



I-95 at I-10 Operational Improvements

ELOI - Contract E2V58 | Submitted May 31, 2016
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Section 1 - Design-Build Firm Name & Prequalifications

The Team of Archer Western (AW), GAI Consultants (GAI), and Parsons Brinckerhoff (PB) – the AW Team – is proud to submit this ELOI to FDOT District 2 for the Operational Improvements to the I-95/I-10 Interchange in Duval County. The AW Team was specifically formed to overcome the unique challenges associated with this complex project by focusing on:

- Safe and effective Maintenance of Traffic (MOT) while constructing major improvements to a high volume systems interchange in an extremely tight urban corridor
- Constructability, considering means and methods within the design
- Collaboration with FDOT to ensure commitments to local stakeholders are met during design and construction
- Environmental stewardship, working around and over one of the most high profile areas of the St. Johns River in Northeast Florida
- Complex bridge design and phased construction while maintaining traffic with limited work space
- A balance between efficiency, operations, and cost savings, with the goal of delivering this project within the programmed budget

These unique project challenges require a proven project team that has the hands-on local experience designing and constructing major operational improvements on this same project corridor. WE ARE THAT TEAM! AW and GAI have over 10 years of experience working together on construction improvements to limited access facilities in District 2. The relationship between the two firms began with the construction of the I-10/I-95 Interchange “The Big I” (AASHTO 2011 America’s Best Construction Project) in 2004 and has continued through the construction of the current Overland Bridge Project, along with numerous other similar award winning Design-Build (DB) projects. Through the AW Team’s previous pursuit of this project, we have already collaborated extensively with District 2 to help us and the Department come to a better understanding of the current and future needs of this corridor. As a result, the planned Express Lanes will be fully accommodated and critical structure and pavement maintenance needs will be addressed, resulting in a better project for the public with fewer future impacts. The AW Team’s Goals and Commitments for this project that will ensure all of the project challenges are met are shown below in **Table 1**:

Archer Western	Grading, Drainage, Major Bridge - Conventional Construction Over a Water Opening of 1,000 Ft or More, Major Bridge - Multi-Level Roadways
Design Team	3.3, 4.2.1, 4.2.2
<i>Please refer to the organization chart for a detailed breakdown of prequalifications per team member</i>	

Table 1 – Goals and Commitments to Meet Project Challenges

Project Goal	AW Team Commitments
Continue our Partnership with FDOT D2	<ul style="list-style-type: none"> ▪ Deliver an award winning project with a high CPPR score ▪ Provide competitive pricing and an accelerated schedule ▪ Build upon the combined experience of AW and GAI, having been awarded 19 DB Projects in District 2, totaling over \$697 Million in Design and Construction in the last 10 years and over 35 DB Projects statewide totaling over \$1 Billion ▪ Apply knowledge earned over the past year during the original proposal effort to build a design that meets D2’s budgetary needs
Meet FDOT’s Project Commitments	<ul style="list-style-type: none"> ▪ Meet all Operational and Capacity improvements outlined in the RFP ▪ Construct a shared use pedestrian/bicycle path over the St. Johns River from Riverside Ave. to Palm Ave. and Nemours ▪ Build noise walls that adhere to tree clearing and trimming commitments ▪ Provide the aesthetic commitments outlined in the RFP including path and access point improvements, lighting modifications, Irene St. median and turn lane improvements and Pedestrian Rail additions ▪ Adhere to Area A,B,C access requirements for the Riverside Arts Market (RAM) and provide temporary and permanent parking/driveways, critical pedestrian access and restore RAM area to pre-construction condition ▪ Actively coordinate with adjacent projects – Overland Bridge (AW project), Edison Ave. Bridge, Riverside Dog Park and Artist Walk
Partner with the Community	<ul style="list-style-type: none"> ▪ Maintain a safe work zone and efficient traffic management during construction – implementing our successful approach from our “Big I” and Overland Bridge Projects on this corridor ▪ Minimize noise/vibration – especially in the vicinity of the Baptist Medical Center, Black Knight and Residential Areas ▪ Establish and maintain relationships with all project stakeholders including FDOT, COJ, CSX, SJRWMD, ACOE, USCG and local groups such as Riverside Avondale Preservation (RAP) and the Riverside Arts Market (RAM)
Build Upon our Team’s Prior Experience	<ul style="list-style-type: none"> ▪ Expand upon our significant experience on and adjacent to this I-10/I-95 Interchange, designing and/or constructing 15 major highway/bridge projects within 15 miles of this Project, including the I-10/I-95 Interchange (“The Big I”), the on-going Overland DB project and CEI services for the Fuller Warren Bridge project ▪ Build upon the AW Team’s previous collaboration with the Department developing innovative solutions within the interchange, which has given us unique and invaluable insight into the needs and challenges on the project site ▪ Utilize high quality PCCP Paving Construction – AW has constructed over 5 million SY in the last 8 years ▪ Construct bridges over active roadways, a CSX railway, and major waterways including the St. Johns River ▪ Enact safe MOT on high volume, constrained interstate roadways, including this interchange ▪ Deliver permitting solutions in environmentally sensitive creeks and rivers ▪ Design and construct unique bridge foundation and substructure solutions along the corridor ▪ Develop temporary and permanent drainage designs that meet all permit requirements and maintain positive drainage ▪ Assist in public relations on high profile projects, including those with many of these same project stakeholders ▪ Continue our coordination efforts with utilities, including JEA water/sewer, AT&T, and Level(3)
Efficient/ Innovative Design	<ul style="list-style-type: none"> ▪ Optimize geometry, providing the desired operational improvements while reducing overall construction cost and time ▪ Simplify TCP by reducing traffic shifts, temporary pavement and traffic impacts ▪ Design foundations and bridge widenings to simplify MOT and constructability ▪ Optimize the permanent and temporary drainage design while ensuring positive drainage throughout construction ▪ Accommodate cost effective future road and bridge widening for the Department’s Express Lanes concept

Section 2 - Past Performance Evaluations, Design-Build Project Experience, Organization, Staffing

2.1 Contractor Grades

AW has consistently demonstrated our ability to manage FDOT's most complex projects with a high level of quality, safety and schedule adherence, while maintaining focus on your critical project objectives. This is emphasized by our current statewide CPPR score of 97 earned primarily on FDOT's largest and most complex projects. Most importantly, AW's Florida Region has completed every project for FDOT on time and in most cases, well ahead of schedule. Our current DB projects have achieved an average 14% schedule reduction, and our San Sebastian River Bridge Project for District 2 was completed on-time with an aggressive and no-excuse schedule. A sample of our FDOT DB projects grades are included in **Table 2**.

Table 2 – AW Past Performance Grades (DB Projects)

Owner	Project Name	Grade
FDOT D2	Sisters Creek	100
FDOT D2	San Sebastian River Bridge	106
FDOT D2	Overland Bridge	94
FDOT D2	SR 115 / MLK Interchange	100
FDOT D5	I-95 / I-4 / US 92 Systems Interchange	100

2.2 Professional Consultant Grades

GAI has gained significant experience with FDOT as EOR on a large number of DB projects, and have worked closely with FDOT and CEI staff

throughout design and construction achieving excellent CPPR grades on every project. This is further demonstrated by our team's past consultant grades on conventional FDOT projects shown in **Table 3**.

Table 3 – GAI Consultant Grades

Owner	Project Name	Grade
FDOT D2	I-10/I-95 Interchange	3.9
FDOT D2	I-295 Widening (I-10 to Commonwealth)	3.9
FDOT D2	SR 10/US 90	3.5
FDOT D2	Downtown Resurfacing	3.4

2.3 Performance History with Other States or Agencies if None with Department

N/A.

2.4 Design-Build Project Experience of the Contractor and Professional Consultant

A strong partnership has been developed during the past 10 years between AW and GAI, successfully working together on some of the largest and most complex projects in District 2 including the **I-10/I-95 Interchange, the Overland Bridge, San Sebastian Bridge Replacement, SR 9B Phase 1 and the MLK Interchange Design Build Projects**. In addition, GAI and our key subconsultants PB, UES, ESI and Hanson have successfully completed many DB and conventional projects in District 2 and 5. Our Team offers in-depth local experience and resources. Our combined DB experience along with our significant experience on similar projects (illustrated in **Tables 4 and 5**) ensures the Department of our ability to successfully deliver this important DB project.

