

## 121 Bridge Project Development

### 121.1 General

Structural designs for new construction are developed under the direction of the Structures Design Office (SDO) and the District Structures Design Offices (DSDO).

Modification for Non-Conventional Projects:

Delete the above paragraph.

Designs are to be developed in accordance with:

- This manual,
- The [\*Structures Manual\*](#) (*Topic No. 625-020-018*) (which includes the Structures Design Guidelines, the Structures Detailing Manual),
- The [\*Standard Plans\*](#) (*Topic No. 625-010-003*),
- The *AASHTO-LRFD Bridge Design Specifications* as referenced in the [\*Structures Manual\*](#),
- Applicable FHWA Directives, and
- Other criteria as specified by the Department.

Structural designs for repair or rehabilitation of bridges are generally developed under the direction of the District Structures Maintenance Engineer (DSME) and may not include all the submittal types discussed in this chapter.

Modification for Non-Conventional Projects:

Delete the above paragraph.

Structure designs for other agencies or authorities such as the Jacksonville Transportation Authority or various Expressway Authorities may meet the Department's criteria or additional criteria as specified by the authority.

For projects involving bridges over navigable water, notify the DSME a minimum of 90 days prior to engaging in any action in, on, or around the bridge. Refer to **FDM 110.5.3** for further information.

## **121.2 Organization**

The Structures Design Office (SDO) is a subdivision of the Office of Design under the direction of the Chief Engineer and the Assistant Secretary for Engineering and Operations. The SDO is under the direction of the State Structures Design Engineer (SSDE). Each District, including the Turnpike, has a staff of structural design engineers that comprise the District Structures Design Office (DSDO), and which is under the direction of the District Structures Design Engineer (DSDE).

## **121.3 Definitions**

All structures are grouped into the following two categories based upon design difficulty, structural complexity, type of construction materials used and history of use in Florida.

### **121.3.1 Category 1 Structures**

The following structure types are classified as Category 1 Structures:

- (1) Box or three-sided culverts
- (2) Bridges with simple or continuous span reinforced concrete slab superstructures
- (3) Bridges with prestressed concrete slab superstructures
- (4) Bridges with simple span non-post-tensioned concrete beam or concrete girder superstructures with cast in place decks
- (5) Widening for the structure types listed above
- (6) Steel truss pedestrian bridges utilizing proprietary designs
- (7) Retaining walls
- (8) Roadway signing, signalization and lighting supports
- (9) Overhead sign structures and toll gantries
- (10) Noise walls and perimeter walls

### **121.3.2 Category 2 Structures**

All structure types not listed above are classified as Category 2 Structures unless exempted by the SDO. In addition to, or in lieu of, the criteria listed above, a structure is classified as a Category 2 Structure when any of the following are present:

- (1) Bridge substructures containing any of the following:
  - (a) Post-tensioned components
  - (b) Straddle piers
  - (c) Integral caps
- (2) Bridges designed for vessel collision, coastal bridges that are vulnerable to coastal storms, and bridge water crossings where scour has to be accounted for in the design
- (3) Bridges with non-redundant foundations or bridges with micropile foundations
- (4) Any component designed using Fiber Reinforced Polymer (FRP) composite materials
- (5) Braided underpass structures where the beams or flat slab superstructure element is not oriented parallel to traffic of the overlying roadway and a portion of the superstructure and substructure extends beyond the limits of the overlying traffic barriers
- (6) Design concepts, components, elements, details or construction techniques not normally used by Florida DOT including but not limited to:
  - (a) New bridge types
  - (b) New materials used to construct bridge components
  - (c) New bridge construction methods
  - (d) Non-standard or unusual bridge component-to-component configurations and connection details
  - (e) Department issued [Developmental Standard Plans](#) or modified versions of Developmental Design Standards
  - (f) Items not covered by the Department's [Standard Specifications](#)
  - (g) All atypical precast structural elements (The following are not considered to be atypical: Segmental Box Girder Superstructure Components, Spliced I and U-Girders, AASHTO Beams, and precast elements included in the [Standard Plans](#).)
  - (h) Prefabricated Bridge Elements and Systems (PBES) not meeting all requirements of Chapter 25 of the [Structures Detailing Manual](#)

The Department supports the use of accelerated project construction techniques including the expanded use of precast/prefabricated bridge elements and systems as a way to reduce costs, construction time, and user impacts; however, the use of precast/prefabricated bridge elements can create long term durability and quality issues

depending on the details utilized. Therefore, the designs and details for these elements must be approved by the Department prior to use.

**Modification for Non-Conventional Projects:**

Items listed in numbers 4 through 6 above are not allowed unless they are specifically permitted in the RFP or unless they are submitted and approved during the Alternative Technical Concept (ATC) process.

## **121.4 Abbreviations and Acronyms Used in Structures Design**

Terminology used in the area of Structures Design is often written in the form of abbreviations or acronyms. Following is a list of acronyms frequently encountered in this manual and in other references used in structures design and include those commonly used for offices, organizations, materials, systems, features, equipment, conditions, and expertise:

<b>AASHTO</b>	<b><i>American Association of State Highway and Transportation Officials</i></b>
<b>ACI</b>	<b><i>American Concrete Institute</i></b>
<b>ACIA</b>	<b><i>Assigned Commercial Inspection Agency</i></b>
<b>ADA</b>	<b><i>Americans with Disabilities Act</i></b>
<b>AISC</b>	<b><i>American Institute of Steel Construction</i></b>
<b>ANSI</b>	<b><i>American National Standards Institute</i></b>
<b>APL</b>	<b><i>Approved Products List</i></b>
<b>AREMA</b>	<b><i>American Railway Engineering and Maintenance Association</i></b>
<b>ASTM</b>	<b><i>American Society for Testing and Materials</i></b>
<b>AWS</b>	<b><i>American Welding Society</i></b>
<b>BBS</b>	<b><i>Bulletin Board System</i></b>
<b>BDR</b>	<b><i>Bridge Development Report</i></b>
<b>BHR</b>	<b><i>Bridge Hydraulics Report</i></b>
<b>BHRS</b>	<b><i>Bridge Hydraulics Recommendation Sheet</i></b>
<b>CADD</b>	<b><i>Computer Aided Design and Drafting</i></b>
<b>CEI</b>	<b><i>Construction Engineering and Inspection</i></b>
<b>C.I.P. (C-I-P)</b>	<b><i>Cast-in-Place (Concrete)</i></b>
<b>CSIP</b>	<b><i>Cost Savings Initiative Proposal</i></b>
<b>CPAM</b>	<b><i>Construction Project Administration Manual</i></b>
<b>CVN</b>	<b><i>Charpy V-Notch (Impact Testing)</i></b>
<b>DSDE</b>	<b><i>District Structures Design Engineer</i></b>

<b><i>DSDO</i></b>	<b><i>District Structures Design Office</i></b>
<b><i>DSME</i></b>	<b><i>District Structures Maintenance Engineer</i></b>
<b><i>EOR</i></b>	<b><i>Engineer of Record</i></b>
<b><i>FDOT</i></b>	<b><i>Florida Department of Transportation</i></b>
<b><i>FHWA</i></b>	<b><i>Federal Highway Administration</i></b>
<b><i>GRS</i></b>	<b><i>Geosynthetic Reinforced Soil</i></b>
<b><i>LRS</i></b>	<b><i>Low-relaxation Strands</i></b>
<b><i>LRFD</i></b>	<b><i>Load and Resistance Factor Design</i></b>
<b><i>MHW</i></b>	<b><i>Mean High Water</i></b>
<b><i>MSE</i></b>	<b><i>Mechanically Stabilized Earth (Walls)</i></b>
<b><i>MUTCD</i></b>	<b><i>Manual on Uniform Traffic Control Devices</i></b>
<b><i>NBR</i></b>	<b><i>Nominal Bearing Resistance</i></b>
<b><i>NHS</i></b>	<b><i>National Highway System</i></b>
<b><i>NHW</i></b>	<b><i>Normal High Water</i></b>
<b><i>NOAA</i></b>	<b><i>National Oceanic and Atmospheric Administration</i></b>
<b><i>OEM</i></b>	<b><i>Office of Environmental Management</i></b>
<b><i>OIS</i></b>	<b><i>Office of Information Systems</i></b>
<b><i>OSHA</i></b>	<b><i>Occupational Safety and Health Administration</i></b>
<b><i>PDA</i></b>	<b><i>Pile Driving Analyzer</i></b>
<b><i>PD&amp;E</i></b>	<b><i>Project Development and Environment</i></b>
<b><i>PPD</i></b>	<b><i>Plans Production Date</i></b>
<b><i>RDR</i></b>	<b><i>Required Driving Resistance</i></b>
<b><i>RFP</i></b>	<b><i>Request For Proposal</i></b>
<b><i>SDO</i></b>	<b><i>Structures Design Office</i></b>
<b><i>SIP (S-I-P)</i></b>	<b><i>Stay-in-Place (Forms)</i></b>
<b><i>SRS</i></b>	<b><i>Stress-relieved Strands</i></b>
<b><i>SSDE</i></b>	<b><i>State Structures Design Engineer</i></b>
<b><i>TAG</i></b>	<b><i>Technical Advisory Group (SDO and DSDEs)</i></b>
<b><i>TFE (PTFE)</i></b>	<b><i>Polytetrafluoroethylene (Teflon)</i></b>
<b><i>TRB</i></b>	<b><i>Transportation Research Board</i></b>
<b><i>TTCP</i></b>	<b><i>Temporary Traffic Control Plans</i></b>
<b><i>UBC</i></b>	<b><i>Ultimate Bearing Capacity</i></b>
<b><i>UV</i></b>	<b><i>Ultraviolet</i></b>

## **121.5 Responsibility**

The District Structures Design Office has total project development and review responsibility for projects involving Category 1 Structures. The Structures Design Office has total project development and review responsibility for projects involving Category 2 Structures. This responsibility for Category 2 Structures extends to widening and rehabilitation projects and repairs of bridge components that qualify the structure as a

Category 2 Structure. For large projects with multiple bridges, review responsibilities will be coordinated between the District Structures Design Office and the Structures Design Office based on the category of the individual bridge, work load demands and project make-up. Where the majority of the structures on a large multi-bridge project are Category 2, the Structures Design Office will have total project development and review responsibility for the entire project; where the majority of the structures are Category 1, the Structures Design Office will have project development and review responsibility for the Category 2 bridges only, and the District Structures Design Office will have project development and review responsibility for the Category 1 bridges.

The District Project Manager must coordinate with the District Structures Design Engineer who will review and concur with the bridge aspect of all projects during the PD&E process in accordance with **Part 2, Chapter 3** of the [PD&E Manual](#).

The District Structures Design Engineer or the State Structures Design Engineer, as appropriate, must concur/approve all bridge related work after location design approval is granted.

To assure a uniform approach to a project, the Engineer of Record must coordinate with the appropriate Structures Design Office to discuss structures related phase review comments and get concurrence on how to proceed.

Modification for Non-Conventional Projects:

Delete **FDM 121.5** and replace with the following:

### **121.5 Responsibility**

Submit RFP's on those projects where it is anticipated that Category 2 bridges will be designed and constructed to the State Structures Design Engineer for review and approval. Submit RFP's on those projects where it is anticipated that Category 1 bridges will be designed and constructed to the District Structures Design Engineer for review and approval.

