

- AREMA Alternate Load, whichever produces the greatest stresses.
  - Steel Design (non-composite): Cooper E-80 loading with full diesel impact and AREMA Alternate Load, whichever produces the greatest stresses.
  - Steel Design (Composite): Cooper E-80 loading with full diesel impact and AREMA Alternate Load, whichever produces the greatest stresses. The steel beams shall be designed to carry a minimum Cooper E-65 with full diesel impact on the con-composite steel section acting alone.
- i. When computing the structure's dead load, include an allowance for the weight of an additional six (6) inches of future track surfacing ballast.
  - j. The fender system for the moveable bridge over the St. Johns River Bridge shall be inspected to determine any needed repairs or rehabilitation.

The project involves the replacement of the approximately 100-foot existing timber trestle bridge located north of the existing moveable bridge over the St. Johns River and crash walls to protect existing bridge structures. The bridge replacement will require new foundations, substructure and superstructure. The existing foundations, substructure and superstructure are to be removed. Timber is not an acceptable material for the substructure or superstructure. The new bridge must include the required details for framing the new bridge into the existing structures. A peer review will be required for the replacement of the wood trestle bridge on the north end of the St. Johns River.

Retaining walls subject to highway loadings shall be designed in accordance with Department standards. Retaining walls subject to railway loadings shall be designed in accordance with AREMA standards.

Crash walls will be required throughout the project limits to protect existing structures. At a minimum the following three (3) locations require crash walls: the east side at MP 765.91 (SR 46), both the east and west sides at MP 782.44 (Maitland Boulevard), and the west side at MP 790.73 (SR 408). The crash walls shall be designed in accordance with the Department standards and AREMA guidelines, Chapter 8.

The side of the wall facing the tracks shall be located to allow for a clear walkway on both sides of a stationary train. Where the vertical distance between the top of the wall and the ground elevation adjacent to the wall exceeds three (3) feet, walls shall be topped with a concrete cap with embedded six-foot chain link fence.

#### **G. Specifications:**

The Design/Build Firm shall use the Division I Specifications included as an Attachment to this RFP. As part of its Technical Proposal, the Design/Build Firm shall use the current Florida Department of Transportation Standard Specifications for Road and Bridge Construction and the implemented modifications for only Divisions II and III contained in the Specifications Workbook in effect at the time the Bid Price Proposals are due in the District Office. The Design/Build Firm shall identify, on a marked up copy of the applicable Specifications Workbook, all Division II and III Special Provisions and Supplemental Specifications which will apply to the work in the proposal. Department Specifications may not be modified or revised. The Design/Build Firm shall also include all Technical Special Provisions, which will apply to the work in the proposal. Technical Special Provisions shall be written only for items not addressed by Department Specifications, and shall not be used as a means of changing Department