Table 4 – Design-Build Project Experience – Project Name, Client, Value, Completion Year (P) - Prime, (S) - Sub

Project 1 SR 9B (SR 5/US 1 to I-295), FDOT D2, \$68M, 2013

AW (P), GAI (P), UES (S), ESI (S)

This project included a system to system Interchange at I-295 and SR 9B, three miles of new interstate alignment, PCCP construction, 13 bridge structures over waterways, wetlands and active interstate highways, stormwater management facility design and permitting, wetland permitting oversight, forcemain design, MSE wall design, and a local access interchange at the intersection of SR 9B and US 1. Reference: Nelson Bedenbaugh (386) 961-7538



Project 2 I-95 Overland Bridge, FDOT D2, \$160M, 2017

AW (P), GAI (S), UES (S)

Reconstruction of I-95 through downtown Jacksonville, new CD roads, new full interchange with Atlantic Boulevard, 14 new bridge structures and a 3rd level flyover. Major components include: Widening/Reconstruction, Interchange Modification, PCCP, Major Bridge, Asphalt/Concrete Paving, Public Involvement, MOT/High Volume, Drainage Improvements, Environmentally Sensitive, Interagency/Utility Coordination. Reference: Craig Teal, PE (386) 961-7703.



Project 3 SR 115 / 21st St. Interchange, FDOT D2, \$31M, 2014

AW (P), GAI (P), UES (S), ESI (S)

This project included interchange improvements with three new bridge structures utilizing shallow foundations, curved structure over the JAXPORT Railroad, 71,000 SY of PCCP, permanent and temporary MSE wall design, a complex MOT Plan that kept four lanes of traffic open on SR 115 at all times during reconstruction of the mainline and associated bridges. Reference: Jessica Tippet, PE (386) 961-7703



Project 4 Veterans Memorial Bridge, FDOT D4, \$64M, 2014

AW (P)

Formerly named Indian Street Bridge, this project included construction of a 3,100' high-level bridge, 120' wide, 19 spans of FIBs, with the main channel unit post-tensioned haunch girders, built within a highly sensitive environmental corridor. This project spans the St. Lucie River and Okeechobee Waterway, and provides an important segment in the new connection between Florida's Turnpike and US 1/SR 5. Reference: George Denti, (772) 323-7192



Project 5 I-95 / I-4 / US 92 Systems Interchange, FDOT D5, \$205M, 2017

AW (P), GAI (P), UES (S), Hanson (S)

Project involves the widening of existing four-lane I-95 to a six-lane interstate highway from north of SR 44 to north of US 92. Our innovative re-design of the interchange resulted in saving over 20 acres of R/W acquisition and over \$30 Million. Additional scope items include drainage improvements, bridge widening/replacement, retaining walls, ITS modifications, signing and pavement markings, signalization, and milling/resurfacing. Reference: Brad Bauknecht, PE (386) 740-3519



Project 6 I-10 Escambia Bay Bridge Replacement, FDOT D3, \$255M, 2008

PB (P)

This entire contract was to be completed no later than 30 months after NTP. To meet this schedule, more than 2,000 SF of bridge needed to be constructed per day. The design of all six miles of bridge was completed in approximately five months time from NTP. At the peak of construction, there were over 20 cranes on site and a work force of over 350 people working day and night to complete the first bridge, which was completed in 20 months. Ref: Eric Benson (850) 981-2800



2.5 Similar Types of Project Experience

The AW Team's previous joint and individual experience on projects with the key critical scope items and many of the same specific staff assigned to this project are shown in Table 5 below.

Table 5 – Similar Project Experience

Proj. #	Firm	Client	Project Name	Value	Design-Build	Express Lanes	Widen / Reconstruct	Major Interchange Mod	PCCP	Major Bridge	Bridge Over Water	Drainage / Permitting	Complex MOT	Utility Coordination	Adj. Proj. Coord.	Public Inv.
7	AW, GAI	FDOT D2	I-10/I-95 Interchange	\$158M			✓	✓	✓	✓		✓	✓	✓	✓	✓
8	AW, GAI, UES, ESI	FDOT D2	US 1/San Sebastian River	\$13M	✓		✓		✓	✓	✓	✓	✓	✓	✓	✓
9	AW	FDOT D2	Sisters Creek Bridge Replacement	\$44M	✓		✓			✓	✓	✓	✓	✓	✓	✓
10	AW, PB	FDOT D7	I-4 Crosstown Connector Interchange	\$420M			✓	✓	✓	✓		✓	✓	✓	✓	✓
11	AW	FDOT D2	I-95 Widening (Heckscher to I-295)	\$26M			✓		✓			✓	✓	✓	✓	✓
12	AW	FDOT D3	I-10/I-110 Interchange	\$90M			✓	✓	✓	✓		✓	✓	✓		✓
13	AW	FDOT D3	I-110 from Airport Boulevard to Maxwell	\$56M			✓		✓	✓		✓	✓	✓		✓
14	GAI	FDOT D2	I-295/Collins Rd Interchange	\$70M	✓		✓	✓	✓	✓		✓	✓	✓	✓	✓
15	GAI	FDOT D2	I-295 Express Lanes West (CEI)	\$89M	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓
16	GAI	FDOT D2	SR 212 (Beach Blvd) Widening	\$12M	✓		✓					✓	✓	✓	✓	✓
17	GAI	FDOT D2	I-295 Widening (I-10 to Commonwealth)	\$15M			✓			✓		✓	✓	✓	✓	✓
18	GAI	FDOT D2	CR-210 Overpass	\$10M	✓		✓		✓	✓		✓	✓	✓	✓	✓
19	GAI	FTE	Veterans Expressway	\$52M	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓
20	GAI	FDOT D5	Wekiva Parkway Section 6	\$215M			✓		✓	✓	✓	✓	✓	✓	✓	✓
21	GAI, UES	FDOT D2	I-295 East Beltway at UNF Drive	\$31M	✓		✓	✓	✓	✓		✓	✓	✓	✓	✓
22	GAI, PB	FDOT D2	SR 9A/SR 105 Interchange Improvements	\$21M	✓		✓	✓	✓	✓		✓	✓	✓	✓	✓
23	PB	FDOT D2	I-95/I-295 North Interchange (Phase I)	\$50M			✓	✓	✓	✓		✓	✓	✓		✓
24	PB	FDOT D7	I-275 From SR 60 to Hillsborough River	\$215M	✓		✓			✓	✓	✓	✓	✓		✓
25	PB	FDOT D3	SR 83 over Choctawhatchee Bay	\$118M	✓					✓	✓	✓	✓	✓	✓	✓
26	GAI	FDOT D2	Marietta Interchange	\$25M	✓		✓	✓	✓	✓		✓	✓	✓	✓	✓
27	AW	FDOT D2	I-295 Express Lanes - East	\$140M	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓
28	GAI	FTE	Turnpike Widening (Atlantic to Boynton)	\$100M		✓	✓	✓	✓	✓		✓	✓	✓	✓	✓
29	GAI	FDOT D2	I-95/I-295 North Interchange (Phase II)	\$176M	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓

Figure 1 – Project Experience in Jacksonville

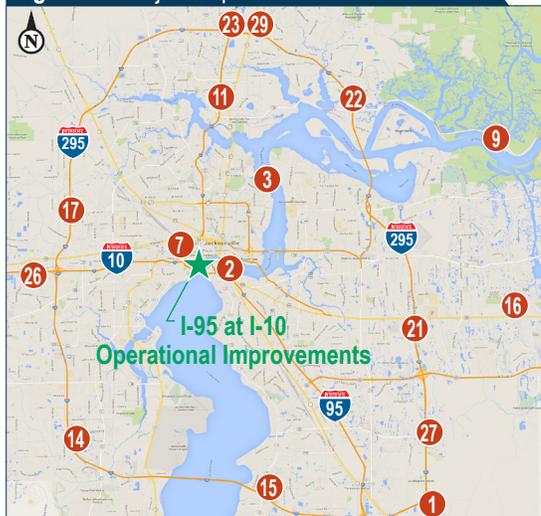
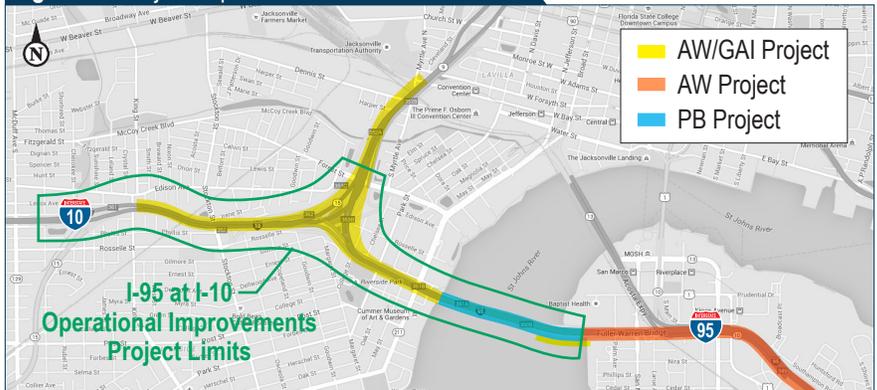


