

System Operations Advisory

SOA 2016-004

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Drum and 42" Channelizing Device Quality Compliance Process

To improve the quality of traffic control devices within the work zone, specifically drums and 42" channelizing devices, the following [FUSP 12SP-812X-01 Payment of Temporary Traffic Control Devices](#) has been created and added to all projects starting with the Oct 1st 2016 letting. The FUSP changes the way damaged drums and 42" channelizing devices are paid for, as described in the standard specifications.

This advisory will highlight the changes and provide additional pictures and guidance.

Damage will be assumed to have occurred from vehicular traffic unless otherwise documented. Replacement will be made up to project completion (excluding water and cultivating), as follows:

The statement above modifies the way MDOT determines payment for damaged devices. Damaged devices are defined as those devices that have fallen into the unacceptable range per the *American Traffic Safety Services Association Quality Guidelines for Temporary Traffic Control Devices and Features* (ATSSA QG) after initial inspection (see pictures below). MDOT has extended the time-frame, to include up to project completion (excluding water and cultivating). It should be noted that until initial inspection of the traffic control devices has been made, no damaged compensation claims have to be paid, unless otherwise determined by the engineer. No damage compensation or initial payment will be made for devices failing initial inspection. In addition, if traffic control remains on the roadway after project completion (excluding water and cultivating) and is waiting to be picked up, no damage compensation will be paid.



Unacceptable devices

If Project Staff witness a contractor or any individual working for the contractor, damage a traffic control device, no damage compensation will be paid. This must be documented in an IDR to refuse payment.

Plastic Drums and 42" Channelizing Devices will be paid for at a set rate of \$35 per Plastic Drum and \$18 per damaged 42" Channelizer

Devices must also be placed appropriately to be eligible for damage compensation. Devices will be assumed to be placed appropriately unless it is otherwise documented.

A flat rate for replacement for Drums and 42" channelizing devices has been agreed upon by MDOT and MITA and these rates as detailed in the FUSP will be used for damage compensation.

Prior to payment, Project Staff need to meet with the contractor to determine which devices are damaged to the unacceptable range. Once a device has been deemed unacceptable and has not been documented as misplaced or damaged by the contractor, MDOT will spray paint an X on the device so it is taken out of inventory. These devices will then be removed from the project and disposed of by the contractor. If any device is removed from the project before inspection, no damage compensation payments will be made.

All Plastic Drums and 42" Channelizing Devices that are classified as marginal, per the ATSSA QG, during the project, will have blue survey ribbon tied to the handle. MDOT will be responsible for marking marginal devices. Removal and replacement will take place as defined under the Quality Classifications and Requirements Section of the ATSSA QG and will be at no additional cost to the Department.

During the course of the project, after initial inspection, MDOT will flag marginal devices (see the following pictures) for replacement at stage changes, or when more than 25% of the total quantity on the project are in marginal condition. At these times, as stated in the ATSSA QC, all devices within the work zone must be brought up to 100% acceptable condition.



Marginal Devices – Blue Ribbon is available at the [MDOT warehouse](#)

If at any time the contractor is found tampering with or removing the ribbon without approval, MDOT may require the contractor to update all marginal devices at any time during the project.

The contractor may clean the drums or 42" channelizing devices to bring them back up to the acceptable condition, but will need permission from Project Staff to remove the ribbon, if the devices are to be placed back on the same project.

The goal of this FUSP is to increase the quality of the traffic control devices on projects. Documenting and removing the marginal & unacceptable devices will lead to a safer work zone for the workers and the motoring public.

For questions or concerns about this process please contact the Work Zone Delivery Engineer.