT	24" and 26" FGT GM	STEEL	Ditch 30, Adjacent Ditch near Ditch 30, Guardrail	X	11/15/13. Following a site visit on 11/14/13, FGT will allow the existing site work to remain and approve the Ditch 30 as it is today. Submit revised plans sheets and cross sections with corrected pipeline elevations for FGT record approval. 11/17/13. Please proceed with the design resolution and provide revised plan sheets for the exception review. No reduction of cover or removal of soil with 30' from centerline of the 24" and 26" FGT transmission pipeline easement	The existing ditch bottom elevation was permitted in 2004 under Permit 48-01443-P. The proposed ditch bottom is the same elevation and provides conveyance and floodplain compensation. To accommodate FGT, the ditch can be shifted towards the R/W but will remain partially within the easement. Note there is no reduction of cover over the FGT mains. NOTE: TMC HAS REQUESTED EXCEPTION FROM FGT
8	P-04	2563 to 2566	Varies RT	24" and 26" FGT GM	STEEL	Ditch 30, Adjacent Ditch near Ditch 30, Guardrail	X	11/15/13. Following a site visit on 11/14/13, FGT will allow the existing site work to remain and approve the Ditch 30 as it is today. Submit revised plans sheets and cross sections with corrected pipeline elevations for FGT record approval. 11/17/13. Please proceed with the design resolution and provide revised plan sheets for the exception review. No reduction of cover or removal of soil with 30' from centerline of the 24" and 26" FGT transmission pipeline easement	The existing ditch bottom elevation was permitted in 2004 under Permit 48-01443-P. The proposed ditch bottom is the same elevation and provides conveyance and floodplain compensation. To accommodate FGT, the ditch can be shifted towards the R/W but will remain partially within the easement. Note there is no reduction of cover over the FGT mains. NOTE: TMC HAS REQUESTED EXCEPTION FROM FGT
9	P-04	2567 to 2570	Varies RT	24" and 26" FGT GM	STEEL	Pond 30	X	11/17/13. Please provide revised plan sheets for FGT final review and comment. Show FGT pipelines in Pond Cross Sections	Include FGT 24" and 26" pipelines in pond cross sections.