Figure 1 to the left depicts the projects listed in Tables 4 and 5 completed by members of the AW Team within 15 miles of this proposed I-95/I-10 Operational Improvements Project, with Figure 2 below showing the existing/proposed improvements on this project corridor completed by the AW Team, demonstrating our unmatched experience working on this project.

Figure 2 – Project Experience within the Corridor



2.6 Environmental Record

AW's track record of excellent Category 7 CPPR scores proves our dedication to environmental permit compliance. We currently have an average of 11/12 in Category 7 on our current FDOT projects. Our record on FDOT's projects located in sensitive environments include:

- SR 9B Phase I DB - Extensive wetlands throughout corridor re-permitted temporary impacts - **No Violations**
- San Sebastian Bridge DB - Bridge replacement over environmentally sensitive waterway - **No Violations**
- SR 80 in District 4 was constructed within the sensitive C-51 Canal in front of the SFWMD headquarters - **No Violations**
- Veterans Memorial Bridge DB - One of the most challenging projects ever permitted in District 4, included the implementation of a dedicated environmental observer - **No Violations**

2.7 Contractor Experience Modification Rating

Safety is an integral part of the AW culture. We emphasize safety at our daily, weekly and monthly meetings, and provide a dedicated Safety Manager for each of our projects. AW has won the FTBA Safety Award of Superior Achievement for each of the past 9 years. Additionally, we have not received an OSHA violation in Florida in the last five years. Our **National EMR is 0.63**, demonstrating that we have 37% fewer worker's compensation claims than the industry average.

2.8 Design-Build Firm Organization

AW, pre-qualified with FDOT in accordance with FAC Rule 14-22 in all of the relevant Work Classes, will execute the prime contract for DB services with the Department, provide lead project management, and perform all bridge construction and portions of the roadway activities. AW is a subsidiary of The Walsh Group, currently ranked as the nation's 1st largest bridge builder and 2nd largest domestic heavy contractor (ENR 2015). We are a leader in alternative procurement construction, with a portfolio of over 200 DB projects ranging in value from \$1M to over \$3B. The AW Florida Region has successfully completed \$2B in construction and is currently building four complex DB projects totaling over \$550M for FDOT.

GAI is the lead designer and will provide roadway, structures, and utility coordination services. GAI has completed or is actively working on 26 DB projects for FDOT and 31 DB projects in Florida over the past ten years with a total value of over \$550 Million. GAI, along with key subconsultant partners, PB, Hanson, TranSystems, UES and ESI, are pre-qualified in all of the required design categories and offer the Department unparalleled

experience working together on local District 2 Design and DB Projects. PB will serve as a major subconsultant and will provide lighting, ITS, and structures design services for the proposed Fuller Warren Bridge design improvements. TranSystems will provide Independent Peer Review on all Category II Structures.

2.9 Design-Build Firm Staffing Plan

The AW TEAM will bring not only the same firms, but many of the same key design and construction staff members from successful similar projects in District 2, including I-10/I-95 Interchange, Overland Bridge, SR 9B Phase 1 DB, San Sebastian River Bridge DB and SR 115/MLK Interchange DB. Our team and project staffing remains identical to that which was involved in the original procurement of this project, lending an additional year of background and experience to this project. These individuals have significant DB, interstate/interchange experience, as well as local District 2 experience, and they have demonstrated an excellent ability to work together to solve construction and design issues quickly. Please reference the included Organizational Chart for complete team details and prequalifications. Our key personnel on this project are identified in **Table 6** below.

DBE / SBE Participation

AW consistently meets the Department's DBE utilization goals and we will employ local and DBE/SBE firms on this project, as we are committed to exceeding the Department's goal of 10% DBE and 3% non-DBE Small Business utilization. We understand District 2's commitment to DBE firms and your desire to exceed the statewide goals, especially on the larger, high profile projects. AW's 5-year average DBE utilization is 11.52% and GAI's is 10.3%.

Table 6 – Design-Build Team Staffing

Firm	Role	Name	Description (please refer to Tables 4 and 5 for project number descriptions)
AW	Construction Design-Build Coordinator ♦	Brian Sparks	Mr. Sparks led the firm's successful project development for the \$160M I-95 Overland Bridge DB, the \$140M I-295 Express Lanes DB, and the \$205M I-95/I-4/US 92 Interchange DB. These projects included extensive public involvement, permitting and R/W acquisition efforts. He has also constructed numerous interchange projects for FDOT in Districts 4 and 7. DB Coordinator on Projects 1 2 3 4 5 9 27 28
AW	Construction Project Manager ♦	Heath Bunn	Mr. Bunn is a Senior Project Manager with Archer Western Contractors, currently leading the \$160M I-95 Overland Bridge DB. He is responsible for the implementation of all field activities and provides leadership for the project staff for the construction of the project – excavation, embankment, drainage, MSE walls, paving, curb and gutter, pile driving, bridge substructure and superstructure. Construction Project Manager on Projects 2 3 7
AW	Construction Roadway Superintendent ♦	Tony Abbott	Mr. Abbott is responsible for implementation of all field activities associated with roadway construction along with project safety, quality, schedule maintenance, subcontractor coordination, review of plans, tracking of job costs, managing daily field operation and coordinating with the owner's engineers. Roadway Superintendent on Projects 1 2 3 8
AW	Construction Structures Superintendent ♦	Jimmy Graham	As a Structures Superintendent with Archer Western, Mr. Graham is responsible for the implementation of field activities for the construction of the bridge work to include foundations of all types, substructure and superstructure. Structures Superintendent on Projects 1 2 3 7 11
GAI	Design Project Manager ♦	Ron Hoogland, PE	Mr. Hoogland specializes in transportation design and construction and is highly experienced in minor/major highways, controlled access highways, roadway reconstruction, roadway rehabilitations, roadway safety enhancements, traffic studies, bridge replacements, and major stormwater system upgrades. Design PM for Projects 1 3 5 8 16 17 18 21 22
GAI	Design Roadway Engineer of Record ♦	Robert Jamieson, PE, PTOE	Mr. Jamieson specializes in highways and transportation projects ranging from preliminary engineering studies and planning to final plan designs. He has developed numerous innovative solutions that improve design, expedite construction and reduce cost. His design experience includes roadway, drainage/stormwater, signalization, signing and pavement marking, and traffic control. Roadway Engineer for Projects 1 3 5 8 14 16 17 18 19 20 22 28
GAI	Design Structures Engineer of Record ♦	Randy Miner, PE	Mr. Miner specializes in structural engineering and he has served as a structural design engineer since 1995. As Lead Designer and Production Manager, his primary responsibilities include project feasibility evaluation, design and analysis of bridge structures, bridge load rating analysis, preparation and checking of contract plans, and quality assurance. His experience includes Projects 1 2 3 5 8 18 19 21 22 28
GAI	Design Coordinator	Bob Baxter, PE	Mr. Baxter has 27 years experience and has acted as the Design Coordinator on nearly all of GAI's FDOT DB projects, playing a pivotal role in managing the transition between design, construction, and issue resolution. Design Coordinator on Projects 1 3 5 8 16 17 18 19 22
PB	Structures Project Manager	John Poulson, PE	Over a decade of Mr Poulson's experience has been working on DB projects. He helps oversee and manage PB's involvement with DB projects throughout the southeastern US. Additional responsibilities at Parsons Brinckerhoff include supervising structural engineering staff and managing transportation projects. Project Experience includes 6 10 22 23 24 25
UES	Geotechnical Engineer	Jeff Pruett, PE	Mr. Pruett's has performed as Geotechnical EOR for numerous FDOT DB projects, including roadways and bridges. His expertise includes deep foundation design of driven piling and drilled shafts, MSE wall and high-fill settlement, and various shallow and deep ground improvement techniques. Geotechnical Engineer for Projects 1 2 3 5 7 8 9 14 18 19

♦ Key staff - resume included

2.10 Coordination Plan

AW Team Internal Coordination

The AW Team's knowledge of this I-10/I-95 Interchange is unmatched, with staff assigned to this project having contributed to the successful completion of 15 major Roadway/Bridge projects within 15 miles of this project. Three of these projects physically overlap the proposed improvements, including the including the "Big I" Interchange, Fuller Warren Bridge, and Overland Bridge Projects.

