

**STATE OF LOUISIANA
INTERSTATE-12 WIDENING
DESIGN-BUILD PROJECT**

**AMITE RIVER BRIDGE TO JUBAN ROAD (WB)
AND
PETE'S HIGHWAY TO JUBAN ROAD (EB)
LIVINGSTON PARISH
STATE PROJECT NO. 454-02-0071
FEDERAL AID PROJECT NO. ARR-3209(505)**

**REQUEST FOR PROPOSALS
CONTRACT DOCUMENTS**

**PART 1 – DESIGN-BUILD AGREEMENT
APPENDIX A - PROJECT SCOPE**



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1.0 INTRODUCTION

This Part 1 – Design-Build (DB) Agreement, Appendix A - Project Scope, to the DB Contract provides a summary description of the physical components of the Interstate-12 (I-12) Widening DB Project (Project) that the Design-Builder shall design, construct, and/or install and the associated management, control, monitoring, compliance, and professional services and other elements of the Work.

The Design-Builder shall not rely solely on the description contained in this Appendix A - Project Scope to identify all Project components to be designed, constructed, and/or installed. The Design-Builder shall determine the full scope of the Project through thorough examination of the Contract Documents, the Project Site, and as may be reasonably inferred from such examination.

The Design-Builder shall design, furnish, construct, repair, and/or install all components of the Project meeting the requirements of the Contract Documents, except where the Louisiana Department of Transportation and Development (LA DOTD) will furnish and/or install the items as listed in Section 6.0.

2.0 PROJECT CONFIGURATION

The Project includes the major components listed in this Appendix A – Project Scope.

2.1 PROJECT LIMITS

The Project begins east of the Amite River Bridge structure at the eastern terminus of the original I-12 Widening DB Project which is currently under construction (which will be hereinafter referred to as State Project Number 454-01-0047 or SP# 454-01-0047). In the westbound direction, the begin Project location will be at approximate station location STA 290+40, near the Amite River Bridge abutment. In the eastbound direction the begin Project location will be at approximate station location STA 400+00, near the Pete’s Highway overpass structure. This Project will tie-in to the end of the full six-lane section currently under construction (SP# 454-01-0047). This Project will carry the proposed six-lane Interstate section eastward to Juban Road. Conceptually, the six-lane widened Interstate section will transition back to the existing four-lane Interstate section west of the Juban Road Interchange, with the exact end project station location to be determined by the Design-Builder. With Additive Alternate 1, a full width roadway section will be provided to the point where the four-lane roadway can be resumed, and the Design-Builder shall provide a “squared-off” termination point for the Project. The incorporation of Additive Alternate 1 will provide a Project termination point at a single station location for both the eastbound and the westbound lanes of the Project. The existing pavement structures and acceptable rehabilitation alternatives are depicted on Attachment I - I-12 Conceptual Pavement Rehabilitation Alternatives, which is hereby attached and incorporated to this Appendix A - Project Scope. The limits of the Project are graphically depicted on Attachment II - I-12 Conceptual Widening Alternative (sheets 1 and 2), which is hereby attached and incorporated to this Appendix A - Project Scope.

2.2 PROJECT-WIDE REQUIREMENTS

The Project includes the following:

- A) This Project will require extensive coordination with the design-builder currently constructing SP# 454-01-0047. The Design-Builder will be required to plan the design and the construction of the Project to accommodate the construction efforts and traffic controls of the adjacent SP# 454-01-0047;

- B) Widening of I-12 to six lanes with shoulders, including signage and median barrier, commencing at the easternmost terminus of SP# 454-01-0047 (eastbound and westbound) and ending at the Juban Road Interchange (eastbound for the Baseline Project) and at Pete's Highway (westbound for the Baseline Project) and at the Juban Road Interchange (eastbound and westbound for Additive Alternate 1);
- C) Widening of the westbound overpass structure to three lanes with shoulders over 4H Club Road that is aesthetically consistent with the widened eastbound overpass structure provided in SP# 454-01-0047;
- D) Widening of the westbound overpass structure to three lanes with shoulders over south Range Avenue that is aesthetically consistent with the widened eastbound overpass structure provided in SP# 454-01-0047;
- E) Widening of the eastbound and westbound Grey's Creek Bridge structures to three lanes with shoulders;
- F) Modification of drainage structures to accommodate the widened I-12 and its runoff. Drainage structures will be extended beyond the clear zone, if applicable;
- G) Consideration of existing utilities during design to avoid utility conflicts and utility coordination and relocation, if necessary;
- H) Modification and upgrade of existing roadway lighting; and
- I) Provision of concrete barriers and/or pavement markings to delineate the required transitions from the six-lane section to the four-lane section; and
- J) Provision of a minimum 16.5 foot vertical clearance at the Pete's Highway overpass for the I-12 travel lanes, auxiliary lanes, and shoulders.

