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July 19, 2021

Randy Weng  
FDOT Fort Myers Operations Center  
2981 NE Pine Island Road  
Cape Coral, Florida 33909

**RE: US41 Picayune Strand**  
**Section: 03010000; SR 90 MP 27.157-27.399**  
**S1 Comments to EOR**  
**Collier County**  
**Permit # 2021-C-192-00001 – Construction Agreement**  
**(ABB PN #20-0111)**

Dear Mr. Weng,

This cover letter is in response to the comment letter dated June 22, 2021, for the 60% plan submittal for the above referenced project. Responses to each comment are provided below, in ***bold*** and ***blue italic*** print.

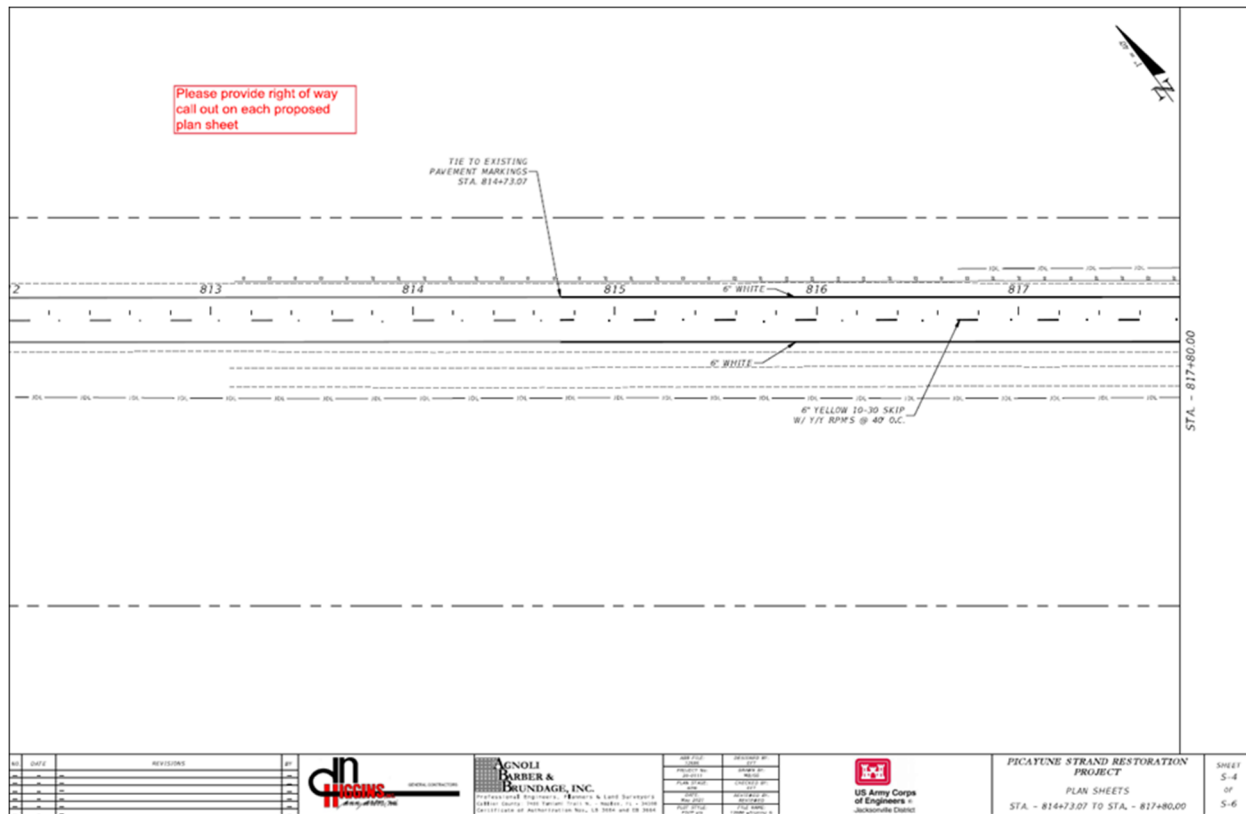
**ACCESS MANAGEMENT** - Mark Clark (239)461-4323

Not assigned

***Response: No action required.***

**SIGNING AND MARKING** - Garfield Howell (863) 519-2773

Please refer to the attached file for signing and pavement marking comments.