This experience, coupled with our extensive history of working together, has allowed us to develop preliminary design concepts that meet all critical project commitments while further enhancing safety, mobility, and overall project operations. Our approach focuses on reducing costs, time, and associated impacts to motorists both during and after construction. The high level of coordination and effective communication on all of AW and GAI's previous DB projects has directly resulted in consistently high performance grades.

External Coordination

Our Team has met with numerous stakeholders over the last year and a half in preparation for this ELOI, including FDOT D2, City of Jacksonville, permitting agencies, and UAOs. Our coordination plan will include:

Coordination with FDOT: The AW Team has demonstrated that we can work cooperatively with District 2 to resolve issues that arise during the design review process. Pre-submittal meetings, direct contact with FDOT plan reviewers and open communication between key members of our design staff, including Ron Hoogland, Robert Jamieson, Bob Baxter, Randy Miner, the CEI, and the FDOT Design and Construction Project Managers, has resulted in rapid resolution of even the most complex issues on our recent DB projects. Construction PM Heath Bunn will continue his partnership with the CEI and FDOT Construction Staff, facilitating an effective flow of information and issue resolution.

Coordination with Local Governments, Businesses, Community Groups, and Public Agencies: A key objective of our Team's Coordination Plan is to engage the primary stakeholders including permitting agencies, community groups (RAP/RAM), Baptist Hospital, UAOs, JEA, JTA and the City of Jacksonville early in the design phase. This will be accomplished through close coordination at the weekly design meetings and project coordination meetings, along with any special stakeholder meetings. Given the numerous project commitments, specifically related to the aesthetic requirements on the proposed pedestrian path/bridge and access points, early and continuous coordination with FDOT, COJ and the local communities will be critical to ensure the proper implementation of these features during design and construction. We will work closely with local governments, JTA, emergency services, hospital officials, community groups and property owners regarding temporary and permanent changes to traffic patterns/lane closures, access management and property access during construction. Identified stakeholders along the corridor include:

- Baptist Medical Complex
- St. Vincent Hospital
- Riverside Avondale Preservation
- Black Knight Financial Services
- Industrial Businesses/Warehouses
- Riverside Arts Market
- Medical Facilities
- Churches
- CSX Railroad
- Red Cross Williams Center

Coordination with Other Adjacent and Local Projects: AW is the prime contractor on the ongoing Overland Bridge project (FIN 213304-3), which allows us to provide unmatched service in the delivery of a consistent and concise MOT plan, signing concepts, and ITS. Our ability to integrate components improves guidance and driver expectancy while allowing for streamlined construction and ultimately reduced schedule time. We will also coordinate with the upcoming Edison Ave. Bridge project as well as the Riverside Dog Park and Artist Walk projects.

Coordination with Permitting Agencies: The AW Team will promptly and thoroughly engage all environmental agencies, including SJRWMD, USACE, USCG, FFWCC, and the USFWC. We have already had preliminary discussions with these agencies and will continue this interaction throughout all phases of design and construction.

Construction coordination plan minimizing design changes: Throughout the construction of the project, our Team will carry through on the commitments of our coordination plan with FDOT and stakeholders. As Design PM, Ron Hoogland, PE will be responsible for coordinating all of the design work on the project. Heath Bunn (AW Construction PM), Ron Hoogland, and Bob Baxter will work together to ensure RFIs, shop drawings and all outstanding issues in the ERC system are addressed efficiently. The AW Team will arrange technical meetings with the construction team to present the proposed design and obtain feedback and comments. This process has proven very successful in a number of ways by merging means and methods with design - improving constructability and minimizing design changes and revisions during construction.

Section 3 - DB Project Requirements & Critical Issues

3.1 Understanding of DB Project Requirements

The primary project objectives are the construction of operational improvements to the existing interchange at I-95 and I-10 and the creation of a shared use path adjacent to the Fuller Warren Bridge while allowing for efficient construction of future express lanes per the Department's current concept. Additional work will include improvements to side/cross streets, aesthetic improvements, and sound wall installation. The AW Team understands these goals and will work with the Department to implement a plan that meets these objectives while incorporating commitments identified in the PD&E, the PER, and the RFP. The following are major components of this critical project:

I-10/I-95 Roadway Reconstruction and Widening:

- New ramp construction to improve access to Stockton St. and eliminate weaving
- I-10 and I-95 Mainline Improvements
- I-10/I-95 Interchange ramps
- Improvements to US 17 from McDuff Ave. to I-10

Bridge Construction/Widening:

- I-95 and pedestrian bridge over the St. Johns River (Fuller Warren)
- Bridges over Riverside Ave., Park St. and College St.
- Addition of new ramp bridge to maintain access to Stockton St. (Ramp V)
- I-95 NB to I-10 WB flyover widening (Ramp T)
- I-10 WB over King St., CSX RR and Stockton St.

Project Commitments:

- Construct a shared use path over Riverside Ave. and the St. Johns River as part of the widening of Fuller Warren Bridge
- Meet the aesthetic commitments outlined in the RFP, including path and access point improvements, lighting enhancements, Irene St. median and turn lane improvements and pedestrian rail
- Riverside Arts Market (RAM) – adhere to Area A,B,C access requirements, provisions for temporary and permanent parking/driveways, maintenance of critical pedestrian access and restoration of RAM area to pre-construction condition
- Construct noise walls at specified locations while adhering to tree clearing/trimming commitments
- Coordinate with adjacent construction projects, including the Overland Bridge (AW project), Edison Ave. Bridge, COJ Riverside Dog Park and COJ Artist Walk
- Maintain, install, or upgrade the ITS, signing and pavement marking, lighting, and signal components in accordance with RFP requirements.

3.2 Identification of & Outline for Addressing Critical Issues

Our team has developed a full understanding of the key issues through our thorough review and evaluation of the RFP concepts, discussions with the Department and critical project stakeholders, and commitment to the project over the past year. The AW Team embraces the ATC process and has been successful in partnering with the Department to implement cost and timesaving innovations on previous DB projects. We have also employed the ATC process to help the Department understand additional issues that the Design-Build teams need to address, resulting in better projects for both the Department and the Public. Our on-going partnership with District 2 on this project has resulted in the development of innovative solutions, understanding of how future Express Lanes may

be accommodated, and refinement of the required Variations and Exceptions (such as stopping sight distance and shoulder widths).

Roadway

The AW Team recognizes two of the primary operational improvement goals of this project are: **1)** Correction of the weaving issues on WB I-10 between I-95 and US 17, and **2)** alleviation of the “bottleneck” that currently occurs where the two ramps from EB I-10 connect with SB I-95. The AW Team will focus its efforts on solving these challenges through innovative design and construction. In order to address weaving, several ramps within the I-10/I-95 interchange will be reconfigured to properly align vehicles entering the interchange from I-10 and I-95 towards their ultimate destination. The proposed resolution to the current “bottleneck” includes widening of the Fuller Warren Bridge and reconfiguration of the travel lanes to provide additional SB lanes on I-95.

The AW Team will present several ATC’s to address project design and construction challenges. The first ATC will be to flip Ramp U (I-95 SB to Stockton) and Ramp V (I-95 NB to Stockton). This will allow Ramp U to rise and meet Ramp V without crossing under it, resulting in a much shorter Ramp V structure. It will also eliminate the need for long term detours of these ramps.