3.0 PROPOSED IMPROVEMENTS

3.1 BASELINE PROJECT

The Baseline Project consists of Interstate improvements from the Amite River Bridge through the Range Avenue Interchange in the westbound direction and interstate Improvements from Pete's Highway to the Juban Road Interchange in the eastbound direction. The improvements included in the Project Scope for the Baseline Project include, but are not limited to, the following:

- A) Widening of westbound I-12 to three lanes with shoulders, including signage and median barrier as required, commencing at the easternmost (westbound) terminus of SP# 454-01-0047 (approximate station location STA 290+40) and ending near the Pete's Highway overpass structure at the location of the easternmost (eastbound) terminus of SP# 454-01-0047 (approximate station location STA 400+00);
- B) Widening of eastbound I-12 to three lanes with shoulders, including signage and median barrier as required, commencing at the easternmost (eastbound) terminus of SP# 454-01-0047 (approximate station location STA 400+00) and extending to the Juban Road Interchange;
- C) Provision of a deceleration lane for traffic movement from westbound I-12 to Range Avenue;

- D) Design of the transition for the lane drop in the eastbound direction at the Juban Road Interchange to begin before the off ramp gore area and to extend as far as necessary for safe and efficient traffic operations. A full-width (three-lane) pavement section must be carried to the end of the lane drop transition to provide a “squared-off” point to terminate the Project;
- E) Widening of the westbound overpass structure to three lanes with shoulders over 4H Club Road that is aesthetically consistent with the widened eastbound overpass structure provided in SP# 454-01-0047;
- F) Widening of the westbound overpass structure to three lanes with shoulders over south Range Avenue that is aesthetically consistent with the widened eastbound overpass structure provided in SP# 454-01-0047;
- G) Widening of the eastbound Grey’s Creek Bridge structure to three lanes with shoulders;
- H) Pier protection system at the Pete’s Highway overpass;
- I) Performance of a full hydraulic analysis and scour analysis at the Grey’s Creek Bridge structure;
- J) Repairs necessary to existing pavements, bridge deck joints, and shoulders that remain in place to properly correct failures and deficiencies which will lead to a reduced service life;
- K) Modification of drainage structures to accommodate the widened I-12 and its runoff. Drainage structures will be extended beyond the clear zone, if applicable;
- L) Utility coordination and relocation, if necessary;
- M) Provision of barrier rails that meet the crash worthiness standards set forth in Part 3 – Design Requirements and Performance Specifications, Appendix A – Performance Specifications, Structures Performance Specification, on both sides of all structures;
- N) Modification and upgrade of existing roadway lighting, including, but not limited to, under-bridge lighting and median lighting near the Range Avenue Interchange; and
- O) A Project Aesthetics Plan (i.e., bridges, roadway, lighting, landscaping, and "signature element(s)").

3.2 ADDITIVE ALTERNATE 1

Additive Alternate 1 for this Project provides the widening of westbound I-12 from the end of the widened section provided in the Baseline Project to the Juban Road Interchange. The effect of this Additive Alternate 1 is to provide a six-lane I-12 to the Juban Road Interchange.

The improvements included in the Project Scope for Additive Alternate 1 include, but are not limited to, the following:

- A) Widening of westbound I-12 to three lanes with shoulders, including signage and median barrier as required, commencing at the end of the widened section provided in the Baseline Project and extend east toward the Juban Road Interchange. The pavement structure for the widened portion, as well as any rehabilitative measures for the existing

pavement, included in Additive Alternate1 must match that of its eastbound counterpart as provided in the Baseline Project;