**Response:** *Right-of-way callouts will be added to the 90% plans.*

## **DRAINAGE** – Samantha Ervin (863) 519-2586

No hydraulic analysis provided for review supporting culvert design.

**Response:** *A hydraulic analysis was not completed under this design-build contract. The hydraulic analysis for this project was completed by the United States Army Corps of Engineers (USACE) as part of the Comprehensive Everglades Restoration Plan Regulation Act (CERPRA). Please refer to this report for the hydraulic analysis.*

## **SIGNAL SYSTEMS** – Nathan Poole (863) 519-2521

To our knowledge, there is no existing ITS/ATMS infrastructure within the limits of this project.

Please confirm no phasing, geometrical (including shifting of lane lines, stop lines, crosswalks etc), speed limit or approach grade changes are proposed at any signalized intersections as part of this project. If changes are proposed, signal plans will have to be included and the basic controller timings updated to the latest standards.

**Response:** *There are no signalized intersections within the project.*

**ROADWAY** – Rob Bliven (863) 519-2481

Comments:

1. (General) All work within the FDOT R/W must meet criteria shown in the FDOT Design Manual (FDM), FDOT Standard Plans, and FDOT Standard Specifications for Road and Bridge Construction. Design values and design criteria from the FDM, which are not attained will require a Design Variation from the DISTRICT DESIGN ENGINEER (See FDM 122 Design Exceptions and Design Variations). However, this is not the preferred by FDOT and may not be approved. Design values and design criteria from the AASHTO (Policy on Geometric Design of Highways and Streets) which are not attained will require a Design Exception from the STATE ENGINEER. The Department is under no obligation to approve any Design Variation/Exception submitted for review.

*Response: A Teams Conference Call was held on July 7, 2021, to discuss the design in detail. Two items were brought-up by the design team. The first was the pavement section and membrane over the concrete box culverts. Rob said he could not approve the design but understood the concept behind it to keep the road from being raised-up over the box culverts. He was going to forward the design to Mark Pronto, District Design Engineer for further review. The second item was the speed reduction for the MOT road to avoid wetland impacts. Rob directed us to submit the plans and speed reduction request to Jimmy Vilce. Further discussion of these items and additional comments are included at the end of this letter.*

2. (See Cover Sheet) The key sheet should be the first sheet in the plan set and will include the Project Name, County name, State Road Number, Roadway ID Number, Roadway Mile Post, Index of Sheets, project location map, Engineer of Record (EOR) and the EOR's Florida Professional Engineering License number. (FDM 309 Key Sheet).

*Response: The cover sheet will be revised at the 90% plan stage to add the County name and Mile Post per FDM 309.*

3. (See Sheet 04) Add a dimension and cross slope to the slope on the right side of the proposed Pathway. (4' min and no steeper than 1:6).

*Response: A dimension and cross slope will be added to Sheet 04 at the 90% plan stage.*

4. (Pavement Design) Provide the FDOT pavement design as shown. The design should be written on the displayed on the Typical Sections (FDM 319) and as follows:

MILLING AND RESURFACING  
MILL EXISTING ASPHALT PAVEMENT (1.5" AVG. DEPTH)  
FRICTION COURSE FC-12.5 (1.5") (PG 76-22)

*Response: The pavement design for milling and resurfacing will be revised as shown at the 90% plan stage.*

5. (Maintenance of Traffic) The Traffic Control (TTC) Plan was not provided and is required to obtain a Permit to construct in the FDOT R/W. The TTC plans should depict provisions for maintenance of traffic during all phases of construction. Describe the sequence of construction with Phasing Notes, Work Zone Typical Sections, and Work Zone plans that include cones, barricades, work zone signs, or temporary concrete barriers, as needed to show traffic paths within the work zone, and temporary barriers as needed to convey the full Temporary Traffic Control TTC intended by the engineer. Refer to Standard Plans Index 102's series for the TTC. Modifications to the standard plan indexes must be signed and sealed by a professional engineer registered in the State of Florida. Please be aware, Standard Plans 102 Series may not be sufficient for turn lane construction where the pavement drop offs will last more than 24 hours, unless mitigated with fill material used to construct a temporary 1:4 compacted (firm and unyielding) slopes adjacent to the operational travel lane as shown on Standard 102-600 sheet 9 of 12, at the end of each day. (See F.A.C. 14-96.005(4)(d)9).