The RFP concept features 2 lanes for the I-95 SB CD Road, 1 lane from I-95 and 1 lane from Forest St. merging into one single lane in the space of 1300 feet. During the last procurement of this project, the AW Team observed significant delay here in the RFP traffic model. To resolve the problem, we would like to explore with the Department the potential to add a second entrance lane on I-10 WB in order to increase capacity and reduce delay.

The AW Team has developed a plan to widen the Ramp T (I-95 NB to I-10 WB) flyover by strengthening the existing piers adjacent to I-95 in lieu of building new columns. The structural details for this are discussed below. From a roadway perspective, eliminating the new columns adjacent to I-95 also eliminates the need to permanently shift the NB and SB travel lanes to meet stopping sight distance. Since I-95 SB will no longer be shifted, the terminal of the 2 ramps from I-10 EB to I-95 SB will no longer require full reconstruction and all of these proposed ramp improvements will be accomplished with simple widening.

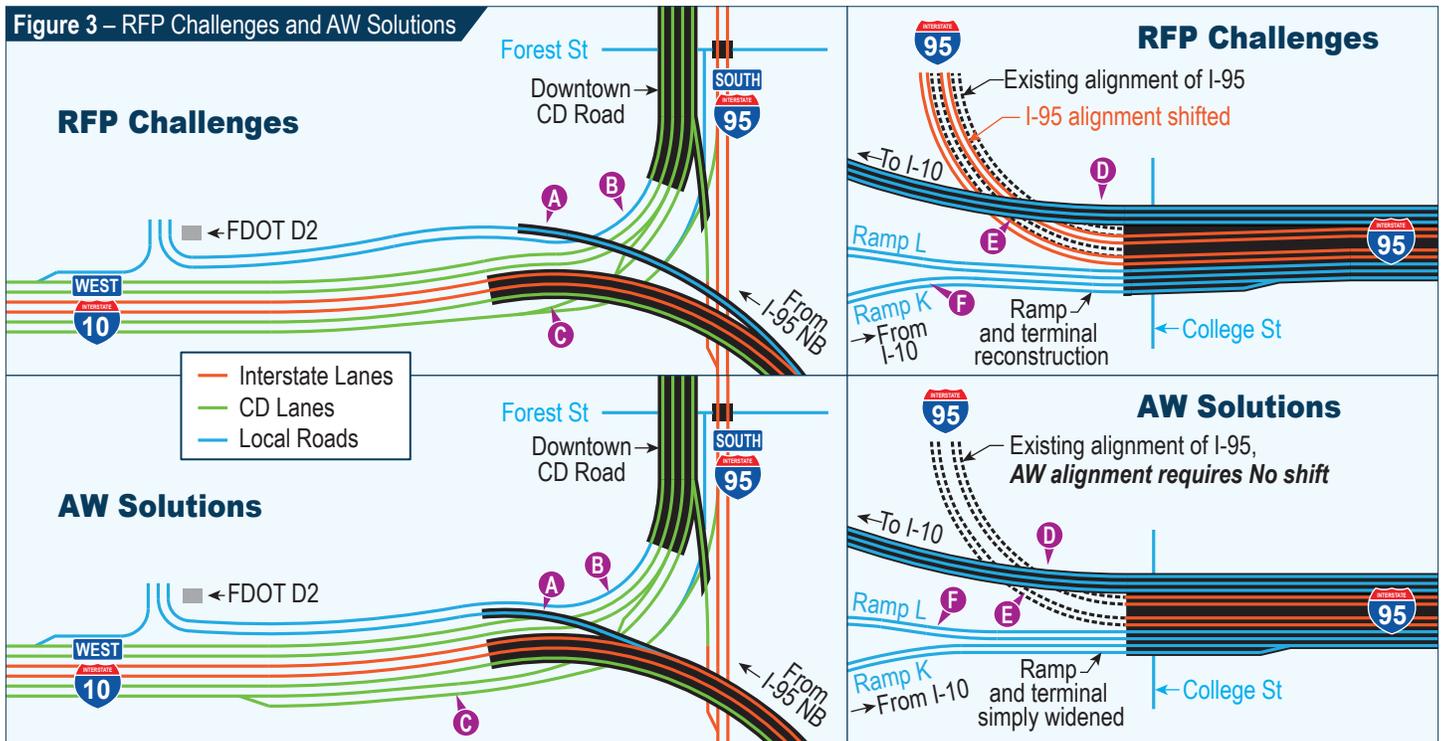
The elevation differences between Ramps K (US 17 NB to I-95 SB via I-10) and L (I-10 EB to I-95 SB) depicted in the RFP concept requires these ramps to also be fully reconstructed at their connection point. Our proposed ATC will allow this issue to be addressed with simple widening of Ramp L in lieu of reconstruction. These innovations are summarized in **Table 7** and depicted below in **Figure 3**.

Interchange Operations Analysis Report (IOAR)

The AW Team will prepare an IOAR as necessary to address changes made by any proposed ATC. The AW Team is extremely familiar with this process, especially within the realm of design build. This very team took a major IMR from concept through approval in less than 4 months as part of our I-95/I-4 DB project. Having already completed extensive modeling of this interchange, we are uniquely familiar with the traffic patterns and how changes will impact them.

Table 7 – AW Team Solutions

RFP Concept Challenge	AW Team Solution
A The concept builds a long, costly flyover for relatively low traffic volumes serving Stockton St.	Realigned flyover is shorter, more cost effective, operates at higher design speed and reduces length of deficient SSD
B Construction of new ramps adjacent to the existing Stockton St. off ramp will likely require long term ramp detours/closures	Ramps reconfigured to allow for construction without long term ramp closures and detours
C The movements from I-95 and local streets to I-10 WB require that 4 lanes merge into 1 lane within 1300’ – creating friction and potential traffic backups	Additional entrance lane helps alleviate congestion
D Additional pier for Ramp T forces a shift in NB and SB I-95 and presents serious constructability challenges	Pier strengthening in lieu of an additional pier is easier to construct and eliminates I-95 mainline shift
E Shifting SB I-95 to the outside forces reconstruction of Ramps K and L in order for the terminal to meet design criteria	Pier strengthening on Ramp T eliminates need to shift SB I-95 and eliminates difficult reconstruction of Ramps K and L
F Ramp K widening requires reconstruction of Ramp L in order for the terminal to meet design criteria	Ramp L is slightly shifted with widening to make the terminal work and to simplify MOT



Pavement Design

The pavement design will be in accordance with the minimum pavement design requirements in Appendix F of the RFP. New pavement on I-95 and I-10, including ramps and shoulders, will be 12.5 inches of PCCP on special select soil. The US 17 shoulders will be widened with asphalt and College St. will be resurfaced. The pavement design includes grinding and joint replacement as directed by the RFP.

Maintenance of Traffic

The maintenance of traffic plan will be developed in conjunction with the roadway plans and with planned construction means and methods. Given the complexity of this interchange and the high volumes of traffic travelling through this corridor, the question of how to build these proposed improvements while maintaining traffic will in many cases drive what is built. The MOT plan will be divided into three distinct areas: construction in the I-95/I-10 interchange, the I-95 lane shift and bridge modification at College St, and improvements to the Fuller Warren Bridge. The widening of the bridge, along with construction of the pedestrian walkways and approaches will run concurrently with the interchange work and College St. work.

I-95/I-10 Interchange: The AW Team's preliminary MOT plan for the RFP concept design includes three basic phases (see **Figure 4**).

Phase 1: Construct Ramp V (NB I-95 to Stockton) and begin construction of Ramps U (I-95 SB CD to Stockton) and U2 (I-95 SB CD to I-10 WB). Most of this work may be completed out of traffic. The AW Team will develop the profile of Ramps U and U2 so that they may be built with widening of existing pavement. Temporary asphalt will be placed so that these ramps may be opened to traffic.

Phase 2: With traffic switched to Ramps U and V, the old ramps to Stockton St. will be closed so that Ramp U2 may be completed. While these activities are taking place, widening and slab replacement (for slope correction) will occur along Ramps P (95 SB CD to US 17), S (95 SB CD to I-10 WB), and K/L (I-10 EB to I-95 SB).