The District Structures Design Office has total component structure plan review responsibility for projects involving Category 1 Structures. The Structures Design Office has total component structure plan review responsibility for projects involving Category 2 Structures. This responsibility for Category 2 Structures extends to widening and rehabilitation projects and repairs of bridge components that qualify the structure as a Category 2 Structure. The District Structures Design Engineer or the State Structures Design Engineer, as appropriate, determine when structure component plans should be "Released for Construction."

The District Project Manager must coordinate with the District Structures Design Engineer who will review and concur with the bridge aspect of all projects during the PD&E process in accordance with **Part 2, Chapter 3** of the [PD&E Manual](#).

### **121.6 Projects of Division Interest**

See **FDM 128** for FHWA requirements.

### **121.7 Bridge Project Development**

The following sections will define, clarify and list the information necessary to produce an acceptable and reproducible set of contract documents (special provisions, bridge contract drawings) ready for advertisement and construction.

Bridge project development normally includes five phases of development. The first phase of development, bridge analysis, occurs during the Project Development and Environment (PD&E) process. After location design approval is granted, the second phase, Bridge Development Report/30%Structures Plans, is initiated. After approval of

the BDR, the final phases of work will begin. The third phase is the 60% Structures Plans that consists of the substructure foundation submittal for all projects and 60% Structures Plans for most Category 2 Structures. The fourth phase includes the 90% Structures Plans and specifications. The fifth phase includes the 100% Structures Plans and specifications. For efficiency, one engineering firm (one design team) should be responsible for the BDR and the final plans and specifications.

For Category 2 bridges and some Category 1 bridges, step negotiations are suggested. Step negotiations are desirable because the final bridge type cannot be determined until the BDR is complete. Utilizing this scenario, the first step of the negotiations would include the BDR/30% Structures Plans. After submittal of the BDR/30% Structures Plans, negotiations for final three phases of work (60% Structures Plans, 90% Structures Plans and 100% Structures Plans) would begin. Negotiations should not be finalized until the BDR/30% Structures Plans are approved by the DSDO or the SDO as appropriate.

Modification for Non-Conventional Projects:

Delete ***FDM 121.7*** and replace with the following:

**121.7 Bridge Project Development**

Bridge project development normally includes four phases of development. The first phase of development, bridge analysis, occurs during the Project Development and Environment (PD&E) process. The second phase includes the development of the bridge related project constraints based on project specific requirements and development of the bridge concept plans for inclusion into the RFP. A series of pre-scoping questions has been compiled and are available on the Office of Construction website to aid in the development of project specific constraints. Depending on the complexity of the project and at the discretion of the Department,

this second phase may include a Bridge Feasibility Assessment for the purpose of developing the structures concept plans. The third phase involves the project procurement process. See [\*Procurement and Administration Procedure \(Topic No. 625-020-010\)\*](#) for specific requirements. The fourth phase includes component structure plan reviews in accordance with the requirements of the RFP.

## **121.8 Bridge Analysis**

### **121.8.1 General**

The Bridge Analysis is performed during the PD&E phase by qualified bridge engineers. The District Structures Design Engineer must concur with the findings of the bridge analysis, which is part of the preliminary engineering report. The function of the bridge analysis is to determine the general attributes for the recommended bridge. The specific attributes of the bridge will be defined in the BDR.

For bridges over water, a location Hydraulics Report will be prepared in conjunction with the bridge analysis. General site geotechnical knowledge is also required (usually from existing bridge plans) or, in some cases, it may be desirable to obtain borings.

### **121.8.2 Contents**

The bridge analysis provides conceptual guidance for the bridge design consultant. Conceptual guidance on how the bridge should fit into the uniqueness of the site should be provided. Bridge design and structure type should be left to the design team in the later phases of work. Include the following in the bridge analysis:

- (1) Environmental and site considerations, including the need for wildlife connectivity (see **FDM 110.5.4**).
- (2) Vertical and horizontal clearances (existing and proposed).
- (3) Load Rating of existing bridge, if any portion is retained.
- (4) Disposition of existing structure. (Final disposition of demolished bridge debris will depend on whether or not a local, State or Federal agency has agreed to receive the debris. See **FDM 110.5.2.3**).
- (5) Vertical and horizontal geometry.
- (6) Typical section.
- (7) Conceptual ship/barge impact data (sample of recreational and commercial traffic).
- (8) Identification of historical significance of bridge and surrounding structures.
- (9) Aesthetic level for bridge and bridge approaches.
- (10) Location Hydraulics Report.
- (11) Bridge deck drainage considerations.
- (12) Stream bottom profile.

- (13) Conceptual geotechnical data.
- (14) For sites with movable bridge options, a life cycle cost comparison will be prepared and compared to fixed bridge options (Ref: **AASHTO Movable Bridge Inspection, Evaluation, and Maintenance Manual, 2<sup>nd</sup> Edition**).
- (15) Phase Construction Impacts.
- (16) Construction time.

## **121.9 Bridge Development Report (BDR)/30% Structures Plans**

The BDR is intended to establish all the basic parameters that will affect the work done in the Design and Plans Preparation phase. Initiate the BDR after location design approval (For those sites not requiring location design approval, a categorical exclusion will be required before initiation of the BDR). Once approved, the BDR will define the continuing work by the Engineer of Record (EOR). It is mandatory that the EOR obtain and coordinate the information and requirements of the offices and engineering disciplines whose input is essential to the preparation of an effective BDR. Changes to the parameters after the BDR is approved could result in schedule delays and supplemental agreements; therefore, it is critical that District Offices, FHWA (if involved), the Structures Design Office and other involved agencies recognize the purpose and importance of the BDR. The BDR phase of work will contain sufficient detail for the justification of the proposed bridge type. For most projects, the 30% Structures Plans will be included as an appendix to the BDR. The BDR is developed from information outlined on the Bridge Development Report Submittal Checklist shown in **Form 121-A** (see **FDM 103**). This information is often provided by others; however, the EOR is responsible for ensuring that all of the information is adequate and appropriate. If the data is not sufficient, the EOR must obtain the required information before the BDR can be completed and submitted.

When alternate designs are considered, consistency between the alternates is essential in ensuring equitable competition and optimum cost-effectiveness. This consistency includes uniformity of design criteria, material requirements and development of unit costs.

The BDR should contain only supportable and defensible statements. Subjective opinions or unsubstantiated statements are not acceptable. All arguments are to be clearly and logically defensible with calculations, sketches or other technical data.

The quantity of work necessary to prepare the BDR depends upon the project's complexity; however, the usual work effort for bridge types normally encountered is:

- (1) Minor Bridge Widening: The BDR will be a minor work effort; however, viable structural possibilities and economical options should be thoroughly investigated to determine if replacement of the bridge would be more appropriate than its widening. This is particularly true at sites where the existing bridge condition is marginal, where there has been a record of serious flooding or scouring, when the widening is part of a route improvement with a high potential for attracting traffic, if the existing bridge has a history of structural problems (including vessel collision), or if the inventory rating is less than required by AASHTO and cannot be improved. Load rating considerations that are to be included in the BDR recommendations are provided in **Section 7.1.1** of the [Structures Design Guidelines](#).
- (2) Minor Grade Separations or Small Water Crossings: The BDR will be a thorough document that adequately addresses all viable structure types; however, the BDR will not usually be an extensive document since the viable types of superstructure and substructure are generally limited. The report is to consider scour, vessel collision, and wildlife connectivity.
- (3) Major Bridges (including Movable) and Major Interchanges: The BDR will be an extensive and comprehensive document that thoroughly considers all viable structure types and considers all design parameters (such as scour, vessel collision and wildlife connectivity).

## 121.9.1 Contents

The major items to be considered in the BDR are:

- (1) General: The bridge length, height and pier locations are subject to vertical and horizontal design clearance requirements such as those for clear zone, navigation, wildlife connectivity, and hydrology. After these considerations are met, span lengths are governed by economics and aesthetic considerations. Superstructure depths (grade separation structures in particular) are to be kept to the minimum that is consistent with good engineering practice. Recommended span/depth ratios for steel superstructures are shown in AASHTO.

The length of the bridge will be affected by:

- (a) Opening required by the Bridge Hydraulic Report.
- (b) Environmental Considerations, including wildlife connectivity (see **FDM 110.5.4**).
- (c) Railroad clearances and cross sections.
- (d) Width of waterway or width of cross section of roadway being spanned including the use of retaining walls, or fender systems.

- (2) **Statical System:** Address the economic and engineering advantages of both simple span and continuous spans.
- (3) **Superstructure:** Some superstructure types that could be considered are prestressed concrete girders, inverted-tee sections, reinforced or prestressed concrete slabs, steel rolled sections or plate girders, steel or concrete box girders, and post tensioned slabs, bulb-tees or boxes.
- (4) **Substructures:** Some substructure types that could be considered are pile bents and multi-column or hammerhead piers. Variations of column shapes may be appropriate for aesthetic or economical requirements.
- (5) **Foundations:** Some foundation types that could be considered are steel and concrete piles, drilled shafts, geosynthetic reinforced soil (GRS) abutments and spread footings. Assess GRS abutments to determine feasibility for all new bridges.
- (6) **Vessel Collision:** Vessel collision forces will often have a major effect on the structural configuration and overall economics. See vessel collision requirements in the [\*\*Structures Design Guidelines\*\*](#).
- (7) **Scour:** The 100 year and 500 year predicted scour elevations will often have a major effect on the foundation design. See the foundations and geotechnical requirements in the [\*\*Structures Design Guidelines\*\*](#).
- (8) **Temporary Traffic Control:** Show how traffic will be maintained during construction for each of the bridge alternates considered. Assess the impacts of the traffic carried on the structures as well as under the structures being constructed. Consider all major overhead work items such as bridge demolition and girder placement. Show stability towers locations, phased construction sequences, girder splice locations, for each alternate being considered. Compare traffic user impacts for each of the alternates.  
  
(See **FDM 240.4** for additional requirements)
- (9) **Precast Bridge Options:** Investigate the use of either partial or full precast bridge alternate(s) with the specific purpose of accelerating bridge construction and reducing user impacts. As part of this investigation:
  - (a) Conduct a feasibility assessment responding to questions similar to those listed in **FDM 121.19**.
  - (b) Based on responses to the feasibility questions, explain whether a precast alternate should be considered an advantage on the project or what site constraints, economic impacts, or other factors (e.g., haul distance from precast yard, project variability) precluded or limited its application. If precasting is determined not to be applicable for the project, provide a

statement in the BDR indicating so and the reasons why. This statement fulfills the requirements of this section.

- (c) Only if precasting is found to be viable, evaluate preliminary precast alternates and associated MOT schemes against conventional methods using the assessment matrix and referenced links given in **FDM 121.19**. Provide enough detail in the preliminary evaluation in order to estimate total direct and indirect costs. Indirect costs, typically referred to as road user costs, include fuel use and man-hour losses resulting from detours, anticipated traffic flow reduction, and reduced speed limits. Determine indirect costs using the Department's software at the following link:

<http://infonet.dot.state.fl.us/tlconstruction/SchedulingEng/AddSoftwareScheduling.htm>

At this stage, a meeting with the District Structures Design Engineer is recommended to discuss the preliminary evaluation and cost estimates before finalizing the alternates for inclusion in the BDR.

- (d) See **Chapter 25** of the [Structures Detailing Manual](#) for design considerations as it relates to Prefabricated Bridge Elements and Systems (PBES).
- (e) Report the estimated total direct costs and estimated total indirect costs, as well as the sum of both, for *each* alternate as three separate dollar amounts in a summary table in the same section as the completed assessment matrix (see **Table 121.19.2**).