*Response: A preliminary Traffic Control Plan was provided on Sheets 38-41 in the 60% submittal. Additional details such as the sequence of construction with phasing notes will be added at the 90% plan stage.*

**FORT MYERS OPERATIONS** – Randy Weng (239) 985-7810

No Comments at this time.

*Response: No action required.*

#### **ADDITIONAL COMMENTS FROM FDOT:**

**PAVEMENT DESIGN OFFICE (D1 & D7)** - Kisan Patel (Received July 16, 2021)

1. Based on the as-builts, the existing road is FC-12.5 so we typically like to match friction course. Please change the FC-9.5 to FC-12.5. The other issue is it is difficult for contractors to meet density requirements for 1" lift of FC-9.5.

*Response: FC-12.5 at a depth of 1.5" will be provided at the 90% plan stage.*

2. The as-builts for this area shows Traffic Level C. Please change from Traffic Level B to Traffic Level C.

*Response: Traffic Level B will be switched to Traffic Level C at the 90% plan stage.*

3. Sheet 5 states “(OPTIONAL BASE GROUP 9, 10" LIMEROCK, LBR 100, MAY BE SUBSTITUTED UTILIZING BLACK BASE OVERBUILD)”, please change to optional base group 9 and you can refer to Spec 285 Optional Base Course. Overbuild implies they do not need to meet density requirements.

*Response: We will remove the text regarding a substitute black base overbuild.*

4. Is there an overbuild detail table for the typical section on sheet 4?

*Response: On overbuild detail will be added at the 90% plan stage.*

5. Can the asphalt membrane interlayer – Petrotac 4591 be milled up? I have concerns with future milling and resurfacing if this material cannot be milled.

*Response: Yes, the Petrotac product will be able to be milled.*

6. Will there be a filter fabric between the asphalt and the box culvert as shown in standard plan 400-291 sheet 2?

*Response: Yes. Filter fabric will be used per the Standard Plan indicated.*

7. Please update references on sheet 15 from standard index to standard plan. The numbers have changed.

*Response: The references on Sheet 15 will be updated for the 90% plan submittal.*

8. Will a FDOT CEI oversee this project?

*Response: No. The USACE will be administering the project.*

#### **ADDITIONAL COORDINATION WITH FDOT FOR SPEED ZONE REDUCTION:**

A formal request was made to Jimmy P. Vilce, P.E., District Permits Engineer, to reduce the speed zone from 60 mph to 35 mph for environmental considerations via e-mail on 7-13-2021.

This request was denied on 7-15-2021 with the following e-mail:

*From: Vilce, Jimmy <Jimmy.Vilce@dot.state.fl.us>  
Sent: Thursday, July 15, 2021, 10:42 AM*

To: Ted Tryka <tryka@abbinc.com>  
Cc: Matt Deluca <mattd@dnhiggins.com>; Joanie Swindle <joanies@dnhiggins.com>;  
Bliven, Rob <Rob.Bliven@dot.state.fl.us>; Weng, Randy <Randy.Weng@dot.state.fl.us>;  
DeBoy, Brian T <Brian.Deboy@dot.state.fl.us>  
Subject: RE: Design/Build Picayune Strand Rehabilitation Project Conveyance Features -  
Permit #2021-C-192-00001 - Construction Agreement - Request for Work Zone Speed  
Reduction

Good Morning Ted,

Per my coordination with the DTOE, the Department will not accept a speed less than 45 MPH. Therefore, please redesign the MOT to accommodate a speed of no less than 45 MP. If you decide to reduce the posted speed down to 45 MPH, you will need to send another request for approval. However, if you reduce the speed down to 50 MPH, approval from the DTOE and the DTO is not needed. instead, you will need to send me and the permit coordinator a justification via email as to why it was necessary to reduce the speed from 60 down to 55/50, whichever applies. Let me know if you have any questions.

Thank you,

Jimmy P. Vilcé (Veel-say), P.E.  
District Permits Engineer – District ONE  
801 N. Broadway Ave  
Bartow, FL 33830  
Phone: (863)519-2311  
Cell: (863) 272-3255  
<http://www.fdot.gov>

**Response: We are going to send a formal request for a work zone speed reduction to 45 mph as indicated in the e-mail above.**

If you have any questions, you may reach me by telephone or email ([tryka@abbinc.com](mailto:tryka@abbinc.com))

Sincerely,  
AGNOLI, BARBER & BRUNDAGE, INC.



Edward "Ted" F. Tryka III, P.E.  
Project Manager

TT/sak