

Specification Section 102

Subarticle 102-6.2

ORIGINATION

Date: 6-28-24

Name: David Wagner

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COMMENTARY

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.

INTERNAL COMMENTS AND RESPONSES

BLACK = Comment **BLUE** = Specifications Response **GREEN** = Change Made to Specification

Name: David Wagner (Originator requesting modification)

Date: 7-25-24

COMMENT: The "10 calendar days" was also in the 5th and 7th paragraph of 102-6.2 were also supposed to be changed to 14 calendar days. Something for next cycle if too late for this one.

RESPONSE:

Comment came from originator.

ACTION TAKEN: Change made to specification

These and one other change from 10 to 14 days (4th paragraph) has been shown in the updated document sent to the Specs Office on 8/7/2024.

Name: Ananth Prasad

Date: 7-30-24

COMMENT: Last paragraph of changes in 102-6.2 deals with return of temporary bridge components to the Department's facility. The three (3) milestones are listed with the caveat that the Contractor must start delivery at the EARLIEST of the three. 100% of the time, the "new bridge is placed in service" before the temporary detour can be removed. In 14 days, the removal of the ACROW might not have yet started. In most of these small, rural bridge sites, there is no excess room so a common practice is to remove the ACROW components in large pieces and haul and deposit them at a common yard (shop/storage area) for a complete breakdown and repackaging to load and haul to the single point at Oviedo in the most efficient way possible. The Contractor can continue to remove the substructure and temporary foundations, de-mob the equipment from the jobsite, then go sort and load the ACROW parts. Seems like the majority of small, rural bridge replacements that utilize the temporary ACROW (300 series) bridges are located in Districts 2 and 3. The Department's single point of storage is in Oviedo and they do not function as a load/receive site on Fridays, nor Monday mornings, nor

after about 3:00 PM in the afternoons. With the current trucking hours or service limitations and the single, distant pickup/deposit location, maybe the Department could install a secondary ACROW location site in one of the northern Districts (as it used to be)? If you have to put a milestone for commencement of return, use “the date the Contract Time expires”. This allows the entire structure to be removed, dismantled and repackaged for efficient shipping.

RESPONSE: (Originator’s response to comment)

- *“The three (3) milestones are listed with the caveat that the Contractor must start delivery at the EARLIEST of the three. 100% of the time, the “new bridge is placed in service” before the temporary detour can be removed. In 14 days, the removal of the ACROW might not have yet started.”*
 - **Per the contract it should have started else a penalty begins to accrue. It is in the Department’s interest for our bridging to be returned soon after the temporary detour is no longer needed. The bridging is expensive and finding replacement components can be very difficult. The bridging could be sitting out in an aggressive environment and we don’t want them lingering out there until removal becomes convenient, they could turn into a staging area for equipment and materials which they are not intended to be used for, or a pathway for heavy equipment to drive across which they are also not intended to be used for, especially if the Contractor stops inspecting them once traffic is no longer on the temporary bridge, etc. The sooner we get the bridging back, the sooner we can inspect it, repair as needed and send it back out to a new jobsite. Perhaps extending the deadline from 14 days to 30 days would be an appropriate compromise.**
- *“In most of these small, rural bridge sites, there is no excess room so a common practice is to remove the ACROW components in large pieces and haul and deposit them at a common yard (shop/storage area) for a complete breakdown and repackaging to load and haul to the single point at Oviedo in the most efficient way possible.”*
 - **OOM has not heard of this concern from any of the projects that have been issued ACROW over the past several years and are unaware that this has ever been a reason for delayed return.**
 - **A follow-up question arises as to how these “large pieces” are being supported as they are transported many miles down the road to a temporary staging site and who is signing off on how these pieces are being stacked and transported if different than how they are loaded at Oviedo when the Contractor picks them up?**
 - *“The Contractor can continue to remove the substructure and temporary foundations, de-mob the equipment from the jobsite, then go sort and load the ACROW parts.”*
 - **The substructure portion are not components the Department issues to the Contractor and can be taken out at the Contractor’s convenience. Expectation per the Spec would be that enough trucking capacity can be provided to meet the deadline and that would be reflected in the bid.**
 - **Perhaps extending the deadline beyond 14 days would be helpful here.**
- *“The Department’s single point of storage is in Oviedo and they do not function as a load/receive site on Fridays, nor Monday mornings, nor after about 3:00 PM in the afternoons.”*
 - **If the 10-day (or currently proposed 14 day) spec language is met there has not been an issue with the Oviedo shop schedule. Special accommodation can be requested and addressed as approved by the Office of Maintenance. (See**

highlighted change in last paragraph.)

- *“With the current trucking hours or service limitations and the single, distant pickup/deposit location, maybe the Department could install a secondary ACROW location site in one of the northern Districts (as it used to be)?”*
 - **A second or multiple locations to receive ACROW would create an undue burden on the Department due to the staff expertise and equipment required to receive and perform damage assessment of returned ACROW components. Oviedo was selected as the single point of issuance and return in the mid-2000’s to ensure that the in-house experts at that shop could review the returned components and make repairs prior to returning the components to the active inventory. This level of review is required to maintain a safe and reliable temporary bridge inventory for the safety of the traveling public and emergency preparedness in the case of a failed bridge on a critical roadway.**
- *“If you have to put a milestone for commencement of return, use “the date the Contract Time expires”. This allows the entire structure to be removed, dismantled and repackaged for efficient shipping.”*
 - **Again, contract time expiration could be quite a long time after the detour is no longer needed. The 14 (maybe 30) days from the date of the detour bridge closure is the only milestone that should remain (see highlighted changes). In the near future these bridges will need to be inventoried and their data submitted to FHWA. In that case a bridge closure date will be required therefore beyond that date the countdown will be very clear.**

ACTION TAKEN: (Change made to specification)

Modified the end of the first sentence of the last paragraph to simplify the milestone for return of the ACROW bridging, but also an opening for handling extenuating circumstances.