The Structures Design office has developed several training videos for the purpose of educating designers on factors for consideration related to use of Prefabricated Bridge Elements and Systems (PBES) for Accelerated Bridge Construction (ABC). The main emphasis of the training videos is to demonstrate the sort of factors and project constraints that influence whether bridge components should be used. Also discussed are overall prefabricated ABC strategies and implications, including examples showing how labor, material, and equipment costs are considered.

These training videos have been posted on a website along with notification of upcoming developments and helpful links to related external websites. The Department's Structures Design Office website for Every Day Counts can be viewed at: <http://www.fdot.gov/structures/edc/>.

Providing both the direct and indirect costs of the project in the BDR enables Department management to make informed decisions to maximize construction dollars while at the same time minimizing construction time and economic impacts to Florida's traveling public.

Also, demonstrate in the BDR text that consideration was given to identify and employ other innovative techniques aimed at reducing costs, shortening project delivery time, enhancing safety during construction, and protecting the environment.

- (10) Quantity estimates: For minor bridges rough quantities (such as reinforcing steel based on weight per volume of concrete) may be sufficient. For major and complex bridges the degree of accuracy may require more exact calculations keeping in mind that the intent is to establish relative and equitable costs between alternates and not necessarily to require the accuracy of the Final Estimate. For major and complex structures it may be necessary to develop unit costs from an analysis of fabrication, storage, delivery and erection costs of the different components. Provide calculated debris volume quantities for projects involving the demolition of bridges.
- (11) Unit costs: Data available from the Department or contractors and suppliers should be used to arrive at unit costs. Record the sources of all price data for later reference. Base cost should be obtained from the ***BDR Estimating Section*** of the ***Structures Manual***.
- (12) Develop cost curves: For each alternative establish the most economical span arrangement, i.e., minimum combined superstructure and substructure cost.
- (13) Retaining Wall Study: If retaining walls are present, include a retaining wall study in the BDR. This study will conform to the work as specified in ***FDM 262*** and the ***Structures Manual***.
- (14) Movable Bridges: Include information in the BDR on the type of equipment for the machinery and electrical drive systems, together with a general description of the control system to be utilized. Include a written description and preliminary layouts of system components. Utilize acronyms and terminology as defined in ***AASHTO Movable Bridge Inspection, Evaluation, and Maintenance Manual, 2nd Edition***.
- (15) Bicycle and Pedestrian Facilities: Describe in the BDR the facilities to be provided and the means to be used to comply with ADA requirements and ***FDM 222, 223, and 224***.

For rehabilitation project plans, include the BDR stage in the plans and written descriptions of those system components to be modified from the existing configuration, along with plans of the existing configuration. Submittal of information described in the previous paragraph is not required unless the electrical and mechanical configuration is modified from the existing configuration.

## 121.9.2 Format

The report is to use standard, letter-size pages with any larger sheets or drawings folded to fit the report size. The report is to be neatly written and the contents presented in a logical sequence with narrative, as required, to explain the section contents. Provide an Executive Summary to compare the relative features and costs of the alternates considered and recommend alternate(s) to be carried forward into the Final Structures Plans Preparation phase.

The BDR is to be as self-contained as possible by including all arguments that establish, justify, support, or prove the conclusions. It is acceptable to make reference to other documents that will be included in the final submittal package; however, include any documentation that will help emphasize a point, support a statement, or clarify a conclusion. Such documentation may include drawings, clear and concise views, or other such illustrated information.

Address construction time requirements in the BDR and the effect that components, systems, site constraints and conditions, or other site characteristics or criteria have upon the construction time, whether additive or deductive.

For most projects, the 30% Plans must be an appendix to the BDR.

## 121.9.3 Aesthetics

- (1) General: Integrate three basic elements in any bridge design: efficiency, economy and elegance. Regardless of size and location, the quality of the structure, its aesthetic attributes and the resulting impact on its surroundings is to be carefully considered. Achieving the desired results involves:
  - (a) Full integration of the three basic elements listed previously.
  - (b) The EOR's willingness to accept the challenge and opportunity presented. A successful bridge design will then be elegant or aesthetically pleasing in and of itself and will be compatible with the site by proper attention to form, shapes and proportions. Attention to details is of primary importance in achieving a continuity of line and form. Use the rule of "form following function."

Consider the totality of the structure as well as its individual components and the environment of its surroundings. A disregard for continuity or lack of attention to detail can negate the best intent. Formulas cannot be established; however, ACI's ***Aesthetic Considerations for Concrete Bridges*** and TRB's ***Bridge Aesthetics Around the World***, as well as authors such as David P. Billington can guide the

designer. A book developed by the Maryland Department of Transportation entitled ***Aesthetic Bridges*** provides excellent guidance. In bridge aesthetics the designer is dealing with the basic structure itself; not with enhancement, additions or other superficial touches. The EOR is expected to be well read on the subject of bridge aesthetics and committed to fulfilling both the structural and aesthetic needs of the site.

The challenge differs for major and minor structures. Indeed, the challenge may be greater the smaller the project. Major structures, because of their longer spans, taller piers, or curving geometry often offer inherent opportunities not available for minor bridges.

Some basic guidelines where aesthetics may play a more important role are:

- (a) Bridges highly visible to large numbers of users (maritime and motorists).
- (b) Bridges located in or adjacent to parks, recreational areas, or other major public gathering points.
- (c) Pedestrian bridges.
- (d) Bridges in urban areas in or adjacent to commercial and residential areas.
- (e) Multi-bridge projects, such as interchanges, or corridors should attain conformity of theme and unifying appearance. Avoid abrupt changes in structural features.

Considering these guidelines, the District will determine the level of aesthetic effort warranted on a project early in its development. When significant aesthetic expense is proposed, such as is the case with Level Three (Level of Aesthetics), Federally funded projects require legitimate written justification.

(2) Levels of Aesthetics:

Normally the District will establish one of the following three general levels of aesthetic consideration and effort at each structure's site:

- (a) **Level One:** Consists of cosmetic improvements to conventional Department bridge types, such as the use of color pigments in the concrete, texturing the surfaces, modifications to fascia walls, beams, and surfaces, or more pleasing shapes for columns and caps.
- (b) **Level Two:** The emphasis is on full integration of efficiency, economy and elegance in all bridge components and the structure as a whole. Consideration should be given to structural systems that are inherently more pleasing, such as hammerhead or "T" shaped piers, oval or polygonal

shaped columns, integral caps, piers in lieu of bents, smooth transitions at superstructure depth change locations, box-type superstructures, concealed drain pipes, conduits and utilities.

- (c) **Level Three:** The emphasis in this level applies more to the overall aesthetics when passing through or under an interchange or at other sites such as historic or highly urbanized areas where landscaping or unique neighborhood features are to be considered. The bridge itself must comply with Level Two requirements. This level of work may require, at the District's option, a sub-consultant (architect to consider adjacent building styles, and landscape themes) with the necessary expertise and credentials to perform the desired work.

These aesthetic levels are not exclusive. For example, where the EOR believes a specific landscape feature might significantly enhance bridge site elegance, even on a Level 1 design, the recommendation should be offered for the Department's consideration. For aesthetic Levels 2 and 3, public input into this issue may be appropriate. The EOR may recommend particular public involvement to the Department for consideration or the district might specify such efforts at specific times during the BDR and final plan development phase of the project.

Include a summary of aesthetic considerations for the structure and the site in the BDR. The summary consists of sketches or drawings of recommended treatment as well as the options considered in the aesthetic study but not recommended as appropriate. Also include an estimate of cost to implement the recommended aesthetic treatment in the summary.

The default condition for new steel bridges is uncoated weathering steel where site conditions permit (See **SDG 1.3.2**). Use an Inorganic Zinc Coating System where site conditions preclude uncoated weathering steel and may be used elsewhere with approval of the Chief Engineer. Use of a High Performance Coating System to any extent for Steel bridges requires written approval from the Chief Engineer.

#### **121.9.4 Construction and Maintenance Considerations**

Evaluate all viable structure concepts for constructability. Consider items such as member sizes, handling, fabricating, and transporting members as well as maintenance of traffic, construction staging, equipment access, equipment requirements. Perform a special evaluation to insure against potential problems that may occur in obtaining permits and equipment to transport long and heavy members from point of manufacture to the project site. Contact the Department's Road Use Permits Office for questions concerning the feasibility of transporting long and heavy structural components. Also, take into account considerations for future maintenance inspection in the structure's design.

Include those considerations described in **FDM 121.15** and the requirements of the [Structures Manual](#). All special construction and maintenance requirements should be identified and appropriately considered in any concepts recommended for design. A design is able to be inspected properly when it permits safe inspector access to all portions of the structure using equipment available to District Structures Maintenance personnel.

### **121.9.5 Historical Significance Considerations**

When an older bridge is considered for rehabilitation or replacement, the Environmental Management Office will evaluate the historical significance of the structure. A structure may be historically significant due to some of the following characteristics:

- (1) The structure may be an historic example in the development of engineering.
- (2) The crossing may be historically significant.
- (3) The bridge may be associated with an historical property or area.
- (4) The bridge might be associated with significant events or circumstances.
- (5) National Register of Historic Places or on a state or local historical register. If it is determined that the structure is historically significant, then the project should be developed to preserve the historic character of the structure.

### **121.9.6 Bridge Security**

Perform a refined evaluation of all new Category 2 bridges identified in a PD&E study as critical, landmark or signature bridges to determine if anti-terrorist countermeasures are to be included as part of the design. Contact the State Structures Design Office and the State Maintenance Office for guidance and assistance. Minimize the bridge vulnerability through alternative designs developed in the BDR. Design countermeasures to minimize the effectiveness of explosives. Minimize vulnerability to shape charges and vehicle bombs. Maximize the use of structural redundancy and continuity to limit structural damage.

Countermeasures designed into the bridge alternatives must meet one or more of the following objectives:

- (1) Protect structure from blast effects;
- (2) Maximizing explosive standoff distance;
- (3) Denial of access;
- (4) Minimizing time-on-target;

- (5) Selective protection of the structural integrity of key members;
- (6) Structural redundancy.

Use one or more of the following countermeasure strategies in the design:

- (1) Deter attacks by the possibility of exposure, capture or failure of the attacker due to visible countermeasures;
- (2) Detect potential attacks before they occur and provide the appropriate response force;
- (3) Defend the bridge by delaying and distancing the attacker from the bridge and protecting the bridge from the effects of weapons, fire and vehicle and vessel impacts;
- (4) Design the bridge to minimize the potential effects of Weapons of Mass Destruction (WMDs) and conventional explosives, fire and vehicle and vessel impacts.

Structural members that are fracture critical or are cable stays, cable stay pylons, hollow boxes, single columns, twin wall columns and thin wall columns require design modification to reduce the potential impact of explosions. Access into cable stay pylons, box superstructures and movable bridge machinery require heavy doors with secure lock systems. Bridges with essential communication utilities and or gas lines require the design to minimize risk to the utility.

### **121.9.7 Alternative Designs**

The use of alternative designs for some larger or complex projects may result in more competitive bids and lower costs. Accordingly, the EOR is to evaluate benefits from alternatives for the particular structure being developed and provide a recommendation for or against preparing alternative designs. Support the alternative designs recommended by the evaluations included in the BDR. As a guide, consider the following in evaluating justification for alternative designs:

- (1) Alternative designs are to be considered for all structures that cost more than \$25 Million and a difference in alternate material (steel versus concrete) construction costs that are within twice the cost of producing the alternate plans. For example, alternative designs would be warranted if the additional preliminary engineering cost for final plans preparation is \$1.5 million per alternate and the difference between the construction cost estimates utilizing the Department estimating practices in the BDR was less than \$3 million.
- (2) For bridges that cost less than \$25 million consider alternative designs when project issues reflect possible advantages (i.e., TTCP, A+B) from competitive bids.