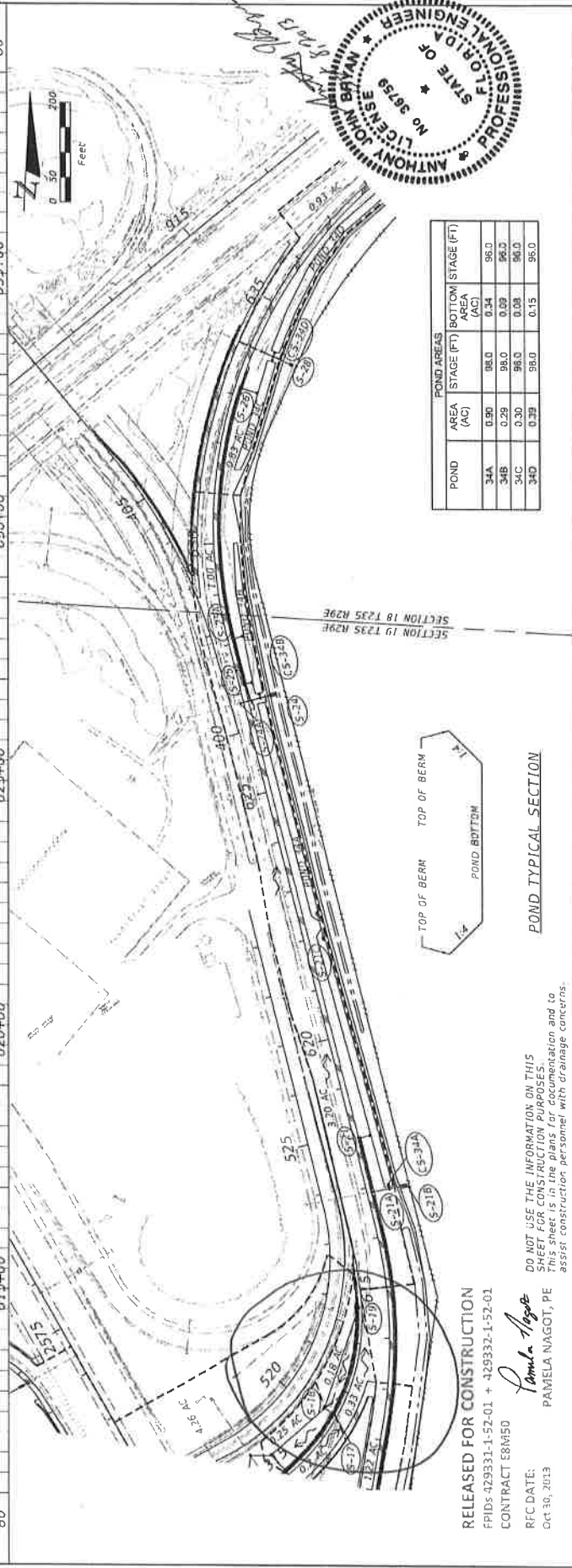
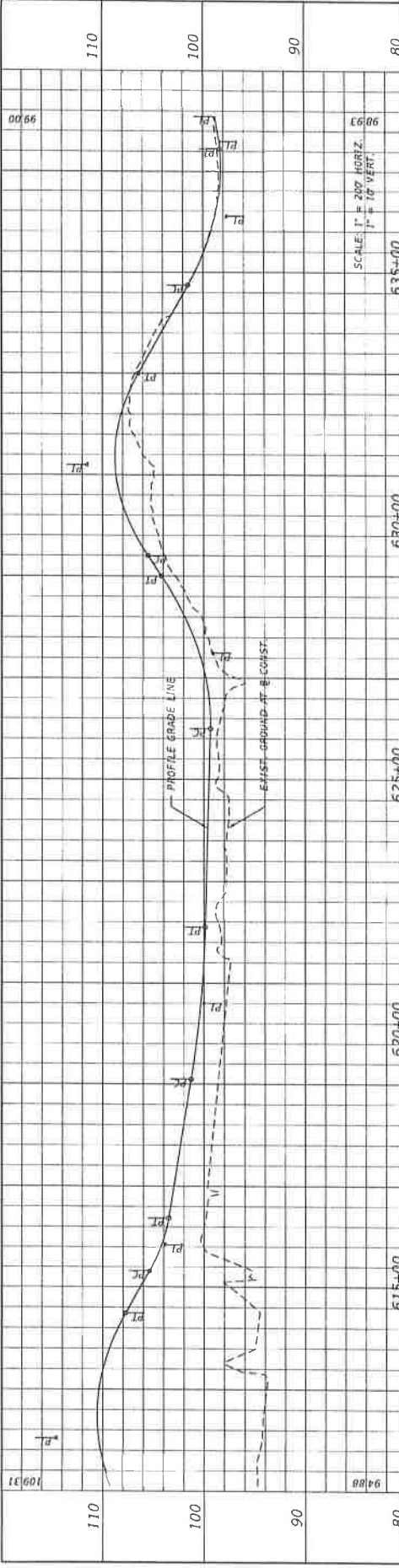
10	P-04	2565		Varies RT	24" and 26" FGT GM	STEEL	Concrete Ditch Paving (See Detail)	X	This will be considered a readily removable structure that FGT will approve within the specified width of the FGT Easement. FGT may need to cut the concrete for future pipeline access.	Conflict acceptable to FGT, no cure needed.
11	P-04	2566		Varies RT	24" and 26" FGT GM	STEEL	Shoulder Gutter Inlet, Drainage Pipe and Mitered End Section	X	11/15/13, Following a site visit on 11/14/13, FGT will allow the shoulder gutter inlet (S-6A) to be installed a minimum of 15' (fifteen feet) away from the outside edge of the 26" FGT pipeline. Submit revised plans sheets and cross sections with corrected pipeline elevations for FGT record approval. See Conflict No. 24 for the outstanding Barrier Wall item. 11/1/13, Please provide revised plan sheets for FGT exception review. Move the Shoulder Gutter, Drainage Pipe and Mitered End Section to outside of 30' from centerline of the 24" and 26" FGT transmission pipeline easement	Can extend barrier wall, shoulder gutter inlet and MES approx. 30' north. NOTE: TMC HAS REQUESTED EXCEPTION FROM FGT
12	P-04	Ramp K 606 to 608		Varies RT	24" and 26" FGT GM	STEEL	Widening and Realignment of Ramp K including Barrier Wall and the Demolition of the old Ramp	X	The construction of the Ramp K Realignment will be approved as shown. However, FGT will require a minimum 4 weeks lead time after the demolition of the old ramp to remove the casings from the pipelines.	Conflict acceptable to FGT, no cure needed.
13	P-08, B1-01 & B1-06	Ramp C 314		Varies RT	24" and 26" FGT GM	STEEL	New Bridge Structure for Ramp C Spanning Turnpike Mainline and the FGT 24" and 26" transmission pipelines (Bridge No 750640)	X	FROM TMC BASED UPON 10/25 FIELD REVIEW WITH FGT: FGT Conflict No. 13 – MSE Wall RW-2 (North) – VWH #4 through 9 and MSE wall were field surveyed. We measured 30'-6" to face of wall from FGT centerline where wall meets bridge barrier wall and 31'-0" at the North end of the wall. It has been confirmed that this location will not require revisions to current design. The two berms on existing Ramp A (approx. sta. 518+20) embankment should not be affected by our construction.	Conflict acceptable to FGT, no cure needed.
