

Mon, May 17, 2010 4:11:02 PM

## **Fwd: Bascule tower roof replacement**

From: Thomas J. Tremmel

[View Contact](#)

To: Jose Polo, URS

Cc: Scott M. Stroh, III, DHR; David Ferro, DHR; KimWimmer-Crosby, URS; William Craig, FDOT; Timothy Ruelke, FDOT; Terri Newman, FDOT; Ken Smith; Nick Tsengas, FDOT; David.Sadler, FDOT; Dick Wallace, RS&H, Cathy Kendall, DOT; Linda Anderson, DOT; George Hadley, DOT; Craig Teal, FDC; Jorge Rivera, DOT; Luis Lopez, DOT; George Ballo, FDOT; Theresa Segal, SOB; Janis Williams, SOB; Jennifer Ross, DHR; Laura Kammerer, DHR; Barbara Mattick, DHR; Peter.Southall, FDOT; Roy Jackson, FDOT; Jay Maust, Ford Roofing; Andrew Holbrook, Skanska; Tom Fulton, Skanska; Brent Hunt, Skanska; Bill Reed, Skanska; Bill Henderson, FDOT; Jeff.Williams, FDOT

Thomas J. Tremmel  
306 W. McDowell Street  
Lexington, VA 24450  
540-463-6163  
[tremmel@earthlink.net](mailto:tremmel@earthlink.net)

Jose, et al.,

On September 3, 1999 I was individually granted consulting party status by the U.S. Department of Transportation Federal Highway Administration in the Section 106 process for implementing the Historic Preservation Act in relation to the Bridge of Lions rehabilitation project because of my proven demonstration of a long term interest and concern. I've taken this status very seriously since 1999 and continue to do so today.

As a consulting party I have worked closely in the background with Theresa Segal, Howard Davis, and the other members of Save Our Bridge since November of 2009 when Save Our Bridge requested the Florida Department of Transportation (FDOT) and the Florida State Historic Preservation Office (SHPO) to review the tile roofs installed on the rehabilitated bascule towers.

In relation to the email trail below, I fully agree with Mr. Fulton of Skanska's statement, and I am taking the opportunity to interject my thoughts as a consulting party to Memorandum of Agreement (MOA). Mr. Fulton states:

I think we should address this issue proactively now rather than later in order to mitigate any potential impacts to the Department, Skanska and Ford, not to mention the traveling public and marine traffic.

This has been the Save Our Bridge position since November 2009 along with correcting the problem that the tile roofs were not rehabbed to the *Secretary of the Interior's Standards for Rehabilitation (36 CFR Section 67.7)*.

Rather, according to documentation on file, the original tile roofs had a series of repairs since the 1950s which the mockups and submittals reflected and were approved by Reynolds, Smith, and Hill, Inc. The SHPO was not offered a review of the tile roof submittals and mockups as agreed to in the Executed MOA (March 14, 2002) in relation to the 1927 Bridge of Lions.

Since November 2009 Save Our Bridge, in partnership with the Florida SHPO, is still going through a process with FDOT's contractors to correct the errant work. Save Our Bridge has proactively addressed and documented this issue with FDOT, the SHPO, and the contractors at every step of the corrective agenda set by FDOT/URS/Skanska in a rapid manner. Please see attached timeline.

Throughout the process to date FDOT's contractors have whined about doing the project, and they have personally demonized Theresa Segal representing the Save Our Bridge group. URS, in the position of the lead, has been vacuous and inept. FDOT has left the project to Skanska, and Reynolds, Smith, & Hill, Inc. have been absent. None of the involved entities have documented anything in this process as far as copying the SHPO, Save Our Bridge, or myself on the tile roof project, nor do the contractors involved seem to recognize or understand the *Secretary of the Interior's Standards for Rehabilitation* in relation to the MOA or the work to be completed.

Skanska/URS only seem to be concerned with their arbitrary timelines and money rather than doing the job correctly. Mr. Fulton of Skanska states on May 10, 2010 that: "Our most recent schedule update reflects anticipated mock up approval last Friday" and "As we know, Ms. Seagal's recent intervention has delayed this." Mr. Fulton has no basis to make these statements, and he neglects to say that the reason that there is not yet an approval by the SHPO is that FDOT and its contractors have not resolved the specifications required for the submittal and mockup. This process is still ongoing, and the record shows that Save Our Bridge and the SHPO have responded as fast the contractors submit the specifications.