- (3) For bridges estimated to cost more than \$10 million consider evaluation of alternative designs whenever a unique design concept is proposed until such time that a bid history is established for the unique design.
- (4) Projects containing multiple bridges with a reasonable mixture of concrete and steel designs do not require alternate designs.

Steel box structures and steel plate girders should be evaluated including the differences in corrosion potential. Box Girders are preferred over plate girders when located in extremely aggressive environments.

### **121.9.8 Conclusions and Recommendations**

With due consideration for all applicable data, the engineer is required to recommend the final bridge design system for the site. Thorough justification for the selection will be presented which examines each element of data, and the total estimated construction cost of the recommended design must be indicated in the BDR. For most projects, support the recommended design by thirty percent plans (preliminary) as an appendix to the BDR.

The following sections will define, clarify and list the information necessary to produce an acceptable and reproducible set of contract documents (special provisions, bridge contract drawings) ready for advertisement and construction. The production of a bridge project commences with the Bridge Development Report (BDR) and ends with complete Contract Documents.

### **121.9.9 30% Structures Plans**

The 30% Structures Plans should be submitted with the Bridge Development Report for most structures. The consultant's scope of services should clearly state at what point are the 30% plans to be submitted. If the 30% Structures Plans are submitted separately, the BDR is required to contain enough information and drawings to depict the information needed to properly determine the type, size and location of the bridge. Include the Phase 1 Geotechnical Report and the Hydraulic Report with the submittal containing the BDR.

The 30% Structures Plans should show, as a minimum, the following information:

- (1) General Notes Sheet: As many general notes as possible should be included on this sheet at this stage. Add subsequent notes, when necessary, as the design progresses (for example of General Notes, see **Chapter 5** of the [Structures Detailing Manual](#)).

- (2) Plan and Elevation Sheet: provide contents as required by the Structures Detailing Manual.
- (3) Substructures: For end bents, piers or intermediate bents, show substructure elements and sizes including all deviations from the typical dimensions, foundation type including element spacing and the arrangement of piles or drilled shafts.
- (4) Superstructure: Include cross section showing lanes, shoulders, railings, slab thickness, beam type and spacing and web depth for steel girders. If applicable, show geometric changes in shapes of various components. Also show construction phases and maintenance of traffic data, outline of the existing structure and portions to be removed, and utilities (existing and proposed as available).
- (5) Retaining Walls: Submit preliminary control drawings when proprietary or standard cast-in-place walls are proposed. Include control drawings for all critical temporary walls.
- (6) Bridge Hydraulics Recommendation Sheet.
- (7) Report of core borings.
- (8) Proposed construction sequence and methods, indicate construction easements and methods of construction access.
- (9) Preliminary aesthetic details.
- (10) Preliminary post-tensioning layouts.
- (11) Preliminary foundation layouts and installation table.
- (12) Sidewalks: If provided, show preliminary accessible elements.
- (13) Any other special details required by the Engineer or details which are not normally used on Department projects.

In addition to these requirements, the following items will be included for moveable bridges: preliminary electrical and mechanical equipment layouts in plan and elevation, submarine cable routing, and single line electrical diagrams including service voltage. Rough size all equipment and submit the supporting calculations.

Include requests for Design Exceptions and Design Variations for structural design criteria in the 30% Structures Plans Submittal. Design Exceptions and Design Variations are required to be approved in accordance with **FDM 122** with concurrence of the DSDO or SDO as appropriate.

Modification for Non-Conventional Projects:

Delete **FDM 121.9** and replace with the following.

**121.9 Bridge Feasibility Assessment/Structures Concept Plans**

At the discretion of the Department, a Bridge Feasibility Assessment may be necessary during the RFP development phase for the purpose of developing the structures concept plans. When required, the assessment must target specific critical bridge components to ensure that the preliminary information presented in the concept plans can meet all of the project constraints depicted in the RFP.

For aesthetic and wildlife connectivity requirements, see RFP.

**121.10 Bridge Development Report (BDR) Submittal Checklist**

The Bridge Development Report (BDR) Submittal Checklist (**Form 121-A**, see **FDM 103**) contains a list of the key supporting elements that are required for the preparation, submittal and review of a BDR. Include this Checklist with the BDR when submitted for review and consists of the following items:

- (1) Typical Sections for Roadway and Bridge:  
The approved typical sections for both the bridge and roadway are required.
- (2) Roadway Plans:  
Preliminary roadway plans covering the bridge vicinity are required.
- (3) Maintenance of Traffic Requirements:  
Show the number of required lanes and the lane widths of all affected roadways in the Maintenance of Traffic Plan.
- (4) Geotechnical Report:  
Prepare the Bridge Geotechnical Report (Phase I) in accordance with Chapter 3 of the [Structures Design Guidelines](#) and the Department's [Soils and Foundation Handbook](#). Document a thorough investigation of all viable foundation types for the bridge and retaining walls. Concurrence of the District Geotechnical Engineer is required for Category 1 Structures and of both the State and District Geotechnical Engineers for Category 2 Structures.

(5) Bridge Corrosion Environment Report:

Prepare a Bridge Corrosion Report to determine the environmental classifications for the structure in accordance with the [Structures Design Guidelines](#) and receive approval from the District Materials Office.

(6) Existing Bridge Plans:

A set of prints of the existing (preferably as-built) bridge plans should be included for replacement structures and widenings. This is of particular importance for widenings and phase construction. These plans are not usually necessary for completely separate alignments or new interchanges unless the existing structures either will be used for new construction activities or will infringe upon the Contractor's allowed work zone.

(7) Existing Bridge Inspection Report:

A copy of the latest existing Bridge Inspection Report and Structures Inventory and Appraisal Form is required for all widenings and rehabilitations and may be required for new structures. Identify the existing paint system(s) on all significant metal elements of existing structures. Clearly delineate the presence of lead-based paint and asbestos.

(8) Bridge Hydraulics Report and Bridge Hydraulics Recommendation Sheet:

Prepare the Bridge Hydraulics Report (BHR) in accordance with the [Drainage Manual](#). Include the Bridge Hydraulic Recommendations Sheet (BHRS) and address the required hydraulic opening, clearances, scour and deck drainage requirements. In addition to design water elevations normally shown, include the Mean High Water (MHW) elevation for tidal crossings and Normal High Water (NHW) for non-tidal crossings in the BHRS. Concurrence of the BHR by the District Drainage Engineer with the District Structures Design Engineer for Category 1 Structures and State Structures Design Engineer for Category 2 Structures is required.

(9) Wildlife Connectivity:

Describe the decision to include or exclude wildlife connectivity features into the design. The discussion for excluding a wildlife connectivity feature should summarize coordination with the Environmental Management or Permit office (or may be an attached summary memo from one of these offices). The discussion for including wildlife connectivity should refer to the [Wildlife Crossing Guidelines](#), commitments made during PD&E and any other documentation regarding the wildlife connectivity related to the bridge (or may be an attached summary memo from the Environmental Management or Permit office).

(10) Utility Requirements:

Identify proposed utility attachments to the structure as well as all existing and proposed utilities in the vicinity of the structure. Follow the requirements of the Department's [Utility Accommodation Manual](#) regarding attachments to the structure.

(11) Railroad Requirements:

Identify existing and future railroad requirements. This will include all clearances and crash wall or other construction parameters. Include copies of correspondence with the Railroad Agency.

(12) Retaining Wall and Bulkhead Requirement:

Identify permanent and temporary retaining wall requirements, and show the proposed type of wall. Also identify the type, location and extent of temporary walls to accommodate phased construction and maintenance of traffic.

For water crossings where erosion and wave action is anticipated, identify the type, location and extent of bulkhead production. Include the proposed tie-back and anchor system in the submittal.

(13) Lighting Requirements:

Identify proposed lighting on or under the structure.

(14) ADA Access Requirements:

Identify ADA access requirements that affect the structure.

Modification for Non-Conventional Projects:

Delete **FDM 121.10**.

## 121.11 Final Plans and Specifications Preparation

### 121.11.1 General

Within this phase of work, for both Category 1 and 2 Structures, there are three phases of work; viz., 60% Substructure submittal or 60% Structure Plans, 90% Structure Plans and 100% Structures Plans and Specifications. For projects where preapproved proprietary wall systems cannot be used and fully designed proprietary wall plans are required, submit approved control drawings to the appropriate proprietary wall companies as soon as possible and no later than the 60% substructure submittal. Send a copy of

this submission to the DSDO or SDO as appropriate. At any time during the project development, the reviewer may require submittal of design calculations.

After each of the phases, except the 100% Structures Plans Phase, review comments from the Department are sent to the EOR by letter and a marked-up set of prints. The EOR is required to address each of the comments in writing and resolve each comment prior to the next submittal. The Department 100% Structures Plans review comments are to be handled in the same manner; except that unresolved comments may be handled by telephone, in some instances, if confirmed in writing. Also, for any phase, include items and drawings from a preceding phase. Reflect the comments resolved from the previous phase as well as the accumulated design and drafting effort required of the current phase in the drawings.

### **121.11.2 60% Substructure Submittal / 60% Structures Plans**

This submittal phase is divided into two distinct parts; viz., the 60% Substructure Submittal (required for all projects) and the 60% Structures Plans for Category 2 Structures and some Category 1 Structures.

(1) 60% Substructure Submittal:

This submittal is required for every project and should be made a part of the 60% Structures Plans phase when that phase is part of the project. The submission is only a partial plans set. The purpose of this submittal is to communicate essential project information to the Geotechnical and Hydraulic Engineers so that all remaining calculations can be performed using actual structural shapes, loads, and dimensions. Plan sheets required for this submittal include: Plan & Elevation, Bridge Hydraulics Recommendation Sheet, Boring Logs, Foundation layout, Substructure Plans, and draft technical specifications.

60% Substructure Submittal Contents:

- (a) Foundation Layouts
- (b) Foundation Installation Notes
- (c) Pile/Drilled Shaft Installation Table
- (d) Footing Concrete Outlines (All Variations)
- (e) Pier Concrete Outline (All Variations)
- (f) Wall Plans - Control Drawings
- (g) Pile Details
- (h) Lateral Stability Analysis Completed

- (i) Phase II Geotechnical Report
  - (j) Draft Technical Specifications
  - (k) Reinforcement of Footing and Column
  - (l) Post-Tensioning Details
  - (m) Plan and Elevation Sheet
  - (n) Bridge Hydraulics Recommendation Sheet
  - (o) Boring Logs
- (2) 60% Structures Plans:

When a 60% Structures Plans submittal is required, all comments from earlier reviews will have been resolved. At this phase, the design should be 90% complete and the plans, 60% complete. In addition to the documents required for the 60% Substructure Submittal, the 60% Structures include the following details as applicable in the plans: final concrete outlines of all individual components, major reinforcing steel, final post-tensioning layouts, steel box/I-girder details, segmental concrete box details, bearing details, seismic details, details of congested areas, details of unique features, accessible pedestrian facilities details, and other details as required. For moveable bridges the following additional information is required: electrical calculations (for generator size, service voltage drop, short circuit, service size, automatic transfer switch), single line diagram showing equipment sizes and utilities, conduit and wire sizes, panelboard schedules, and light fixture schedules.

