



Florida Department of Transportation

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Lake City, FL 32025-5874

ANANTH PRASAD, P.E.
SECRETARY

July 5, 2011

ADDENDUM 5

To the Four Shortlisted Proposers:

**Archer Western with GAI Consultants
Kiewit with PBS Americas
Superior with Arcadis
The Lane Const Corp with RS&H**

**Project #: E2P13
Financial Project# 20954555201 and 20954555601
Title of Project: SR115 (Martin Luther King Jr. Parkway) 21 Street (Talleyrand Avenue), Access to Port of Jacksonville; Interchange Improvements, City of Jacksonville, Duval County.**

Page 51, Section 6, Item #E: (Take out ramp gore spacing) (add other info.)

E. Geometric:

The Design/Build Firm shall design the geometric for the project using the design standards that are most appropriate with proper consideration given to the design traffic volumes, adjacent land use, design consistency, aesthetics, ADA requirements, and this document.

The design elements shall include, but not be limited to, the horizontal and vertical alignments, lane widths, shoulder widths, median widths, cross slopes, borders, sight distance, side slopes, front slopes and ditches. The geometric design developed by the Design/Build Firm shall be an engineering solution that is not merely an adherence to the minimum AASHTO and/or Department standards.

Design variances have been approved for this project and are included in Appendix I. Design variances are as follows:

- Median Width
- Border Width
- ~~Ramp Gore Spacing~~

It should be noted that the design contained in the concept plans for the mainline reconstruction does not meet PPM criteria for stopping sight distance **or superelevation rate. The proposed design must meet these standards.**

The Design/Build Firm shall be responsible for the following items:

SR 115/Interchange

All bullets under this heading refer to SR 115 and the interchange ramps.

- Design Speed 55 miles per hour (mph) for the SR 115 mainline and 30 mph for the ramps.
- All design elements shall meet urban freeway standards.
- The design vehicle shall be WB-62FL.
- Reconstruct SR 115 mainline roadway between the east end of the CSX Railroad bridge (Bridge No. 720055) and the north end of the 11th Street overpass (Bridge No. 720132) to meet criteria for 55 mph design speed.
- Provide direct connection ramps from eastbound and northbound SR 115 to eastbound 21st Street and from westbound 21st Street to westbound and southbound SR 115.
- Provide connection ramps between Phoenix Avenue and the realigned SR 115 mainline roadway.
- Eliminate existing SR 115 on- and off-ramps to 11th Street.
- Existing pavement, which is not needed for the ultimate configuration, shall be removed.
- The westbound 21st Street movement to the new SR-115 on ramps may be accommodated by a signalized at grade left turn in lieu of a right exit and overpass.
- The direct connect ramps linking 21st Street and SR-115 may cross Phoenix Avenue at grade using a traffic signal to regulate the intersection of the ramps and Phoenix Avenue. The ramps must be a minimum of two lanes in each direction at the signalized crossing of Phoenix Avenue.
- The SR-115 Phoenix Avenue interchange must remain as a diamond interchange in its current location.
- The horizontal geometry of 21st Street may not be modified from existing conditions.
- Direct connect ramps may turn at yield/merge/diverge points below the 30 MPH design speed. However this does not apply to yield/merge/diverge connections to/from the SR-115 mainline.
- No left hand exits or entries to/from the SR-115 mainline will be allowed.
- AASHTO Ramp gore spacing must be met.
- The only new traffic signal locations may be at the intersection of the SR-115 ramps and Phoenix Avenue and at the intersection of 21st Street and the new SR-115 ramps.

Local Streets

All bullets under this heading refer to surface streets affected by the project.

- All design elements shall meet City of Jacksonville standards, except as superseded by requirements shown below.
- Mill and resurface 1½” on 21st Street between the limits of the ramp construction. Replace all damaged sidewalks within the limits of the milling and resurfacing and upgrade pedestrian crossings to be ADA compliant.
- Reconstruct Phoenix Avenue between limits of ramp construction. Determine the cause of the pavement failure on Phoenix Avenue, under the SR 115 bridge, and provide a repair that is acceptable to the Department. Construct concrete sidewalks within the reconstruction limits. All pedestrian crossings shall be ADA compliant.
- Convert existing southbound frontage to two-way traffic between 11th Street and 15th Street. Convert northbound frontage road to two-way traffic between 11th Street and 17th Street. Mill and resurface 1½” on frontage roads prior to placing final pavement markings. Replace damaged sidewalks

within the milling and resurfacing limits and upgrade pedestrian crossings to be ADA compliant.

- Provide 20-foot wide access road between Haines Street (at Kooker Park) and Bennett Street.
- Provide a 60-foot radius cul-de-sac, with curb and gutter and sidewalk, on 16th Street at Axson School.
- Provide new connection between 19th Street and Franklin Street (match existing roadway typical).
- Provide new connection between Jennings Street and 21st Street (match existing roadway typical).
- Provide new connection between Haines Street and 22nd Street (match existing roadway typical).
- Provide cul-de-sac on Bridier Street at limited access right-of-way.
- Existing pavement, which is not needed for the ultimate configuration, shall be removed.

Page 59: Section VII: Technical Proposal Requirements:

Section 1: Written Technical Proposal at bottom of page, **submit with the technical proposal a printed roll plot of your proposed Interchange layout.**

Reminder: Watch the question and answer module daily for updates of already submitted questions with current answers. The current answers will be dated.

Please sign, date and email a copy of this addendum back to me today to indicate receipt. A copy of each addendum is to be returned with your bid package.

Proposer name:

Date:

If you have questions, please email me.

Thank you,
Jane Jones Redd,
Purchasing Director