Phase 3: Widening of Ramp T (I-95 NB to I-10 WB), will be completed in the final phase as the proposed bridge piers are in conflict with the existing travel lanes.

Fuller Warren Bridge: Concurrently with these interchange improvements will be the proposed Fuller Warren Bridge widening and median barrier work, also with a simple three phase plan that eliminates the need for temporary lighting on the bridge.

Phase 1: Shift SB traffic on the Fuller Warren Bridge towards the median and construct outside bridge widening and permanent lighting

Phase 2a: Shift SB traffic on to the new widening and shift NB traffic on to the outside and construct the new median barrier wall (and lighting)

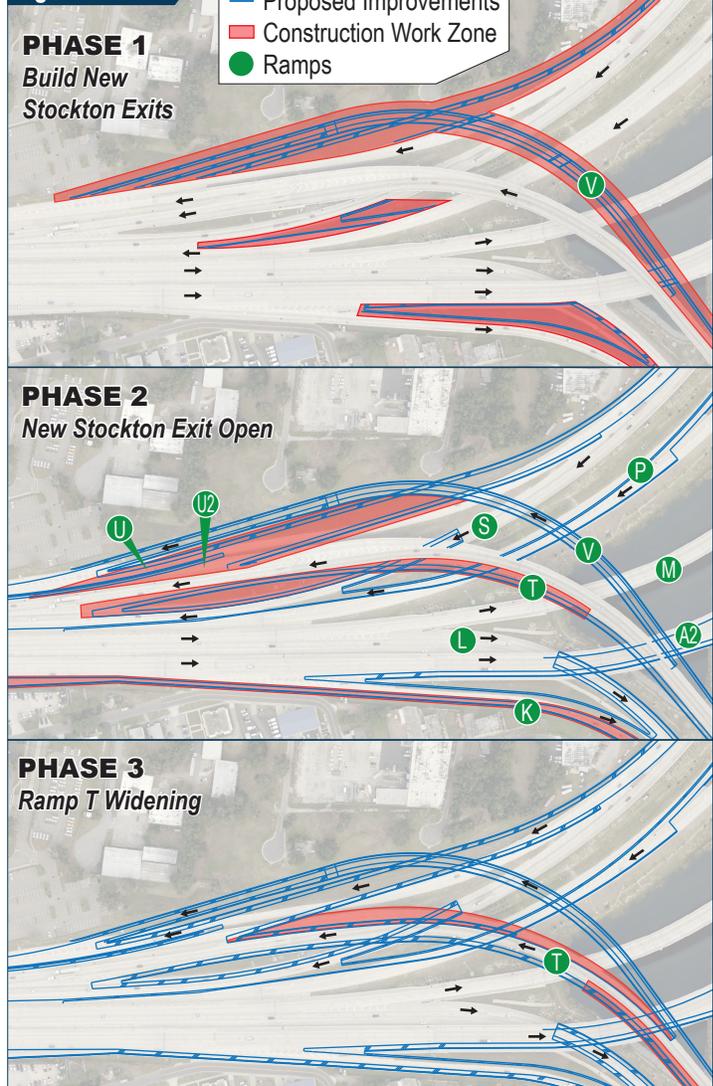
Phase 2b: Remove the existing median barrier wall and lighting and place traffic in its final configuration

In all phases of construction, a number of critical items must be addressed:

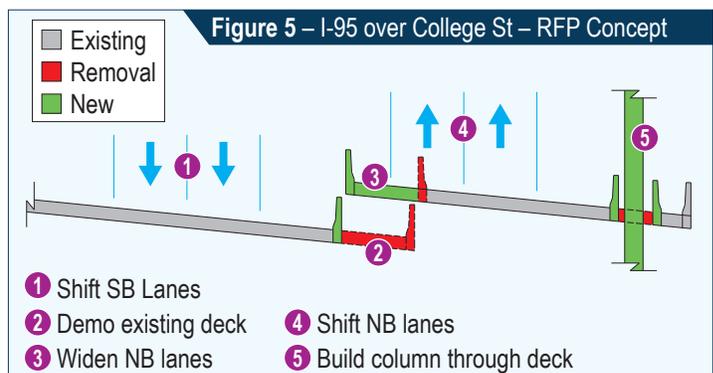
- Use of barrier walls to shield drop-offs and protect workers
- Inclusion of pull-off areas for disabled vehicles
- Maintenance of navigation on the St. Johns River
- Accommodations for bicycles and pedestrians on local streets
- Maintenance of ITS and Lighting
- Maintenance of positive drainage
- Communication with stakeholders including nearby hospitals

I-95 over College St: The RFP design assumes that I-95 will have to be shifted to make way for additional columns for the Ramp T (I-95 NB to I-10 WB) widening. The order of construction for this is illustrated in **Figure 5**. Only after all of this is completed may the widening of Ramp T begin. The AW Team will propose an ATC to widen Ramp T by strengthening the existing pier instead of building a new column. This allows the I-95 NB and SB travel lanes to remain in their current condition, and all of the work associated with shifting I-95 is eliminated. Ramp T widening may begin immediately and significant impacts to the traveling public are avoided.

Figure 4 – MOT



Traffic Management Plan (TMP): Our TMP will address Temporary Traffic Control Plans, Transportation Operations and Public Information. The TMP will provide District 2 a snapshot of activities for alleviating or minimizing work-related traffic delays by traditional traffic handling practices and an innovative combination of various strategies. These strategies encompass public awareness campaigns, motorist information, demand, incident, and system management, efficient construction methods, and alternate route planning. All lane closures will be planned to be performed at night, submitted in writing to the District 2 Construction Engineer's office for approval and expected not to occur during inclement weather. In addition to promptly notifying traffic operations, off-duty law-officers will be strategically placed to prevent accidents and to promptly dispatch any



collision. Conflicting signage, striping and signalization will be promptly covered or corrected to avoid user confusion. Each traffic adjustment will be predicated by a dedicated pre-work briefing and coordination meeting.

Detours: All overhead work will be completed during night time hours while lane closures are allowed. Detours will be employed for the construction of the bridge beams, overhead sign structures and toll gantries. The detour routes for the structures will be the same as those successfully used on our previous projects within the corridor. One of the AW Teams' proposed ATCs will simplify construction surrounding the Stockton St. ramps, eliminating the need for long term closures or complicated MOT phasing to construct the RFP concept.

Structures Design

Design of the proposed structures will focus on low maintenance structural systems and accommodation of efficient construction methods. Our design approach for the proposed bridges on the project includes:

Fuller Warren Bridge: Drilled Shaft Foundations will be utilized for the proposed Fuller Warren bridge widening. The pedestrian bridge will utilize drilled shafts in the water and spread footers where permitted by the RFP to minimize noise and vibration impacts.

The hydraulic conditions of the St. Johns River cause significant scour potential and ship impact risk due to the meander in the river and presence of significant marine traffic. All existing and proposed foundations will be evaluated and designed to meet ship impact demands as specified in the RFP. Our team will investigate additional methods of distribution of the ship impact force and conduct detailed analysis to limit the impact on the existing bridge foundations so pier strengthening can be avoided. Our new foundations will be attached to the existing foundations where possible to provide the most efficient structural system.

The pedestrian bridge profile will be optimized for support of both structures from a single hammerhead pier to match the existing structure and enhance aesthetics. We look forward to reintroducing our previously approved ATC which realigns the shared-use path connection from Nemours Children's Clinic to the new pedestrian bridge, utilizing sidewalk on land to make this connection in lieu of additional bridge structure.

The superstructure design will utilize Florida I Beams (FIB) which provide straightforward design, efficient construction and low maintenance and long term durability. In order to eliminate the transfer of undesirable vibration from the Fuller Warren Bridge to the Pedestrian Bridge, our team will construct separate decks, using precast, prestressed deck panels on the Pedestrian Structure as shown in **Figure 6**. Multiple precast deck panel segments along each span will be designed and detailed to fall within the profile finish grade requirements and deviations set forth in SDM 14.2. Therefore, providing equivalent performance and rideability as the Fuller Warren Bridge.