### **121.11.3 90% Structures Plans**

Upon approval of the BDR/30% Structures Plans or 60% Structures Plans, as applicable, 90% Structures Plans begin. At this stage of plans development, the EOR will have resolved the 30% and 60% Structures Plans review comments and developed the plans for completion. The design and plan production is required to be 100% complete. This submittal will include prints of the completed plans, Summary of Pay Items (complete with quantities), design calculations, Final Phase II Geotechnical Report, Addendums to Hydraulic Report and, if appropriate, Technical Special Provisions. No sheet or detail should be missing at this stage.

### 121.11.4 100% Structures Plans and Specifications

After resolution of the 90% Structures Plan comments, the EOR will make all authorized changes necessary to complete the plans and Technical Special Provisions. The EOR will provide a list of all changes made to the Plans or Specifications that were not directly related to the 90% Structures Plans review comments. The intent is to help minimize the Department's review time and to help the Department's review office to focus on only those new items or details proposed by the EOR. This will, in turn, help to expedite the project's authorization.

The 100% Structures Plans submittal is divided into two distinct phases. First, prints of the original drawings and technical special provisions are submitted 30 days prior to the District's Plans Production Date (PPD). Secondly, once notified by the Department, the original drawings and all other documents are submitted to the District.

Within the 30-day period allotted, the EOR will receive notification either of additional changes/corrections to be made or to submit the Final Plans as they are. If at any time during the 30-day period the EOR finds additional changes/corrections that should be made, the Structures Design Office responsible for plans approval (either the District Structures Design Engineer (DSDE) or the Structures Design Office (SDO) as appropriate) is required to be notified for discussion and resolution.

Once all changes/corrections are made, or if no changes/corrections are necessary, the EOR will submit all work to the District prior to or on the PPD. Submittal of this stage of the work will include the original drawings, one record set of prints with each sheet sealed in accordance with **FDM 130**, quantities book assembled as specified in the Department's [Basis of Estimates Manual](#), sealed Technical Special Provisions (if required), and sealed Summary of Pay Items with estimated bridge quantities. If included in the Scope of Services, original documents in electronic format may also be required to be delivered as part of the Electronic Project Submittal.

Modification for Non-Conventional Projects:

Delete **FDM 121.11**. See the RFP for plans submittal requirements.

## 121.12 Independent Peer Review of Category 2 Bridges

Independent Peer Reviews are used to validate the design of Category 2 structures or portions of such. Consideration of when such reviews should be required include but are not limited to the introduction of new complex details or structure types, work being performed that is outside the normal structure type designed by the selected consultant, when the structure contains complex details within standard bridge types (i.e. integral piers, straddle piers, skewed superstructures).

All Cost Savings Initiatives involving a Category 2 Structure require an independent peer review of the Category 2 portions. The Peer Review is required to be performed by a single independent engineering firm other than the engineer responsible for the initial work that is designated by the contractor to conduct the review. The designated independent peer review firm will have no involvement with the project other than conducting the peer review and is required to be pre-qualified in accordance with **Rule 14-75 of the Florida Administrative Code**. For bridges consisting of both Category 1 and Category 2 bridge spans only the Category 2 spans and corresponding substructure components require a peer review. Where the superstructure is Category 1, but the substructure component is Category 2, only the substructure component has to be peer reviewed. For water crossings with vessel impact, the spans or superstructure units with spans over water require a peer review.

### Modification for Non-Conventional Projects:

Delete the above paragraph and replace with the following:

For all Category 2 bridges, an independent peer review is required. The Peer Review will be performed by a single independent engineering firm other than the engineer responsible for the initial work and will be designated by the Contractor or Concessionaire (P3 projects) to conduct the review. The designated independent peer review firm will have no other involvement with the project other than conducting the peer review and is required to be pre-qualified in accordance with **Rule 14-75 of the Florida Administrative Code**. For bridges consisting of both Category 1 and Category 2 bridge spans only the Category 2 spans and corresponding substructure components require a peer review. Where the superstructure is Category 1, but the substructure component is Category 2, only the substructure component has to be peer reviewed. For water crossings with vessel impact, the spans or superstructure units with spans over water require a peer review.

The peer review is intended to be a comprehensive, thorough independent verification of the original work. An independent peer review is not simply a check of the EOR's plans

and calculations; it is an independent verification of the design using different programs and independent processes than what was used by the EOR. All independent peer reviews include but are not limited to the independent confirmation of the following when applicable:

- (1) Compatibility of bridge geometry with roadway geometrics including typical sections, horizontal alignment, and vertical alignment. Minimum lateral offsets and vertical clearance requirements.
- (2) Compatibility of construction phasing with Traffic Control Plans.
- (3) Conflicts with underground and overhead utilities.
- (4) Compliance with AASHTO, Department and FHWA design requirements.
- (5) Conformity to Department Standard Plans.
- (6) Structural Analysis Methodology, design assumptions, and independent confirmation of design results.\*
- (7) Design results/recommendations (independent verification of the design).\*
- (8) Completeness and accuracy of bridge plans.
- (9) Technical Special Provisions, and Modified Special Provisions where necessary.
- (10) Constructability assessment limited to looking at fatal flaws in design approach.

\* When Category 2 superstructure elements are designed with software using refined analyses (e.g. Grid, Finite Element Method), the peer review consultant is required to verify the design results by a different program/method.

In addition to the requirements of **FDM 121.11.3** and **121.11.4**, include the following documents with plan submittals for Category 2 bridges requiring an independent peer review:

- (1) 90% Plan Submittals
  - (a) A tabulated list of all review comments from the independent review engineer and responses from the originator of the design.
  - (b) A standard peer review certification letter following the format presented in **Form 121-B** (see **FDM 103**) signed by the independent review engineer. All outstanding/unresolved comments and issues presented in this letter are required to be resolved and implemented prior to the 100% plan submittal.

(2) 100% Plan Submittals

- (a) A certification letter following the format presented in **Form 121-C** (see **FDM 103**) signed and sealed by the independent review engineer stating that all review comments have been adequately addressed and that the design is in compliance with all Department and FHWA requirements.

### 121.13 Plans Assembly

Consult the [Structures Detailing Manual](#) for plans assembly, materials, content of plans, and other drafting information.

### 121.14 Plans Submittal

#### 121.14.1 Schedule

The District Project Manager is responsible for establishing the schedule of submittals with input from the EOR and either the District Structures Design Engineer for Category 1 or Structures Design Office for Category 2 projects.

#### 121.14.2 Submittal Schedule

- (1) BDR/30% Structures Plans
- (2) 60% Substructure Submittal/60% Structures Plans
- (3) 90% Structures Plans
- (4) 100% Structures Plans

Modification for Non-Conventional Projects:

Delete **FDM 121.14.1** and **121.14.2**. See the RFP for requirements.

#### 121.14.3 Summary of Phase Submittals

Submittals made at various stages of project development are required to conform to a uniform standard of completeness for each phase. Use **Table 121.14.1** to prepare deliverables for each stage of project development for fixed bridges. Use **Table 121.14.1** and **Table 121.14.2** to prepare deliverables for each stage of project development for moveable bridges.

**Table 121.14.1** and **Table 121.14.2** give a listing of specific structure plan sheets to be submitted at Bridge Development Report, 30%, 60%, 90% and 100% Plans stage. For specific sheet content requirements, see **Structures Detailing Manual Examples for Design-Bid-Build Projects**. For sheets not covered by specific example, see general description below for required level of completion.

- (1) **Preliminary (P):** Basic shapes, geometry and layout of specified members are shown. Rebar, elevations, and quantities are not required for Preliminary submittals. For example, the outline drawing of an end bent with complete dimensions including stationing, beam and pedestal layout but without pile layout dimensions or rebar.
- (2) **Substantially Complete (S):** Shapes, geometry and layout have been finalized. Design is 90% complete with most rebar, plate sizes, bolt patterns, concrete strengths finalized and incorporated into the plans. For example, an end bent drawing with rebar, complete dimensions, pile and beam layout but without elevations or quantities.
- (3) **Complete but Subject to Change (C):** The design, drawings and details are complete for the specified component. Only reviewer-initiated changes should be expected at this level. For example, an end bent drawing would be complete, including all rebar callouts, elevations, dimensions and quantities.
- (4) **Final (F):** All drawings and designs are complete. No changes are expected at this level. Plans are ready to be signed and sealed by the EOR.

Modification for Non-Conventional Projects:

Delete **FDM 121.14.3** and replace with the following:

### **121.14.3 Design-Build Technical Proposal and Component Plan Submittals**

Component Plan Submittals are required to conform to a uniform standard of completeness for each submittal. Use **Table 121.14.3** to prepare deliverables for each component submittals for fixed bridges. Use **Table 121.14.3** and **Table 121.14.4** to prepare deliverables for component submittals for moveable bridges. Unless otherwise shown in the RFP, Technical Proposals are required to include the requirements of **Table 121.14.3** and **Table 121.14.4**.

Submit component submittals per **Table 121.14.3** and **Table 121.14.4** (e.g., foundation, substructure and superstructure) for each bridge. Partial submittals of individual elements within a bridge (e.g., End Bent 1, Pier 3, I-girder details) are not permitted.

**Table 121.14.3** and **Table 121.14.4** give a listing of specific structure plan sheets to be submitted at Technical Proposal, 90% and Final Plans stage. For specific sheet content requirements, see [Structures Detailing Manual Examples for Non-Conventional Projects](#). For sheets not covered by specific example, see general description below for required level of completion.

- (1) **Preliminary (P):** Basic shapes, geometry and layout of specified members are shown. Rebar and elevations are not required for Preliminary submittals. For example, the outline drawing of an end bent with complete dimensions including stationing, beam and pedestal layout but without pile layout dimensions or rebar.
- (2) **Substantially Complete (S):** Shapes, geometry and layout have been finalized. Design is 90% complete with most rebar, plate sizes, bolt patterns, concrete strengths finalized and incorporated into the plans. For example, an end bent drawing with rebar, complete dimensions, pile and beam layout but without elevations.
- (3) **Complete but Subject to Change (C):** The design, drawings and details are complete for the specified component. Only reviewer-initiated changes should be expected at this level. For example, an end bent drawing would be complete, including all rebar callouts, elevations, and dimensions.
- (4) **Final (F):** All drawings and designs are complete. No changes are expected at this level. Plans are ready to be signed and sealed by the EOR.

**Table 121.14.1 Summary of Phase Submittals**

Provide the sheets listed as applicable based on structure type.

