

Origination Form

Specifications

Name:	Wagner, David	Specification Number:	6.2
Email:	david.wagner@dot.state.fl.us	Associated Specs:	None
Date:	2024-06-28T14:34:03Z	Verified:	VERIFIED

Summary:

Clean up and correct some language. Deletion of mention of single lane temporary bridging. Increase on the number of days Contractor has to return temporary bridging once it is no longer needed. Update on rate of return on components. Update in penalty amount for delay in or failure to return temporary bridging.

Justification:

The Department does not have and does not issue single lane temporary bridging. Correction on the number of days Contractor has to return temporary bridging once it is no longer needed to give the intended two full weeks and what be in line with conversations Maintenance Office has had with Contractor being issued temporary bridging. Change return rate from 200 ft/week to 2 truck loads/week as truck loads/bundles is how the bridging is returned. Increased penalty amount for delay in or failure to return temporary bridging to be more in line with actual value of the Department's assets and the difficulty in obtaining replacement parts that do not get returned.

Do the changes affect other types of specifications?

Neither

List Specifications Affected:

Other Affected Documents/Offices	Contacted	Yes/No
Other Standard Plans		No
Florida Design Manual		No
Structures Manual		No
Basis of Estimates Manual		No
Approved Product List		No
Construction Office		No
Maintenance Office		No

Materials Manual		No
Traffic Engineering Manual		No

Are changes in line with promoting and making progress on improving safety, enhancing mobility, inspiring innovation, and fostering talent; explain how?

Yes, promoting timely return of temporary bridging aids in inspection and inventory timeframes of our ACROW bridge components so that staff can maintain organization, inspection timeframes and efficiently reissue components when they are next needed.

What financial impact does the change have; project costs, pay item structure, or consultant fees?

No financial impact if bridge components are returned within specified timeframe. If that timeframe is exceeded, the penalty has been increased to be closer to, though still lower than the replacement cost of the Department's assets.

What impact does the change have on production or construction schedules?

None

How does this change improve efficiency or quality?

Efficiency and quality to remain at current levels.

Which FDOT offices does the change impact?

Construction and Maintenance

What is the impact to districts with this change?

None

Does the change shift risk and to who?

Risk primarily remains the same. Small decrease in risk to the Contractor due to increasing the number of days to start returning temporary bridge components.

Provide summary and resolution of any outstanding comments from the districts or industry.

Comments and Responses are available on the Track the Status of Revisions hyperlink located on the Specifications landing page: <https://www.fdot.gov/programmanagement/Specs.shtm>

What is the communication plan?

Through the established specification revision process (e.g., Internal and Industry Review)

What is the schedule for implementation?

The Standard Specifications eBook and Workbook are effective July 1st every year.

MAINTENANCE OF TRAFFIC
(REV 6-25-24)

SUBARTICLE 102-6.2 is deleted and the following substituted:

102-6.2 Construction: Plan, construct, and maintain detours for the safe passage of traffic in all conditions of weather. Provide the detour with all facilities necessary to meet this requirement.

Install detectable warnings on temporary ramps in accordance with Section 522.

When the Plans call for the Department to furnish detour bridge components, construct the pile bents in accordance with the Plans, unless otherwise authorized by the Engineer.

Provide two Contractor representatives, who will be directly involved in the erection of Department-owned temporary bridging, to attend a mandatory one-day training session to be conducted at the Department's storage facility. No bridging will be released to the Contractor prior to the completion of this training.

Submit the following: company name, phone number, office address, project contact person, names of the representatives who will attend the training described above, project number, detour bridge type, bridge length, span length, location and usage time frames, to the Engineer at least 30 calendar days before the intended pick-up date, to obtain the storage facility location and list of components for the project. Upon receipt, the Engineer will, within 10 calendar days submit an approved material list to the Contractor and the appropriate Department storage yard.

Submit the name of the representative with authority to pick up components, to the Engineer at least 10 calendar days before the proposed pick-up date. The Department is not obligated to load the bridge components without this notice. Take responsibility and sign for each item loaded at the time of issuance.

Provide timber dunnage, and transport the bridge components from the designated storage facility to the job site. Unload, erect, and maintain the bridge, then dismantle the bridge and load and return the components to the designated storage facility.

Notify the Engineer in writing at least 10 calendar days before returning the components. Include in this notice the name of the Contractor's representative authorized to sign for return of the bridge components. The yard supervisor is not obligated to unload the bridge components without this notice.

The Department will provide equipment and an operator at the Department's storage facility to assist in loading and unloading the bridge components. Furnish all other labor and equipment required for loading and unloading the components.

The Department's representative will record all bridge components issued or returned on the Detour Bridge Issue and Credit Ticket. The tickets must be signed by a Department and a Contractor representative, after loading or unloading each truck to document the quantity and type of bridging issued or returned.

Bind together all bridge components to be returned in accordance with the instructions given by the storage facility. The yard supervisor will repack components that are not packed in compliance with these instructions. Upon request, written packing instructions will be made available to the Contractor, before dismantling of the bridge for return to the Department's storage facility.

Assume responsibility for any shortage or damage to the bridge components. Monies due the Contractor will be reduced at the rate of \$35.00 per hour plus materials for repacking, repairs or replacement of bridge components.

The skid resistance of open steel grid decking on the detour bridge may decrease gradually after opening the bridge to traffic. The Department will furnish a pneumatic floor scabblers machine for roughening the roadway surface of the detour bridge decking. Provide an air compressor at the job site with 200 cubic feet per minute capacity, 90 psi air pressure for the power supply of the machine, and an operator. Transport the scabblers machine to and from the Department's structures shop. Repair any damage to the scabblers machine caused by operations at no expense to the Department. Perform scabbling when determined necessary by the Engineer. The Department will pay for the cost of scabbling as Unforeseeable Work in accordance with 4-4.

Commence ~~Return the of~~ bridge components to the designated storage facility ~~beginning~~ no later than ~~140~~ calendar days after the date the detour bridge is no longer needed, the date the new bridge is placed in service, or the date Contract Time expires, whichever is earliest. Return the detour bridging at an average of not less than ~~200 feet~~ two truckloads per week. Upon failure to return the bridge components to the Department within the time specified, compensate the Department for the bridge components not returned at the rate of ~~\$5.00 per 10 feet, per day, per bridge, for single lane; and \$2~~ 10.00 per ~~10 feet~~ foot, per day, per bridge, ~~for dual lane~~ until the bridge components are returned to the Department.