The existing mainspan of the Fuller Warren Bridge is composed of a 3-span concrete spliced girder system with span lengths of 200-250-200 ft. The structure is built with grouted tendons. In order to eliminate the corrosion issues resulting from the use of traditionally grouted tendons, the widening will utilize modified FIB forms and flexible replaceable (wax) tendons. Members of the AW Team have worked closely with FDOT staff to develop the specifications related to this new post tensioning methodology and are currently designing an external post tensioning system using wax tendons to retrofit the District 2 Wonderwood Bridge.

The existing fender system will be replaced with Fiber Reinforced Polymer Composite material, including the piles. This includes the fender system under the existing bridge where limited headroom requires the piles to be spliced. Our team has coordinated with our pile producers to provide an economical pile system that is capable of being spliced while meeting the required design loading.

I-95/I-10 Interchange Structures: Structures work in the interchange includes widening of several bridges, new retaining wall, and demolition of a portion of the SB I-95 bridge near College St. to accomplish widening

Figure 6 - Separated Pedestrian Path over Fuller Warren

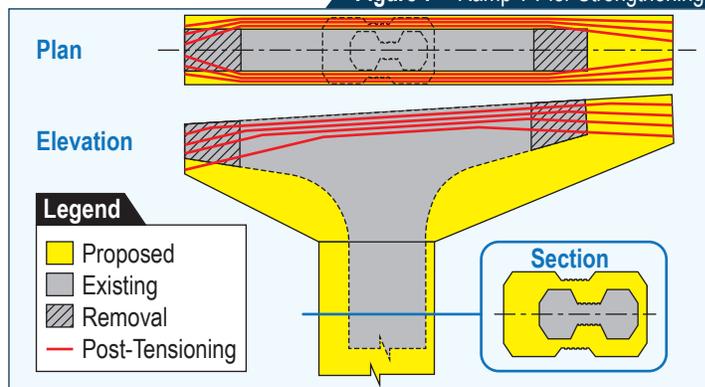


of the I-95 NB bridge. The existing bridges will be widened in kind, with prestressed concrete bridge superstructures utilizing Florida-I Beams and steel bridges utilizing new steel plate girders.

Widening of Ramp T and accommodation of the elevated split between Ramps T and V (I-95 NB to Stockton) will require innovative design and construction solutions similar to those the AW Team has implemented on numerous projects in District 2. The AW Team will present an ATC that will lead to significant reduction in bridge and roadway reconstruction on I-95 NB and SB through the interchange. Under this proposal, two piers on Ramp T will be strengthened to accommodate the widening of Ramp T. To strengthen the piers, the existing hammerhead pier will be retrofitted with additional concrete and reinforcing along with new post-tensioning for the substructure cap. New piling and pile cap extensions will be added to the existing pile cap to handle the additional loads (See **Figure 7**). **This ATC, which we thoroughly analyzed and developed during the previous bid phase of this project, will eliminate I-95 alignment shifts (as shown in previously in **Figure 3**) and provide:**

- Improved public safety during construction
- Full criteria sight distance (eliminating Design Exception required for RFP Concept) and vertical clearance
- Reduced magnitude and duration of MOT operations
- Reduced overall project cost

Figure 7 – Ramp T Pier Strengthening



The project requires three additional bridge widenings along I-10 west of the interchange at Stockton St., CSX Railroad, and King St. The AW Team is familiar with the special flagging and safety considerations to be made when working in the vicinity of railroad facilities as demonstrated on our "Big I" and Overland Bridge projects. We have a clear understanding of, and solutions for, the various challenges and constraints at these locations which include managing substandard bridge vertical clearance, widening piers while accommodating left turn movements at Stockton St., and constructing new retaining walls in front of existing retaining walls.

Drainage Design & Permitting

The AW Team understands that the Department will acquire USACE and SJRWMD permits prior to construction and it will be the DB Team's responsibility to obtain any required permit modifications and bear all costs

associated with the permitting activities. Stormwater runoff treatment and attenuation for the project will be provided in the proposed pond locations depicted in Appendix G of the RFP. Our Team understands that ponds 1 and 2 on the east side of the Fuller Warren Bridge were converted to parking as part of the Overland Bridge Project. Compensating treatment from the conversion of these ponds is provided in the Overland Bridge ponds and Pond 6 of the King Pkwy/21st St. Interchange Project. Similarly, the AW Team understands that the proposed filling of Ponds 3A, 3B and 3C for future parking and the widening of the Fuller Warren Bridge requires compensating treatment by expanding Overland Bridge Pond A to the east, and Pond E within the I-10/I-95 interchange.

Some I-10 treatment within the McCoy Creek basin is provided in a grassed swale between the EB and WB lanes west of the US 17 ramp. A small portion of proposed impervious area is discharged untreated. Compensating treatment for direct runoff into McCoy Creek will be provided by expanding Pond A and Pond G along the I-10 WB lanes.

The AW Team will seek to optimize and enhance constructability throughout the storm sewer design and construction. For example, a 450' long 48" jack and bore pipe was proposed in the original concept plans under Riverside Ave. During the original proposal effort, GAI presented an ATC that converted this pipe to direct burial. Not only was this approach accepted, it has been incorporated into the RFP.

The AW Team understands that for all the in-water work the Standard Manatee Conditions for In-Water Work (2011) must be adhered to during the daytime work and manatee fenders on all work barges. Compliance with the construction guidelines and conditions for sea turtles, smalltooth sawfish and sturgeons must also be followed. Our Team is very familiar with these guidelines and their implementation with significant previous and on-going experience, including our current Sisters Creek Bridge Replacement Project here in District 2.

Utility Coordination

The AW Team has identified 15 UAOs within the project area, including major facilities owned by JEA, Level(3), and AT&T. Our Team will develop a Utility Conflict Matrix that identifies all facilities within the corridor and addresses individual facility relocation requirements. We identify all facilities by working with UAO's, performing field work (including test holes), reviewing plans and scheduling one-on-one discussions. Our preliminary utility review indicates the majority of the proposed work can be executed with negligible utility relocation. Potentially affected UAO's include:

- | | | |
|---------------------------|---------------------|----------------|
| ■ AT&T Florida | ■ Southern Telecom | ■ FPL Fibernet |
| ■ AT&T TCG-LNS | ■ TECO People Gas | ■ MCI |
| ■ AT&T Transmission | ■ JEA Water & Sewer | ■ Level(3) |
| ■ Dedicated Fiber Systems | ■ JEA Fiber | ■ CenturyLink |
| ■ Baptist Medical Center | ■ JEA Electric | ■ COMCAST |

Geotechnical

In order to avoid the potential of unforeseen conditions and construction delays, our team will perform a supplemental geotechnical evaluation for all of the components of this project. This will allow our team to take full responsibility for the geotechnical design of this project. Based on our review of the RFP and the provided geotechnical information, we have identified key issues that will be included as part of our geotechnical design/construction plan:

- Provide a Settlement/Vibration Monitoring Plan as required by the RFP.
- Perform foundation analyses for bridges and other miscellaneous structures (sound walls, signs, culverts, etc.). Alternate deep foundations will be evaluated **to help minimize construction-related noise and vibrations.**
- Perform drilled shaft evaluations for the foundations from Sta. 296+00 to Sta. 340+00 as required by the RFP.
- During the construction phase and as part of the **load test program**, our team will provide deep foundation testing (PDA, CSL, etc.) at each bent/pier location in accordance with FDOT requirements. Upon completion

of each bent/pier and miscellaneous structure, a foundation certification letter will be provided by the geotechnical foundation engineer of record.

Signing and Pavement Markings

Numerous overhead signs within the project limit will either be removed, replaced or modified to update ramps, alignments and side street connections. The AW Team will adhere to the minimum guide sign concept and requirements, which is included in the RFP (Appendix K). Critical design considerations will include:

- Proper tie-in with the adjacent Overland Bridge project
- Evaluation of existing supports for new or modified sign panels
- New sheeting requirements for all sign panels
- Proper signage and markings for shared use paths
- Coordinated sign structure locations with ITS and lighting design

The AW Team will add route shield markings to supplement signage for additional guidance and emphasis where necessary.