ITEM	BDR	30%	60% Substr. Submittal	60% Structures Plans*	90%	100%
Cover Sheet		P	S	S	C	F
Key Sheet		P	S	S	C	F
Sheet Index		P	S	S	C	F
General Notes		P	S	S	C	F
Standard Plans Index Sheets					F	F
Summary of Pay Items					C	F
Surface Finish Details			S	S	C	F
Riprap Details			S	S	C	F
Slope Protection Details			S	S	C	F
Plan and Elevation	S	S	C	C	C	F
Typical Section	S	S	C	C	C	F
Hydraulics Recommendation	P	P	S	S	C	F
Construction Sequence	S	S		C	C	F
Borings		C	C	C	C	F
Foundation Layout		S	S	S	C	F
Pile/Shaft Data Table			S	S	C	F
End Bent		P	S	S	C	F
End Bent Details			S	S	C	F
Wing Wall Details			S	S	C	F
Pier	P	P	S	S	C	F
Pier Details		P	S	S	C	F
Footing		P	S	S	C	F
Intermediate Bent	P	P	S	S	C	F
Intermediate Bent Details			S	S	C	F
Drilled Shaft Details		P	S	S	C	F
Finish Grade Elevations				C	C	F
Camber/Build-up/Deflection Diagrams				C	C	F
Framing Plan		P		S	C	F
Superstructure Plan				S	C	F
Superstructure Details				S	C	F
Erection Sequence	P	P	S	S	C	F
P/S Beam Data Tables				S	C	F
Cross Frames/Diaphragm Details				S	C	F
Steel Girder Details		P		S	C	F
P/T Systems		P		S	C	F
Bearing Details				S	C	F
Expansion Joint Details				S	C	F
Approach Slab Details				S	C	F
Reinforcing Bar List					C	F
Conduit and Inspection Lighting Details				P	C	F
Vermin Guard				S	C	F
Wall Control Drawings		P***	S	S	C	F
Wall Details		P	S	S	C	F
Temporary Critical Wall Drawings	P	P	S	S	C	F
Wall Data Tables			S	S	C	F
Temp. Bridge Plan and Elevation			P	P	C	F
Temp. Bridge Foundation Layout			P	P	C	F

**Table 121.14.1 Summary of Phase Submittals (continued)**

Provide the sheets listed as applicable based on structure type.

ITEM	BDR	30%	60% Substr. Submittal	60% Structures Plans*	90%	100%
Segment Joint Coordinates/Deck Elev.				S	C	F
Segment Layout		P		S	C	F
Typical Segment Dimensions	P	P		C	C	F
Typical Segment Reinforcing				S	C	F
Pier Segment Dimensions	P	P		C	C	F
Pier Segment Reinforcing **				S	C	F
Abutment Segment Dimensions	P	P		C	C	F
Abutment Segment Reinforcing **				S	C	F
Expansion Joint Segment Dimensions		P		S	C	F
Expansion Joint Segment Reinforcing **				S	C	F
Deviation Segment Dimensions		P		C	C	F
Deviation Segment Reinforcing **				S	C	F
Post Tensioning Layout		P		C	C	F
P/T Details	P	P		S	C	F
Transverse P/T Details		P		C	C	F
Bulkhead Details		P		S	C	F
Drainage Layout		P		S	C	F
Drainage Details		P		S	C	F
Load Rating Summary Sheet					C	F
Developmental Standard Plans		C	C	C	F	F
Existing Bridge Plans		F ††	F ††	F ††	F	F

**Status Key:**

**P** – Preliminary

**S** – Substantially Complete

**C** – Complete but subject to change

**F** – Final

\* – 60% Structures Plan submittals are required for all Category 2 and some Category 1 bridges. See **FDM 121.11.2** for additional information

\*\* – May require integrated drawings

\*\*\* – Control Plans only showing geometry, stationing, and offsets

‡ – Where required for project

†† – Widening and projects with phased construction

**Table 121.14.2 Summary of Phase Submittals - Movable Bridges**

For approach span requirements, see **Table 121.14.1**.

Provide the sheets listed as applicable based on machinery and electrical components utilized.

ITEM	BDR	30%	60% Structures Plans*	90%	100%
Bascule Pier Notes		P	S	C	F
Bascule Pier Quantities			S	C	F
Bascule Span Elevation	P	S	S	C	F
Leaf Clearance Diagrams		P	S	C	F
Bridge Railing Clearance Diagrams		P	S	C	F
Bascule Pier North Elevation View	P	S	S	C	F
Bascule Pier South Elevation View	P	S	S	C	F
Bascule Pier East Elevation View	P	S	S	C	F
Bascule Pier West Elevation View	P	S	S	C	F
Bascule Pier Deck Plan	P	S	S	C	F
Bascule Pier Deck Elevations	P	S	S	C	F
Bascule Pier Trunnion Level Plan	P	S	S	C	F
Bascule Pier Machinery Level Plan	P	S	S	C	F
Bascule Pier Pit Plan	P	S	S	C	F
Bascule Pier Footing Plan	P	S	S	C	F
Bascule Pier Longitudinal Sections	P	S	S	C	F
Bascule Pier Transverse Sections	P	S	S	C	F
Bascule Pier Railing Details			P	C	F
Bascule Pier Stair Details			P	C	F
Bascule Pier Trunnion Access Platform Details	‡	‡	S	C	F
Bascule Pier Finger Joints			P	C	F
Bascule Pier Deck Level Reinforcing			P	C	F
Bascule Pier Trunnion Level Reinforcing			P	C	F
Bascule Pier Machinery Level Reinforcing			P	C	F
Bascule Pier Pit Reinforcing			P	C	F
Bascule Pier Footing Reinforcing			P	C	F
Bascule Pier North Elevation Reinforcing			P	C	F
Bascule Pier South Elevation Reinforcing			P	C	F
Bascule Pier East Elevation Reinforcing			P	C	F
Bascule Pier West Elevation Reinforcing			P	C	F

**Table 121.14.2 Summary of Phase Submittals - Movable Bridges (Continued)**  
 Provide the sheets listed as applicable based on machinery and electrical components utilized.

ITEM	BDR	30%	60% Structures Plans*	90%	100%
Bascule Pier Longitudinal Section Reinforcing			P	C	F
Bascule Pier Transverse Section Reinforcing			P	C	F
Bascule Pier Reinforcing Bar List			P	C	F
Control House General Notes			P	C	F
Control house Reflected Ceiling Plan			P	C	F
Control House Access Bridge Dimensions	‡	‡	S	C	F
Control House Access Bridge Reinforcing	‡	‡	S	C	F
Control House Access Bridge Bar List	‡	‡	S	C	F
Control Tower Floor Plans	P	S	S	C	F
Control Tower Sections	P	S	S	C	F
Control Tower Reinforcing Plans			P	C	F
Control Tower Reinforcing Elevations			P	C	F
Control Tower Section Reinforcing			P	C	F
Control Tower Bar List			P	C	F
Control Tower Schedules			P	C	F
Control Tower Elevations	P	S	S	C	F
Control Tower Building Sections			P	C	F
Control Tower Details			P	C	F
Control Tower Stair Plans			P	C	F
Control Tower Stair Sections			P	C	F
Control Tower Roof			P	C	F
Control Tower Door and Window Types and Details			P	C	F
Control Tower Architectural Details			P	C	F
Control Tower HVAC Notes			P	C	F
Control Tower HVAC and Plumbing Floor Plans			P	C	F
Control Tower HVAC and Plumbing Elevations			P	C	F
Bascule Leaf Notes			S	C	F
Bascule Leaf Framing Plan and Longitudinal Section	P	S	S	C	F
Bascule Leaf Transverse Sections at Floorbeams	P	S	S	C	F
Bascule Leaf Transverse Sections at Trunnion	P	S	S	C	F

**Table 121.14.2 Summary of Phase Submittals - Movable Bridges (Continued)**  
 Provide the sheets listed as applicable based on machinery and electrical components utilized.

ITEM	BDR	30%	60% Structures Plans*	90%	100%
Bascule Leaf Transverse Sections at Counterweight Girders	P	S	S	C	F
Main Girder Elevation	P	S	S	C	F
Main Girder Details			P	C	F
Main Girder Web Geometry and Camber Details			P	C	F
Main Girder Force Diagrams			P	C	F
Main Girder Reaction Influence Lines			P	C	F
Main Girder Moment Influence Lines			P	C	F
Floorbeam Details			P	C	F
Counterweight Girder Details			P	C	F
Stringer Details			P	C	F
Lateral Bracing Details			P	C	F
Counterweight Bracing Plan and Details			P	C	F
Counterweight Bracing Sections and Details			P	C	F
Counterweight Plan			P	C	F
Counterweight Longitudinal Sections			P	C	F
Counterweight Transverse Sections			P	C	F
Counterweight Details and Reinforcing Bar List			P	C	F
Bridge Deck Panel Layout			P	C	F
Bridge Deck Panel Sections			P	C	F
Bridge Deck Panel Details			P	C	F
Armored Joint Details			P	C	F
Span Lock Housing Details			P	C	F
Bascule Leaf Jacking Details and Notes			P	C	F
Mechanical General Notes		P	S	C	F
Mechanical Equipment Schedules		P	S	C	F
Drive Machinery Layout		P	S	C	F
Machinery Support Details			S	C	F
Trunnion Assembly Details		P	S	C	F
Open Gearing Details		P	S	C	F

**Table 121.14.2 Summary of Phase Submittals - Movable Bridges (Continued)**  
 Provide the sheets listed as applicable based on machinery and electrical components utilized.

ITEM	BDR	30%	60% Structures Plans*	90%	100%
Rack/Rack Frames and Rack Pinion Details		P	S	C	F
Mechanical Bearing Details		P	S	C	F
Drive Hydraulic Cylinders Details		P	S	C	F
Hydraulic System Layout/Piping Details		P	S	C	F
Hydraulic Cylinder Support Assemblies		P	S	C	F
Hydraulic System Details		P	S	C	F
Live Load Shoe Details		P	S	C	F
Centering Device Details			S	C	F
Span Lock Assembly Details		P	S	C	F
Control Tower – Control Console and Operator’s Visualization Geometry Analysis Including CCTV Locations		P	S	C	F
Electrical General Notes		P	S	C	F
Electrical Site Plan		P	S	C	F
Conduit Riser Diagram		P	S	C	F
Single Line Diagram		P	S	C	F
Electrical Symbol Legend		P	S	C	F
Lighting and Equipment Plan (Including Control Tower Lighting, Fire Detection and Lighting Panel Schedules)		P	S	C	F
Lightning Protection, Bonding, and Grounding Plan		P	S	C	F
Navigation Lighting Plan		P	S	C	F
Communication Equipment Plan		P	S	C	F
Control Panel Details		P	S	C	F
Control Console Details		P	S	C	F
Block Diagram of Operating Sequence		P	S	C	F
Control System Architecture Diagram		P	S	C	F
Schematic Diagrams of all Control Systems and Interlocks		P	S	C	F
Control System I/O Points		P	S	C	F
Ladder Logic for PLC			P	C	F
Submarine Cable/Submarine Cable Termination Cabinet Details		P	S	C	F

**Table 121.14.2 Summary of Phase Submittals - Movable Bridges (Continued)**  
 Provide the sheets listed as applicable based on machinery and electrical components utilized.

ITEM	BDR	30%	60% Structures Plans*	90%	100%
Fire and Security Panel Schematic Diagram		P	C	C	F
CCTV Plan and Elevation		P	C	C	F
Limit Switch Development		P	C	C	F
Conduit and Cable Schedule		P	C	C	F
Electrical Equipment Layout - Including but not limited to Generators, Motors, Control Console, Control Panels, and Motor Control Center.		P	C	C	F
CCTV Layout			P	S	F

**Status Key:**

**P** – Preliminary

**S** – Substantially Complete

**C** – Complete but subject to change

**F** – Final

\* – 60% Structures Plan submittals are required for all movable bridges. See **FDM 121.11.2** for additional information

‡ – Where required for project

**Table 121.14.3 Summary of Design-Build Technical Proposal and Component Plan Submittals**

Provide the sheets listed as applicable based structure type.