14	P-08	2570 to 2571		Varies RT	24" and 26" FGT GM	STEEL	24" Drainage Pipe and Mitered End Section by Pond 30		11/1/13, Either Option appears to resolve the conflict, please provide revised plan sheets for FGT final review and comment. Move the Drainage Pipe and Mitered End Section to outside of 30' from centerline of the 24" and 26" FGT transmission pipeline easement	Option 1: The pond can be reshaped to allow outfall near MSE wall and not cross FGT mains. Option 2: MSE wall can be redesigned to accommodate pipe thru wall at elevation 93.9 and tie pond contours to wall.
15	P-08	2570 to 2570+40		Varies RT	24" and 26" FGT GM	STEEL	Pond 30	X	11/1/13, Please provide revised plan sheets for FGT final review and comment. Show FGT pipelines in Pond Cross Sections	Include FGT 24" and 26" pipelines in pond cross sections.
16	P-08	2568		Varies RT	24" and 26" FGT GM	STEEL	Mitered End Section	X	11/1/13, Please provide revised plan sheets for FGT final review and comment. Move the Mitered End Section to outside of 30' from centerline of the 24" and 26" FGT transmission pipeline easement	Outfall and pond contours will be reshaped to accommodate easement. MES will be changed to U-Type Endwall.
17	S-3	2543 to 2548		Varies RT	24" and 26" FGT GM	STEEL	(2) Single Post Signs and (1) Multi Post Sign	X	These signs will be considered a readily removable structure that FGT will approve within the specified width of the FGT Easement.	Conflict acceptable to FGT, no cure needed.
18	S-4	2554		Varies RT	24" and 26" FGT GM	STEEL	(1) Single Post Sign	X	This sign will be considered a readily removable structure that FGT will approve within the specified width of the FGT Easement.	Conflict acceptable to FGT, no cure needed.