Signalization

The project will address the signalized intersections at:

- Stockton St. and Rosselle St./Ramp J
- Riverside Ave. and Peninsular Place/Computer Power Place

The controller assemblies and associated equipment will be compatible with the existing City of Jacksonville traffic signal system. The AW Team will coordinate design and construction of the signals with City of Jacksonville (Maintaining Agency). Other key design and construction features required will include:

- New push buttons and count-down signals at all pedestrian crossings
- UPS backup for signal equipment
- Fiber optic interconnect at locations required per RFP

ITS

Existing SunGuide infrastructure within the project limits include:

- Fiber optic communications located in existing conduits
- CCTV cameras located on existing poles and sign structures
- MVDS located on existing poles and sign structures
- ITS cabinets and power service for CCTV and MVDS device processing

The Team understands these devices must be maintained throughout construction and relocated as necessary. Additional ITS devices will be required to provide full video coverage and detection of mainline and ramp movements. Fiber will need to be maintained and/or relocated into bridge mounted and underground conduit throughout the project limits. Any new or relocated devices will be integrated into the District's SunGuide database.

AW is extremely familiar with the requirements of maintaining this ITS equipment having done so on our previous "Big I" project as well as our on-going Overland Bridge Project. Working hand in hand with the ITS contractor will ensure we provide clear, constructible plans that are coordinated with the other disciplines to provide seamless maintenance, installation and integration throughout the project.

Lighting

The AW Team will develop a lighting plan for the project with all pull boxes, conduits and service drops strategically located to be easily accessible, while maximizing efficiency and simplifying maintenance. We will propose conventional lighting on the bridges including the proposed pedestrian bridge, with close coordination with FDOT and the City of Jacksonville regarding the architectural lighting for the pedestrian bridge over Riverside Ave., the shared use path and the proposed parking lot lighting. The two existing high mast pole fixtures at the I-95/I-10 interchange will be replaced with LED fixtures with a house shield, and we anticipate use of a full cutoff LED fixture selected to control light pollution.

Additional Opportunities to Innovate

Having previously developed a technical proposal and bid for this project, the AW Team is able to identify additional opportunities to improve design, reduce cost and expedite construction. Some of these innovations will be ATC's while others are improvements to our own design and techniques. See **Table 8** on the following page for some additional opportunities to innovate.

Table 8 – Additional Opportunities to Innovate

Opportunity	Benefit
Shift Pedestrian Bridge Pier #24 5' westward to avoid constructing it in the water (which requires ship impact considerations)	Saves significant cost, reduces environmental impacts, improves constructability and will not impact aesthetics
Modify rather than replace the existing perched wall in front of WW Gay Mechanical	Eliminates MOT challenges associated with replacement; AW originally built this wall and we are confident it can be modified to accommodate the widening
Adjust Ramp Y (Stockton St. to I-10WB) alignment to reduce Stockton Bridge widening	Eliminates costs associated with bridge widening and corresponding MOT, and preserves existing mast arm on Stockton St.
Utilize custom design light poles	Saves costs & maintenance by allowing a mounting height that can illuminate Fuller Warren bridge from single row of median wall poles.
Construct sign columns for EB-23, WB-2, and SB-5 on ground below rather than on Ramp A2 (I-10 EB to I-95 NB CD) bridge	Reduces cost and risks associated with adding a large load to an existing complex steel structure

Construction Approach

While many projects have similar construction elements and requirements, this project brings several specific challenges that require a team with the foresight to identify those challenges and the proven experience to implement solutions. Located within a heavily travelled system to system interchange, safely moving motorists through the work zone will be the highest priority. Other challenging aspects of the project include marine construction on a swiftly moving river, work over an active rail road corridor and complex new bridge construction and widenings, all while meeting the project commitments. The majority of our construction staff proposed for this project, including Senior Project Manager Heath Bunn, worked on our I-10/I-95 Interchange (The Big I) and our on-going Overland Bridge Project, which has a number of similar elements. The following are some of these key challenges we have identified specifically for this project:

Maintenance of Traffic (MOT) - Maximizing Public Safety: With our previous and current experience working in this area, we are well aware of the MOT challenges. Our current MOT personnel from the Overland Bridge Project will bring their experience to this project. We have proven to be a good partner with District 2, as evidenced by our swift response and implementation of TCP changes required for the Matthews Bridge emergency repairs. A well designed TCP is the first step in maintaining safe travelways and safe work zones. This also includes bicycle and pedestrian access on surface roads. During construction, it will be necessary to maintain signage, lighting, ITS and drainage. We will attempt to use as much as the existing infrastructure as possible and/or installing new systems as early as possible to minimize temporary devices. We will adhere to the Special Event and lane closure/detour restrictions required per the RFP.

Fuller Warren Bridge Widening and Shared Use Path/Marine Construction: We understand the critical nature of maintaining marine traffic at all times. As we will be using barges in and around the channel spans, we will only require limited short term channel closures (such as during beam setting). These activities will be coordinated closely with FDOT and the Coast Guard to ensure minimal disruptions. During construction, all floating equipment will have warning lights, and we will place buoys to block the work zone outside the channel, which has proven extremely successful on recent projects including the Veterans Memorial Bridge in Martin County. With our current work on the Fuller Warren, we thoroughly understand the environmental requirements during construction. We will utilize two methods to access the new bridge construction:

- **Temporary Trestle** - We will install a trestle from each bank to get to water of sufficient depth to utilize barges. This will be similar to our trestle installation on Overland Bridge. AW owns its own trestle which will result in cost and time savings on the project vs. the rental of trestle.

- **Barge Access** - For the majority of the new bridge construction, we will utilize barges to access our work areas. A combination of barge mounted cranes, material barges, and push boats will be mobilized and coordinated to ensure the most efficient construction methods. Mooring dolphins will be installed away from the bridge to secure the barges in the event of a storm. A detailed demolition plan will be developed showing how we intend to saw cut and remove superstructure and substructure elements in the largest possible sections. This method will keep debris from entering the river and minimize the need for pneumatic or impact equipment. As we have done on previous projects, we will utilize barges lined with sand under the bridge or other approved containment systems during saw cutting to catch any slurry debris. The fender system replacement will be challenging, as it is located under a fixed span bridge which limits working headroom. The RFP calls for FRP piling, which AW has previously installed on our Matlacha Bridge project in Lee County. Depending on the length of the piling, we will most likely have to splice the piles due to the lack of headroom.

Complex Bridge Construction: This project will include a combination of bridge widenings and new structures. Small work areas and lane closure restrictions will make proper planning and staging critical. Our experience working in this interchange (and widening bridges we previously constructed) will prove valuable on this project. We will provide our existing bridge crews from Overland Bridge to bring their knowledge and experience. We will survey existing structures prior to construction, and monitor vibration during construction to endure no damage to existing bridges occur. Demolition methods on existing bridges to be widened will be planned minimize damage to the existing rebar and bridge deck that we will be tying into. Additionally, we understand the requirements for drilled shafts in certain locations as well as the need for casings to be installed with oscillator or rotator equipment, which we own and have previously utilized.

Working over Active Railroads: The existing bridge over the CSX tracks will require widening. We have extensive experience working on and around active rail lines, including locally on Overland Bridge and SR 115/21st St. Interchange. All work will be completed following CSX requirements and with signed and sealed demolition, excavation, shoring and erection plans. We understand CSX requirements for construction, including providing 150% crane capacity for work capable of fouling the tracks.

Meeting Project Commitments and Coordination

With the sensitive nature of this project, we understand that there are numerous commitments that have been made to project stakeholders. We will work with the Department to address stakeholder concerns and be a good neighbor. This will include identifying sensitive locations, such as Black Knight Financial Services, and ensuring we do not impact their operations. Noise walls will be constructed early in the project to reduce impacts to residents. Coordination with RAM will be comprehensive in order to maintain their access, parking and areas of operation. Additional coordination with nearby construction projects will also be required; as we are constructing this project coincident with the Overland Bridge project, coordination between the two projects will be seamless. In addition, we will coordinate as necessary with the Main Street Bridge mechanical and electrical repairs project currently under construction by M&J Construction in order to assure continued regional mobility.

Closing

The AW Team has unmatched experience in this corridor, thoroughly understands the issues involved, and stands prepared to deliver this project to you successfully while meeting all of your goals and commitments. We will act as your partner to develop a cost-effective project, and engage stakeholders who are relying on the successful completion of this critical project, ahead of schedule. **Our Team is excited to continue our partnership with FDOT District 2 on this important project!**

Sincerely, Archer Western Contractors, LLC
Kevin McGlinchey, Business Group Leader