**Foundation Submittal**

ITEM	Technical Proposal	90%	Final
Cover Sheet		C	F
Key Sheet		C	F
Sheet Index		C	F
General Notes	S	C	F
Standard Plans Index Sheets		F	F
Surface Finish Details		C	F
Riprap Details		C	F
Slope Protection Details		C	F
Plan and Elevation	P	C	F
Typical Section	P	C	F
Hydraulics Recommendation	P	C	F
Construction Sequence	P	C	F
Borings		C	F
Foundation Layout	P	C	F
Pile/Shaft Data Table		C	F
Drilled Shaft Details		C	F
Temp. Bridge Foundation Layout	P	C	F
Existing Bridge Plans		F <sup>‡‡</sup>	F
Foundation Related Temporary Critical Wall Drawings	P	C	F
Include in all submittals additional details and backup information necessary to substantiate the loading on the foundations. Include a copy of the Geotechnical Report in all submittals. <sup>‡‡</sup> – Widening and projects with phased construction 90% and Final submittals for category 2 bridges require an Independent Peer Review.			

### Substructure Submittal

ITEM	Technical Proposal	90%	Final
End Bent	P	C	F
End Bent Details		C	F
Wing Wall Details		C	F
Pier	P	C	F
Pier Details		C	F
Footing	P	C	F
Intermediate Bent	P	C	F
Intermediate Bent Details		C	F
Reinforcing Bar List		C	F
90% and Final submittals for category 2 bridges require an Independent Peer Review.			

**Table 121.14.3 Summary of Design-Build Technical Proposal and Component Plan Submittals (Continued)**

Provide the sheets listed as applicable based structure type.

**Superstructure Submittal**

ITEM	Technical Proposal	90%	Final
Finish Grade Elevations		C	F
Camber/Build-up/Deflection Diagrams		C	F
Framing Plan		C	F
Superstructure Plan		C	F
Superstructure Details		C	F
Erection Sequence	P‡	C	F
P/S Beam Data Tables		C	F
Cross Frames/Diaphragm Details		C	F
Steel Girder Details	P	C	F
P/T Systems	P	C	F
Bearing Details		C	F
Expansion Joint Details		C	F
Approach Slab Details		C	F
Reinforcing Bar List		C	F
Conduit and Inspection Lighting Details		C	F
Vermin Guard		C	F
Wall Control Drawings	P	C	F
Wall Details		C	F
Non-Foundation Related Temporary Critical Wall Drawings	P	C	F
Wall Data Tables		C	F
Temp. Bridge Plan and Elevation	P	C	F
Segment Joint Coordinates/Deck Elev.		C	F
Segment Layout	P	C	F
Typical Segment Dimensions	P	C	F
Typical Segment Reinforcing		C	F
Pier Segment Dimensions	P	C	F
Pier Segment Reinforcing **		C	F
Abutment Segment Dimensions	P	C	F
Abutment Segment Reinforcing **		C	F
Expansion Joint Segment Dimensions	P	C	F
Expansion Joint Segment Reinforcing **		C	F
Deviation Segment Dimensions	P	C	F
Deviation Segment Reinforcing **		C	F
Post Tensioning Layout	P	C	F

**Table 121.14.3 Summary of Design-Build Technical Proposal and Component Plan Submittals (Continued)**

Provide the sheets listed as applicable based structure type.

**Superstructure Submittal (Continued)**

ITEM	Technical Proposal	90%	Final
P/T Details	P	C	F
Transverse P/T Details		C	F
Bulkhead Details		C	F
Drainage Layout		C	F
Drainage Details		C	F
Load Rating Summary Sheet		C	F
Developmental Standard Plans		F	F
Existing Bridge Plans		F‡	F
90% and Final submittals for category 2 bridges require an Independent Peer Review.			

**Status Key:**

**P** – Preliminary

**S** – Substantially Complete

**C** – Complete but subject to change

**F** – Final

**\*\*** – May require integrated drawings

**‡** – For geometrically constrained sites, show temporary stability towers in the vicinity of the underlying roadways consistent with the Traffic Control Plans. Also show temporary stability towers within navigable waterways.

**‡‡** – Widening and projects with phased construction

**Table 121.14.4 Summary of Design-Build Technical Proposal and Component Plan Submittals – Movable Bridges**

For approach span and foundation submittal requirements see **Table 121.14.3**.  
 Provide the sheets listed as applicable based on machinery and electrical components utilized.  
**Substructure Submittal**

ITEM	Technical Proposal	90%	Final
Bascule Pier Notes		C	F
Bascule Span Elevation	P	C	F
Leaf Clearance Diagrams		C	F
Bridge Railing Clearance Diagrams		C	F
Bascule Pier North Elevation View	P	C	F
Bascule Pier South Elevation View	P	C	F
Bascule Pier East Elevation View	P	C	F
Bascule Pier West Elevation View	P	C	F
Bascule Pier Deck Plan	P	C	F
Bascule Pier Deck Elevations	P	C	F
Bascule Pier Trunnion Level Plan	P	C	F
Bascule Pier Machinery Level Plan	P	C	F
Bascule Pier Pit Plan	P	C	F
Bascule Pier Footing Plan	P	C	F
Bascule Pier Longitudinal Sections	P	C	F
Bascule Pier Transverse Sections	P	C	F
Bascule Pier Railing Details		C	F
Bascule Pier Stair Details		C	F
Bascule Pier Trunnion Access Platform Details	‡	C	F
Bascule Pier Finger Joints		C	F
Bascule Pier Deck Level Reinforcing		C	F
Bascule Pier Trunnion Level Reinforcing		C	F
Bascule Pier Machinery Level Reinforcing		C	F
Bascule Pier Pit Reinforcing		C	F
Bascule Pier Footing Reinforcing		C	F
Bascule Pier North Elevation Reinforcing		C	F
Bascule Pier South Elevation Reinforcing		C	F
Bascule Pier East Elevation Reinforcing		C	F
Bascule Pier West Elevation Reinforcing		C	F
Bascule Pier Longitudinal Section Reinforcing		C	F
Bascule Pier Transverse Section Reinforcing		C	F
Bascule Pier Reinforcing Bar List		C	F
90% and Final submittals for category 2 bridges require an Independent Peer Review.			

**Table 121.14.4 Summary of Design-Build Technical Proposal and Component Plan Submittals – Movable Bridges (Continued)**

Provide the sheets listed as applicable based on machinery and electrical components utilized.

**Superstructure Submittal**

ITEM	Technical Proposal	90%	Final
Control House General Notes		C	F
Control house Reflected Ceiling Plan		C	F
Control House Access Bridge Dimensions	‡	C	F
Control House Access Bridge Reinforcing		C	F
Control House Access Bridge Bar List		C	F
Control Tower Floor Plans	P	C	F
Control Tower Sections	P	C	F
Control Tower Reinforcing Plans		C	F
Control Tower Reinforcing Elevations		C	F
Control Tower Section Reinforcing		C	F
Control Tower Bar List		C	F
Control Tower Schedules		C	F
Control Tower Elevations	P	C	F
Control Tower Building Sections		C	F
Control Tower Details		C	F
Control Tower Stair Plans		C	F
Control Tower Stair Sections		C	F
Control Tower Roof		C	F
Control Tower Door and Window Types and Details		C	F
Control Tower Architectural Details		C	F
Control Tower HVAC Notes		C	F
Control Tower HVAC and Plumbing Floor Plans		C	F
Control Tower HVAC and Plumbing Elevations		C	F
Bascule Leaf Notes		C	F
Bascule Leaf Framing Plan and Longitudinal Section	P	C	F

**Table 121.14.4 Summary of Design-Build Technical Proposal and Component Plan Submittals – Movable Bridges (Continued)**

Provide the sheets listed as applicable based on machinery and electrical components utilized.

**Superstructure Submittal (Continued)**

ITEM	Technical Proposal	90%	Final
Bascule Leaf Transverse Sections at Floorbeams	P	C	F
Bascule Leaf Transverse Sections at Trunnion	P	C	F
Bascule Leaf Transverse Sections at Counterweight Girders	P	C	F
Main Girder Elevation	P	C	F
Main Girder Details		C	F
Main Girder Web Geometry and Camber Details		C	F
Main Girder Force Diagrams		C	F
Main Girder Reaction Influence Lines		C	F
Main Girder Moment Influence Lines		C	F
Floorbeam Details		C	F
Counterweight Girder Details		C	F
Stringer Details		C	F
Lateral Bracing Details		C	F
Counterweight Bracing Plan and Details		C	F
Counterweight Bracing Sections and Details		C	F
Counterweight Plan		C	F
Counterweight Longitudinal Sections		C	F
Counterweight Transverse Sections		C	F
Counterweight Details and Reinforcing Bar List		C	F
Bridge Deck Panel Layout		C	F
Bridge Deck Panel Sections		C	F
Bridge Deck Panel Details		C	F
Armored Joint Details		C	F
Span Lock Housing Details		C	F
Bascule Leaf Jacking Details and Notes		C	F
Mechanical General Notes	P	C	F
Mechanical Equipment Schedules	P	C	F
Drive Machinery Layout	P	C	F
Machinery Support Details		C	F

**Table 121.14.4 Summary of Design-Build Technical Proposal and Component Plan Submittals – Movable Bridges (Continued)**

Provide the sheets listed as applicable based on machinery and electrical components utilized.

**Superstructure Submittal (Continued)**

ITEM	Technical Proposal	90%	Final
Trunnion Assembly Details	P	C	F
Open Gearing Details	P	C	F
Rack/Rack Frames and Rack Pinion Details	P	C	F
Mechanical Bearing Details	P	C	F
Drive Hydraulic Cylinders Details	P	C	F
Hydraulic System Layout/Piping Details	P	C	F
Hydraulic Cylinder Support Assemblies	P	C	F
Hydraulic System Details	P	C	F
Live Load Shoe Details	P	C	F
Centering Device Details		C	F
Span Lock Assembly Details	P	C	F
Control Tower – Control Console and Operator’s Visualization Geometry Analysis Including CCTV Locations	P	C	F
Electrical General Notes	P	C	F
Electrical Site Plan	P	C	F
Conduit Riser Diagram	P	C	F
Single Line Diagram	P	C	F
Electrical Symbol Legend	P	C	F
Lighting and Equipment Plan (Including Control Tower Lighting, Fire Detection and Lighting Panel Schedules)	P	C	F
Lightning Protection, Bonding, and Grounding Plan	P	C	F
Navigation Lighting Plan	P	C	F
Communication Equipment Plan	P	C	F
Control Panel Details	P	C	F
Control Console Details	P	C	F
Block Diagram of Operating Sequence	P	C	F
Control System Architecture Diagram	P	C	F
Schematic Diagrams of all Control Systems and Interlocks	P	C	F

**Table 121.14.4 Summary of Design-Build Technical Proposal and Component Plan Submittals – Movable Bridges (Continued)**

Provide the sheets listed as applicable based on machinery and electrical components utilized.

**Superstructure Submittal (Continued)**

ITEM	Technical Proposal	90%	Final
Control System I/O Points	P	C	F
Ladder Logic for PLC		C	F
Submarine Cable/Submarine Cable Termination Cabinet Details	P	C	F
Fire and Security Panel Schematic Diagram	P	C	F
CCTV Plan and Elevation	P	C	F
Limit Switch Development	P	C	F
Conduit and Cable Schedule	P	C	F
Electrical Equipment Layout - Including but not limited to Generators, Motors, Control Console, Control Panels, and Motor Control Center.	P	C	F
CCTV Layout		S	F

**Status Key:**

- P** – Preliminary
- S** – Substantially Complete
- C** – Complete but subject to change
- F** – Final
- ‡ – Where required for project.