FROM TMC BASED UPON 10/25 FIELD REVIEW WITH FGT:										
19	S-5	2557+60		Varies RT	24" and 26" FGT GM	STEEL	Overhead Cantilever Sign Structure Support and Foundation, (1) Single Post Sign	X	<p>This sign appears to be outside to FGT easement area. Confirm or move Sign to outside of 30' from centerline of the 24" and 26" FGT transmission pipeline easement</p> <p>11/11/13, Please provide revised plan sheets for FGT final review and comment. These signs will be considered a readily removable structure that FGT will approve within the specified width of the FGT Easement. Please shift these signs further away from the FGT pipelines</p>	<p>FGT Conflict No. 19 – Overhead Cantilever – 24" gas line was located by FGT and based on a 15' offset between pipes we measured 32'-10" from FGT centerline to center of shaft, on 30'-4" to back face of the drilled shaft. It has been confirmed that this location will not require revision to current design.</p> <p>SAB RESPONSE - These signs will be shifted away from the FGT lines to the extent feasible</p>
20	S-6	2564+60 to 2566+60		Varies RT	24" and 26" FGT GM	STEEL	(2) Single Post Signs	X	<p>The Light Poles identified here will be considered a readily removable structure that FGT will approve within the specified width of the FGT Easement.</p>	Conflict acceptable to FGT, no cure needed.
21	L-4	2545 to 2555		Varies RT	24" and 26" FGT GM	STEEL	Light Poles Number 528 through 533	X	<p>The Light Poles identified here will be considered a readily removable structure that FGT will approve within the specified width of the FGT Easement.</p>	Conflict acceptable to FGT, no cure needed.
22	L-5	2545 to 2555		Varies RT	24" and 26" FGT GM	STEEL	Light Poles Number 528 through 533	X	<p>11/11/13, Please provide revised plan sheets for FGT final review and comment. Move the ITS Conduit and Pull Boxes to outside of 30' from centerline of the 24" and 26" FGT transmission pipeline easement.</p>	The ITS conduit and pull boxes will be relocated outside the FGT easement where the ITS line runs parallel with the FGT Easement. There will be a perpendicular crossing at the same location currently depicted in plans. This will need to be further coordinated with FGT.
23	IT-06	2577+40 to 2579+90		Varies RT	24" and 26" FGT GM	STEEL	ITS Fiber Bore, (2) 1.25" Conduits and (2) Pull Boxes	X	<p>11/15/13, Following a site visit on 11/14/13, the Barrier Wall design will be replaced with a Guardrail design with modified posts (24" depth). Submit revised plans sheets and cross sections with corrected pipeline elevations for FGT record approval. 11/11/13, Please provide revised plan sheets to for FGT final review and comment.</p>	IDENTIFIED DURING 10/25 FIELD REVIEW: Ramp K Barrier Wall over FGT lines – This was not called out in the FGT conflicts but arose in field discussions. The barrier wall (rigid-shoulder) from index 410 requires a 3'-0" min. depth foundation and scaled from cross sections would only leave about 2' clearance from top of FGT lines. Index 400 sheet 22 (attached) includes a less intrusive detail for concrete encased guardrail post over shallow utilities. This requires a min. of 2' depth below asphalt and would provide for an additional approximate of 1' safety margin from existing FGT lines. FGT initial thoughts were that the encased guardrail option may be preferred. FGT will provide a formal response upon completion of internal review.
24	P-04	Ramp K		Varies RT	24" and 26" FGT GM	STEEL	Barrier Wall			