- B) Design of the transition for the lane addition in the westbound direction at the Juban Road Interchange for safe and efficient traffic operations. A full-width (three-lane) pavement section begins at the termination point determined for the eastbound direction as part of the Baseline Project as defined in Section 3.1(B). The Design-Builder shall provide a “squared-off” termination point for the Project;
- C) Widening of the westbound Grey’s Creek Bridge structure to three lanes with shoulders;
- D) Repairs necessary to existing pavements, bridge deck joints, and shoulders that remain in place to properly correct failures and deficiencies which will lead to a reduced service life;
- E) Modification of drainage structures to accommodate the widened I-12 and its runoff. Drainage structures will be extended beyond the clear zone, if applicable;
- F) Utility coordination and relocation, if necessary; and
- G) Provision of barrier rails that meet the crash worthiness standards set forth in Part 3 – Design Requirements and Performance Specifications, Appendix A – Performance Specification, Structures Performance Specification on both sides of all structures.

4.0 ASSOCIATED WORK

The Design-Builder shall, in association with the design and construction of the physical components of the Project, perform the following elements of Work:

- A) Associated aesthetics and landscaping;
- B) Design and construction management;
- C) Coordination with Project Stakeholders and other contractors adjacent to the Work;
- D) Design Quality Control and design review (*see* Contract Documents, Part 2 – DB Section 100, DB Section 111);
- E) Construction Quality Control (*see* Contract Documents, Part 2 – DB Section 100, DB Section 112);
- F) Quality Assurance;
- G) Environmental mitigation and compliance monitoring (*see* Contract Documents, Part 3 – Design Requirements and Performance Specifications, Appendix A – Performance Specifications, Environmental Performance Specification);
- H) Any additional environmental investigations and monitoring associated with or resulting from the Design-Builder’s actions;
- I) Maintenance of traffic and access to property (both temporary and permanent) (*see* Contract Documents, Part 3 – Design Requirements and Performance Specifications, Appendix A – Performance Specifications, Traffic Management Plan Performance Specification);
- J) Project safety and security;

- K) Any necessary Preliminary Engineering (such as surveys and geotechnical investigations) not provided by the LA DOTD;
- L) Any necessary harmful and hazardous materials remediation (design and construction);
- M) Drainage and erosion control;
- N) Installation of signage, guardrail, and pavement markings. This Work will include an evaluation of the existing pier protection systems and any improvements necessary to bring them to the current standards;
- O) Construction waste disposal and handling;
- P) Required clearances, licenses, construction easements, and permits for the Design-Builder's Work, Work sites, and storage areas on- or off-site;
- Q) Any necessary ancillary Work, such as, access roads, driveways, temporary fencing, relocation of drainage, Work sites, and temporary Work;
- R) Location, acquisition, permits, and transportation for Material;
- S) Coordination of the relocation of any utilities and municipal drainage facilities and the design and relocation of any utilities as designated in the Contract Documents, Part 3 – Design Requirements and Performance Specifications, Appendix A – Performance Specifications, Utilities Performance Specification;
- T) Site clearance;
- U) Maintenance of the Project during the Contract period (*see* Contract Documents, Part 3 – Design Requirements and Performance Specifications, Appendix A – Performance Specifications, Maintenance during Construction Performance Specification); and
- V) Any other activities, functions, or elements necessary to the successful completion of the Project.

5.0 BASIC PROJECT CONFIGURATION

The Basic Project Configuration shall consist of the following:

- A) The horizontal and vertical alignments;
- B) Number of interchanges;
- C) Number of bridges;
- D) Number of lanes;
- E) The general location of the limits of the Project;
- F) The minimum vertical and horizontal clearances; and
- G) The Right-of-Way (ROW) limits.

5.1 STANDARD FOR DETERMINING MATERIALITY OF CHANGE IN BASIC PROJECT CONFIGURATION

The following are the standards for determining materiality of Basic Project Configuration changes:

- A) Any change to the Project that affects the Project ROW limits or the minimum vertical and/or horizontal clearances;

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- B) A change in the termini of the Project (either or both) by more than one hundred feet longitudinally; and/or
- C) Any change in Section 5.1(A) through (B) requiring a change in the permits secured from the United States (US) Army Corps of Engineers (COE) and the Louisiana Department of Natural Resources (DNR).

See Contract Documents, Part 2 – DB Section 100, DB Section 104.

6.0 LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT- PROVIDED MATERIAL OR EQUIPMENT

The Louisiana Department of Transportation and Development will not provide any design, Material, or Equipment for the Design-Builder's use.