## **121.15 Review for Constructability and Maintainability**

### **121.15.1 Purpose**

The purpose of this review is to provide reasonable and practical use of fabrication and construction techniques and equipment without overloading and overstressing components, provide for proper material handling and transportation, provide safe maintenance of traffic and provide an appropriate construction sequence. Additionally, provide features which will retard bridge deterioration, permit reasonable access to all parts of the bridge for inspection and performance evaluation and provide features to facilitate replacement of damaged and deteriorated bridge components.

### **121.15.2 Responsibility**

For Category 1 and 2 Structures, it will be the responsibility of the District Project Manager, or his/her designee, to coordinate a review of both the 30% and 90% Structures Plans submittals by the appropriate District Construction and Maintenance personnel for constructability and maintainability. For Category 1 Structures, technical issues will be resolved to the satisfaction of the appropriate DSDE. For Category 2 Structures, technical issues will be resolved to the satisfaction of the SDO.

The Construction and Maintenance Offices should be given adequate time to perform these reviews. All comments from these reviews will be addressed prior to the next submittal and its subsequent review.

Modification for Non-Conventional Projects:

Delete ***FDM 121.15*** and see the RFP for requirements.

## **121.16 Review for Biddability**

### **121.16.1 Purpose**

To prevent construction problems, the District Construction Office will review the plans to make certain the plans are clearly understandable, contain all pertinent notes and have sufficient and correct pay items. During the biddability review, the Construction Office will check for the interface with the roadway segment of the project, utility agreements and environmental permits.

## 121.16.2 Responsibility

For Category 1 and 2 Structures, it will be the responsibility of the District Project Manager to coordinate a review of the 90% Structures Plan submittal. This review should occur at the same time as the Phase III Plans submittal for the roadway segments of the project.

Additionally, for Category 2 Structures, it will be the responsibility of the Structures Design Office to coordinate a review of the 90% Structures Plans submittal.

The Construction Offices should be given adequate time to perform these reviews. All comments from these reviews are required to be addressed prior to the 100% Structures Plans Stage submittal.

Modification for Non-Conventional Projects:
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Delete <b>FDM 121.16</b> .
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## 121.17 Bridge Load Rating

Perform load rating analysis of new or existing bridges in accordance with the **AASHTO Manual for Bridge Evaluation** as amended by the [Structures Manual, Volume 1](#) and the [Bridge Load Rating Manual \(Topic 850-010-035\)](#).

For new bridges the Engineer of Record is required to load rate the bridge(s) and submit the calculations with the 90% plan submittal.

Prior to developing the scope-of-work for bridge widening or rehabilitation projects, the Department or their consultant will determine the suitability of the bridge project using the load rating. If the existing load rating is inaccurate or was performed using older methods (e.g., load factor), perform a new load rating using the procedures outlined in the [Structures Manual, Volume 1 - Structures Design Guidelines, Chapter 7](#). Submit load rating calculations for the entire structure (existing and new) with the 90% plan submittal for the project.

Modification for Non-Conventional Projects:
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Delete <b>FDM 121.17</b> and see the RFP for requirements.
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## **121.18 Review of Non-FDOT Funded Projects (New Construction)**

Department review will be required whenever a privately funded structure crosses over Department owned right of way or when such work otherwise affects such a route; i.e., lane closures, access, R/W changes. FHWA review will be required whenever a privately funded structure crosses over an interstate route, or when such work otherwise affects such a route; i.e., lane closures, access, R/W changes. The extent of the Department and FHWA review is that:

- (1) Plans will meet all current clearance requirements (vertical and horizontal).
- (2) Review and approve the maintenance of traffic scheme for construction.
- (3) Securely fasten all attachments to the structure over the highway must be.
- (4) Design will be sealed by a licensed professional engineer.
- (5) Design will be in accordance with a nationally recognized code such as AASHTO, ACI, AISC.
- (6) Plans will meet all District permit requirements and procedures.
- (7) Submit to FHWA for approval only projects over or affecting a NHS facility.
- (8) Department review for these structures will be performed by the District Structures Design Office for Category 1 and State Structures Design Office for Category 2 Structures.

## 121.19 Precast Alternate Development

### 121.19.1 Precast Feasibility Assessment Questions:

Several negative responses to the following questions may indicate precasting is not feasible for the project. In this case, provide a statement in the BDR stating that precasting is not feasible and indicate the reasons why in order to satisfy the requirements of **FDM 121.9.1, #9**.

- (1) Will precasting reduce traffic impacts? Factors may include: average traffic volumes being affected, detour lengths and durations, lane reductions and duration.
- (2) Is this structure likely to be on the critical path for construction of the project or is this structure on a hurricane evacuation route which requires accelerated delivery?
- (3) Is the size of the project large enough to benefit from economy of scale, assembly line construction processes, and is it large enough to capitalize on a construction learning curve?
- (4) Is precasting practical given the project aesthetics when component lifting weights are considered?
- (5) Is precasting practical given project variability? Factors may include: formwork reuse, multiple construction methods and steps, and variable equipment requirements.
- (6) Does the project site have space within FDOT R/W to use as a near-site casting yard and can precast elements be hauled from likely near-site casting yard locations to the site?
- (7) Can precast elements be hauled from likely off-site prestressed yard locations to the site?
- (8) Are the lifting weights practical given the assumed equipment, construction access, and construction methods?
- (9) Can connection details be developed with the following characteristics:
  - (a) Durable?
  - (b) Easily inspected during construction?
  - (c) Accommodates shaft/pile placement tolerances?
  - (d) Accommodates fit up?
  - (e) Accommodates differential camber (full-depth deck panels)?

## 121.19.2 Assessment Matrix

**Table 121.19.1** is a tool that may be used in documenting the decision making process for evaluation of precast construction versus conventional cast-in-place construction. **Table 121.19.2** is a sample Alternate Cost Summary Table indicating how to summarize the component cost estimates and their sum.

**Table 121.19.1 Sample Assessment Matrix**

- *example values in italics* -

Selection Factor	Factor Weight (%)	PRECAST		CONVENTIONAL	
		Score (0 to 5)	Weighted Score*	Score (0 to 5)	Weighted Score*
Total Direct Costs	40	4	160	5	200
Total Indirect Costs	10	5	50	4	40
Factor 3 - <i>Constructability</i>	25	3	75	4	100
Factor 4 - <i>Traffic Impacts</i>	0				
Factor 5 - <i>Construction Duration</i>	0				
Factor 6 - <i>Durability</i>	0				
Factor 7 - <i>Environmental Impacts</i>	10	5	50	2	20
Factor 8 - <i>Aesthetics</i>	15	5	75	3	45
Factor 9 - <i>Other</i>	0				
Factor 10 - <i>Other</i>	0				
<b>TOTAL (<math>\Sigma</math> Factor Weights = 100%)</b>	<b>100</b>		<b>410</b>		<b>405</b>
<b>TOTAL (Excluding Indirect Cost Factor)**</b>	<b>90</b>		<b>360</b>		<b>365</b>

\*Weighted Score = Factor Weight x Score \*\*See following explanation, Instructions "6."

## 121.19.3 Assessment Matrix Instructions

- (1) **List Selection Factors** to be used to evaluate the applicability of alternates to meet the goals of the project. Factors are project specific and always include Total Direct Costs and Total Indirect Costs (road user costs) and may include some of the following: Constructability, Traffic Impacts (e.g., Maintenance of Traffic, Detours, Traffic Delays), Construction Duration, Durability, Environmental Impacts, and Aesthetics. Include other Factors as required to capture any unique project characteristics that are not otherwise addressed. Note that as many or as few criteria may be used in the assessment matrix as deemed appropriate by the designer; though, a sufficient number of Selection Factors (i.e., criteria) are required to provide a thorough evaluation of the alternates being considered to meet the objectives of the project. When choosing selection factors and applying factor

weights avoid double counting benefits. For instance, indirect costs and traffic impacts may be related selection factors.

Costs of precast versus conventional may be affected by:

- Savings associated with labor rates and insurance costs for reduced time working from a barge on a large water project.
- Savings associated with structural efficiencies resulting from precasting (e.g., composite dead loads in the case of shored deck casting).
- Savings associated with simultaneous substructure and superstructure component construction.
- Savings associated with increased productivity rates of precasting.

- (2) **Construct** a two-dimensional table allowing one row for each Selection Factor and two columns for each alternate, one for Score and one for Weighted Score.
- (3) **Factor Weights** to distinguish the level of importance of each criterion relative to the other criteria in achieving the project objectives. Weighting the various factors will usually require Department/District input. Distribute the Factor Weights such that their sum is equal to 100%.
- (4) **Score** the relative difference between alternates. Range of scores can vary for a given project (e.g., 0 to 5 or 0 to 10). Scoring may be accomplished by a committee and then the average score for each Selection Factor entered into the matrix.
- (5) **Calculate** the Weighted Score by multiplying the Factor Weight by Score for each alternate.
- (6) **Total** the Weighted Score columns: (1) Provide the absolute total of each column, which includes the Indirect Costs Score and, (2) Provide the column total *excluding* the contribution from the "Total Indirect Costs." It is useful for management to compare the impacts, both relative and in hard dollar amounts, of indirect costs on bridge construction projects when making their decisions. *The column with the largest total weighted score theoretically indicates the alternate which most closely meets the project objectives as implicated by the matrix construct.*

**Table 121.19.2 Sample Alternate Cost Summary**

Alternate	Direct Costs* (\$)	Indirect Costs**						ΣIndirect ( \$ )	Sum: Direct + ΣIndirect (\$)
		Lane Closures		Detour Time		Facility Closure			
		Days (#)	\$/Day	Days (#)	\$/Day	Days (#)	\$/Day		
Precast 1									
Precast 2									
Conventional 1									
Conventional 2									

\* In calculation of Direct Costs, give specific consideration to factors that will:

- (1) Increase the cost of the bridge, as necessary to accommodate:
  - (a) Self-propelled modular transporters (SPMTs)
  - (b) Large capacity cranes
  - (c) Special erection equipment
  - (d) Casting yard setup
- (2) Decrease the cost of the bridge, as necessary to accommodate:
  - (a) Reduced labor rates (e.g., work from barges)
  - (b) Reduced maintenance of traffic (MOT) work restrictions
  - (c) Reduced worker compensation insurance rates (e.g., work from barges)
  - (d) Increased production rates due to assembly line processes.
  - (e) Increased production rates due to multiple crews working simultaneously

\*\* Use engineering judgment and knowledge of construction processes to estimate the number of days required for each lane closure, detour, or facility closure for each alternate. Coordinate this estimate with the preliminary construction schedule and MOT scheme.

## 121.19.4 Referenced Links

- (1) Connection Details for Prefabricated Bridge Elements and Systems  
<http://www.fhwa.dot.gov/bridge/prefab/if09010/>
- (2) Manual on Use of Self-Propelled Modular Transporters to Remove and Replace Bridges  
<http://www.fhwa.dot.gov/bridge/pubs/07022/>
- (3) Framework for Decision-Making  
<http://www.fhwa.dot.gov/bridge/prefab/framework.cfm>
- (4) Prefabricated Bridge Elements and Systems Cost Study: Accelerated Bridge Construction Success Stories  
<http://www.fhwa.dot.gov/bridge/prefab/successstories/091104/index.cfm>
- (5) FDOT RUC (Road User Cost) software (*only available through infonet*)  
<http://infonet.dot.state.fl.us/tlconstruction/SchedulingEng/AddSoftwareScheduling.htm>