	XS-37	Ramp k	Varies RT	24" and 26" FGT GM	STEEL	Typical Cross Section				
25										
26										
27										
28										
29										
30										
31										
32										
33										
34										
35										
36										
37										
38										
39										

11/15/13. Following a site visit on 11/14/13 it was determined that the elevation of the 26" FGT pipeline was shown incorrectly on the typical cross sections for Ramp K which caused the cuts for the stabilization work to be within 14" of the 26" pipeline. After completing the wheel load calculations for the proposed equipment crossings, it was determined that FGT will only allow the cuts over the pipeline to be removed by an excavator placed away from the pipeline and only using a toothless bucket. The 12" stabilization layer will be compacted using only a walk behind compactor. Only after the installation of the first four inch (4") lift of subbase material (limerock) will FGT allow the Roller (CAT 355E) to operate in "Static Mode" over the FGT pipeline. No vibratory rollers will be allowed to be used over the pipelines, all compaction will be achieved in static mode and will be required for all compaction activities being proposed within 10' from the outside of the FGT pipelines. Submit revised plans sheets and cross sections with corrected pipeline elevations for FGT record approval.

- * ALL CONFLICTS IDENTIFIED ARE PRELIMINARY. ADDITIONAL CONFLICTS MAY BE IDENTIFIED.
- * THE CONFLICTS IDENTIFIED IN THIS MATRIX BY THE FDOT DO NOT RELIEVE THE UTILITY COMPANY/OWNER FROM THE RESPONSIBILITY TO IDENTIFY ALL CONFLICTS WITH THEIR FACILITIES.
- * FAILURE BY THE OWNER TO IDENTIFY A CONFLICT MAY RESULT IN A CLAIM BROUGHT AGAINST THE UTILITY AGENCY BY THE FDOT.
- * STATION/OFFSET REFERENCED FROM CENTERLINE OF CONSTRUCTION UNLESS OTHERWISE SPECIFIED.
- * GREEN INDICATES THE CONFLICT HAS BEEN RESOLVED
- * ORANGE INDICATES UNRESOLVED ITEMS



POND	AREA (AC)	STAGE (FT)	BOTTOM AREA (AC)	STAGE (FT)
34A	0.90	98.0	0.34	96.0
34B	0.29	98.0	0.09	96.0
34C	0.30	98.0	0.08	96.0
34D	0.39	98.0	0.15	96.0