After six months of the contractors "dinking around" with this, they again cite Ms. Segal personally of being the problem. I take great objection to the lack of professionalism by the contractors through this process. Save Our Bridge did not cause this problem, nor has it held up the process to correct the problem. Rather, Save Our Bridge, as a consulting party, has stepped up and donated their time to help FDOT and the SHPO correct the problem in the absence of Reynolds, Smith, & Hill, Inc.

I would hope that FDOT send the bill for this redo to Reynolds, Smith, & Hill, Inc. who dropped the ball on this segment of the the rehabilitation project. The American taxpayer shouldn't be on the hook for this mess.

I cannot speak for the Florida SHPO, but I can speak for myself as a consulting party to the Bridge of Lions Rehabilitation Project. The contractor's timelines are an internal matter. Save Our Bridge is not responsible for the contractor's timelines. The group

has been respectful and diligent in its interaction with the contractors to fix the problem. The scapegoating of Ms. Segal in relation to the timelines is unwarranted.

What is important here is the bascule tile roofs being built to the *Secretary of the Interior's Standards for Rehabilitation* as agreed to in the Memorandum of Agreement by the Florida Department of Transportation, the Federal Highway Administration, the Advisory Council on Historic Preservation, and the Florida State Historic Preservation Office.

After a great overall Bridge of Lions rehab by FDOT and Skanska, this is disappointing. Let's get on with this and fix it right.

T J Tremmel

----- Forwarded Message -----

**From:** Jose Polo, URS

**To:** Scott M. Stroh, III, DHR; David Ferro, DHR;

**Cc:** Kim Wimmer-Crosby, URS; William Craig, FDOT; Timothy Ruelke, FDOT; Terri Newman, FDOT; Ken Smith; Nick Tsengas, FDOT; David.Sadler, FDOT; Dick Wallace, RS&H, Cathy Kendall, DOT; Linda Anderson, DOT; George Hadley, DOT; Craig Teal, FDOT; Jorge Rivera, DOT; Luis Lopez, DOT; George Ballo, FDOT; Theresa Segal, SOB; Janis Williams, SOB; Jennifer Ross, DHR; Laura Kammerer, DHR; Barbara Mattick, DHR; Peter.Southall, FDOT; Roy Jackson, FDOT; Jay Maust, Ford Roofing; Andrew Holbrook, Skanska; geoff, Search, Inc.

**Sent:** Fri, May 14, 2010 11:05:43 AM

**Subject:** Fw: Bascule tower roof replacement

Mr. Scott and Dave,

As a follow up to my previous email, please see email below from the Contractor regarding the concern about the timeline of the roof replacement.

Jose Polo, P.E.URS  
Construction Services, Inc.  
75 King Street, Suite 235  
St. Augustine, FL 32084  
Phone: (904) 825-3686  
Fax: (904) 823-2063  
Cellular: (561) 662-5222

-----Forwarded by Jose Polo/Belleview/URSCorp on 05/14/2010 11:09AM -----

**To:** Timothy Ruelke

**From:** Tom Fulton, Skanska

**Date:** 05/10/2010 08:53PM

**cc:** Jose Polo, URS; Jeff Williams, FDOT; Brent Hunt, Skanska; Bill Reed, Skanska

**Subject:** Bascule tower roof replacement

Tim,

Further to our conversation today, I am somewhat concerned about the timeline associated with roof replacement and how we will handle it if not completed within the contract timeframe. Our most recent schedule update reflects anticipated mock up approval last

Friday to allow material ordering and delivery by June 9. (As we know, Ms. Seagal's recent intervention has delayed this). This assumes a September completion which doesn't allow much contingency for any unanticipated problems we could encounter during installation. The two options we discussed: 1. FDOT entering directly into a contract with Ford Roofing, or 2. Paying Skanska extended overhead for time incurred beyond the current contract completion date, were options that the Department does not favor. However, based on the timeline to date, and the fact that there are outside parties over which we have little control, there is a reasonable probability that further delays will occur. I think we should address this issue proactively now rather than later in order to mitigate any potential impacts to the Department, Skanska and Ford, not to mention the travelling public and marine traffic. What are your thoughts? Tom

Sent via BlackBerry  
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