POND TYPICAL SECTION

RELEASED FOR CONSTRUCTION
 FFIDS 429331-1-52-01 + 429332-1-52-01
 CONTRACT 88M50
 RFC DATE:
 04/30/2013

Pamela Nagot
 PAMELA NAGOT, PE

DO NOT USE THE INFORMATION ON THIS SHEET FOR CONSTRUCTION PURPOSES. THIS SHEET IS IN THE PLANS FOR DOCUMENTATION AND TO ASSIST CONSTRUCTION PERSONNEL WITH DRAINAGE CONCERNS.

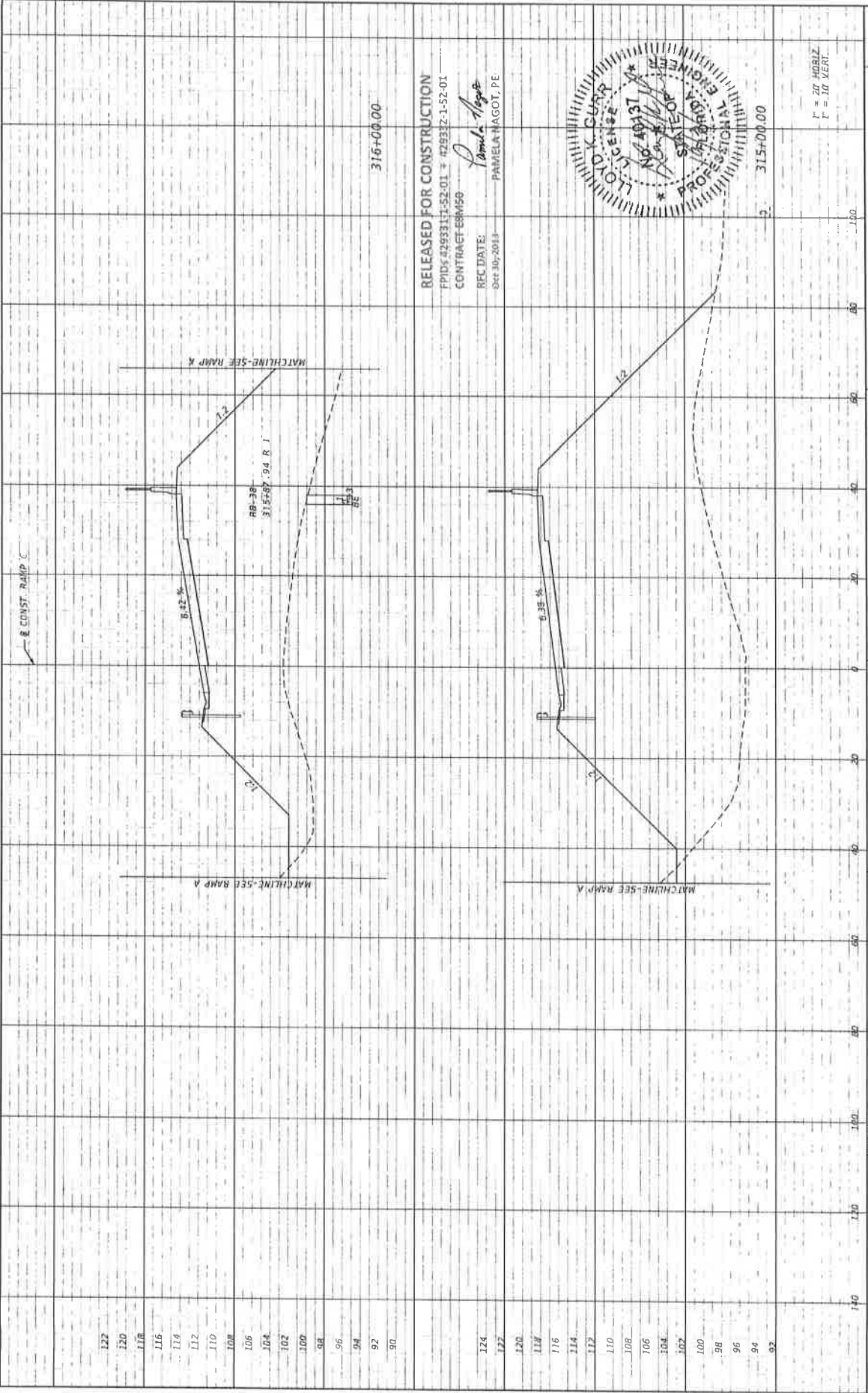
DATE	DESCRIPTION	REVISIONS	DATE	DESCRIPTION

ANTHONY J. BRYAN, P.E.
 P.E. LICENSE NUMBER 38759
 GAI CONSULTANTS, INC.
 618 E. SOUTH STREET - SUITE 700
 ORLANDO, FL 32801
 CERTIFICATE OF AUTHORIZATION 9951

STATE OF FLORIDA
 DEPARTMENT OF TRANSPORTATION
 ROAD NO. SR 91
 COUNTY ORANGE
 FINANCIAL PROJECT ID 429331-1-52-01
 429332-1-52-01

SHEET NO. DM-03

DRAINAGE MAP



RELEASED FOR CONSTRUCTION
 FPIDS 429331-1-52-01 & 429332-1-52-01
 CONTRACT ERM50
 REC DATE: Oct 30, 2013
 Pamela Nagot, PE



DATE	DESCRIPTION	REVISIONS	DATE	DESCRIPTION

STATE OF FLORIDA
 DEPARTMENT OF TRANSPORTATION
 ROAD NO. SR 91
 COUNTY ORANGE
 FINANCIAL PROJECT ID 429331-1-52-01
 429332-1-52-01

LLOYD K. GURR, P.E.
 P.E. LICENSE NUMBER 40137
 GAI CONSULTANTS, INC.
 618 E. SOUTH STREET - SUITE 700
 ORLANDO, FL 32801
 CERTIFICATE OF AUTHORIZATION 9951

CROSS SECTIONS
 RAMP C

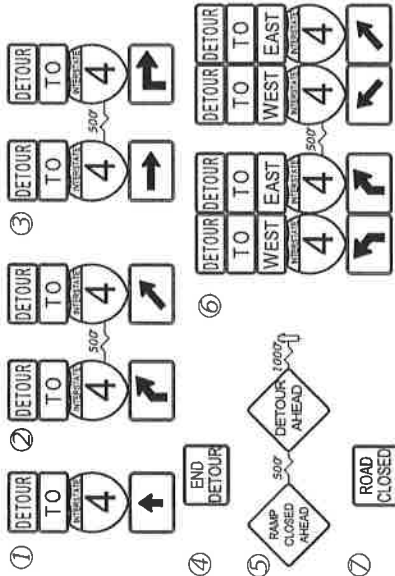
SHEET NO. XS-32

DATE: 8/20/2013 3:13:32 PM

REVISED

SCALE: 1" = 20' HORIZ
 1" = 10' VERT

LEGEND:



PCMS MESSAGES
2 WEEKS PRIOR TO RAMP CLOSURE

MESSAGE 1
 RAMP TO I-4 CLOSED

MESSAGE 2
 NIGHTLY <DATE> <DATE>

DURING CLOSURE

MESSAGE 1
 RAMP TO I-4 CLOSED

MESSAGE 2
 FOLLOW
 DETOUR

RELEASED FOR CONSTRUCTION
 FPDs 429331-1-52-01 + 429332-1-52-01
 CONTRACT E8M50

Pamela Nagot
 PAMELA NAGOT, PE



DETOUR LENGTH = 8.25 MI

DATE	DESCRIPTION	REVISIONS	DATE	DESCRIPTION

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		SR 91	
ROAD NO.	COUNTY	FINANCIAL PROJECT ID	SR 91
	ORANGE	429331-1-52-01 429332-1-52-01	ORANGE

THE HEMBURG GROUP, INC. 5461 W. Wilcox Avenue, Suite 910 Orlando, FL 32834 (813) 742-0023 C.A. NO. 0007842 Engineer of Record: James Webb Jones III, P.E. NO. 59950	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION SR 91 ORANGE FINANCIAL PROJECT ID 429331-1-52-01 429332-1-52-01	TCP SB TURNPIKE TO I-4 RAMP C DETOUR	SHEET NO. TCP-57
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DETOUR TO BE PRIMARILY USED FOR OVERHEAD SIGN INSTALLATION AND REMOVAL ON CONNECTOR ROADS.