

EXHIBIT B

VOLUSIA COUNTY

ROADWAY

TECHNICAL SPECIFICATIONS

August 11, 2025



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**VOLUSIA COUNTY
ROADWAY TECHNICAL SPECIFICATIONS**

Divisions II and III of the Florida Department of Transportation (FDOT) Standard Specifications for Road and Bridge Construction in effect at the time of project bid opening will apply to this project, with the exception of the following revisions.

1. Mobilization / Demobilization (Replaces FDOT Specification Section 101, Mobilization, in its entirety)

- 1.1. Mobilization and Demobilization includes any and all preparatory work and operations in mobilizing for beginning work on the project, including, but not limited to, those operations necessary for the movement of personnel, equipment, supplies, and incidentals to the project site and for the establishment of temporary offices, buildings, safety equipment and first aid supplies, and sanitary and other facilities.
- 1.2. This item includes the costs of bonds and any required insurance and any other preconstruction expense necessary for the start of the work, excluding the cost of construction materials.
- 1.3. This item shall include the costs of obtaining all required permits, including the National Pollutant Discharge Elimination System permit, and any preconstruction expense necessary for the start of the work, excluding the cost of construction materials. Permitting costs shall include preparing the necessary application packages, permit application fees and all work necessary to obtain the permits in a timely manner.
- 1.4. Pre-Construction Video: A pre-construction video shall be provided to the County that covers all aspects of existing project area including adjacent houses, driveways, mailboxes, roadways, drainage structures and other adjacent items to the full extent of this project including any MOT that extends beyond the limits shown on the plans.
- 1.5. Project Signs: The Contractor shall install under the County's direction, signs conforming to the Specifications and sample provided in the General Conditions, as supplied by the County. The signs shall be the property of the Contractor for the duration of the project and shall be maintained by the Contractor to the satisfaction of the County Engineer. The Contractor shall be responsible for the relocation of the signs during the progress of construction as directed by the County Engineer. Contractor shall be responsible for removal of signs as appropriate at the end of each phase of construction and/or at the end of the project.

1.5.1. Project Sign Location:

- 1.5.1.1. At Locations designated by the County Engineer.
- 1.5.1.2. Within Right-of-Way.
- 1.5.1.3. To be highly visible.
- 1.5.1.4. At a position which will not obstruct pedestrian or vehicular traffic.
- 1.5.1.5. At a location where they will not be a roadside hazard.

1.5.2. Project Sign Construction:

- 1.5.2.1. The project signs shall be constructed of wood or other substantial material (3' x 4' exterior grade plywood sheet with pressure treated 4" x 4" support posts and 2"x 4" cross braces if necessary).
- 1.5.2.2. The sign face shall be four feet horizontal by three feet vertical with four feet of clearance from the bottom of the sign face to ground for a total eight feet of sign height.
- 1.5.2.3. Upon completion of the contract, the Contractor shall remove and dispose of the sign and supports and restore the site to the satisfaction of the County Engineer.

1.5.3. Project Sign Face Preparation:

- 1.5.3.1. The background shall be white
- 1.5.3.2. The lettering shall be black.

1.6. Basis of Payment

- 1.6.1. The mobilization efforts and incidental costs under this Section will be paid for at the contract Lump Sum price for the item of Mobilization.
- 1.6.2. Payments will be no more than 25% of the contract Mobilization price in any one month.
- 1.6.3. In no event shall more than 25% of the contract Mobilization price be paid prior to commencing construction on the project site.

2. Maintenance of Traffic and Dust Abatement (Replaces FDOT Specification Section 102-13, MOT Basis of Payment)

- 2.1. MOT / TTC shall be paid as a single Lump Sum and shall include all efforts to maintain and/or temporarily control traffic consistent with FDOT standards and the contract documents including but not limited to temporary detours and diversions; temporary material for continuous driveway access; temporary facilities, features and separators; flaggers; traffic officers; temporary signals, equipment, cones, barricades, and barrels; work zone signs; barrier walls; barricades; high intensity flashing lights; other lighting; temporary pavement; portable changeable (variable) message signs; temporary pavement markings; temporary paint; access for residences and businesses; coordination with emergency and school service providers; creation and maintenance of a stable and drivable surface; maintenance of ADA pedestrian compliance; and coordination with affected parties.
- 2.2. MOT / TTC also includes the construction and maintenance of any necessary detour facilities; the furnishing, installation and maintenance of traffic control and safety devices during construction; daily inspections of the traffic control devices (including nighttime inspections); replacement of all equipment and devices found not to be conforming with approved standards during the inspection; the control of dust, and any other special requirements for safe and expeditious movement of traffic as may be called for on the plans. The term "Maintenance of Traffic" shall include all such facilities, devices, and operation as are required for the safety and convenience of the public as well as for minimizing public nuisance; all as required by the FDOT and the County. This work shall also consist of the removal of existing pavement markings necessary in order to implement traffic control; temporary signs; and the removal or relocation

of existing signs in order to implement traffic control. This item also includes any adjustments necessary to the traffic control devices under emergency conditions.

2.3. The Lump Sum price includes items listed in the contract, including all General Conditions, Special Conditions and Technical Provisions, including all items of work described herein, in the plans. Payment for all Contractor associated costs for MOT / TTC will be made at the Lump Sum Price Bid.

2.4. Payment for MOT / TTC shall be made in equal monthly payments over the duration of the original contract, with the total not to exceed that in the Bid.

3. **Clear and Grubbing (Modifies FDOT Specification Section 110-12.8, Clearing and Grubbing Payment Items)**

3.1. All Clearing and Grubbing Payment items, 110-xx, shall be combined and paid under 110-1 as a Lump Sum.

4. **Excavation and Embankment (Modifies FDOT Specification Section 120-13.4, Excavation and Embankment Payment Items)**

4.1. All Excavation and Embankment Payment Items, 120-x, shall be paid as a Lump Sum.

5. **Optional Base Course (Replaces FDOT Specification Section 285-2, Optional Base Course Materials)**

Meet the material requirements as specified in the Section covering the particular type of base to be constructed.

Graded Aggregate	Section 204
Asphalt	Section 234
Reclaimed Asphalt Pavement (RAP)*	Section 283
Limerock	Section 911
Shell Base	Section 911
Cemented Coquina	Section 911
Recycled Concrete Aggregate (RCA)	Section 911

*Only for use on non-traffic bearing applications.

6. **Superpave Asphalt Concrete (Modifies FDOT Specification Section 334-2.3)**

6.1.1. Replace FDOT Specification Section 334-2.3.1 with the following:

Reclaimed Asphalt Pavement (RAP) may be used as a component of the asphalt mixture subject to the following requirements:

1. Under no circumstances shall any Superpave asphalt mixes contain more than 30% RAP material.
2. When using a PG 76-22 asphalt binder, limit the amount of RAP material used in the mix to a maximum of 20% by weight of total aggregate. As an exception, amounts greater than 20% RAP by weight of total aggregate can be used if no more than 20% by

weight of the total asphalt binder comes from the RAP material. RAP is not allowed in mixtures containing High Polymer asphalt binder. High Polymer asphalt is defined in Section 916. 2.

3. Assume full responsibility for the design, production and construction of asphalt mixes which incorporate RAP as a component material.
4. Use RAP from a Department approved stockpile or millings from a Department project. Provide stockpiled RAP material that is reasonably consistent in characteristics and contains no aggregate particles which are soft or conglomerates of fines.
5. Provide RAP material having a minimum average asphalt binder content of 4.0% by weight of RAP. As an exception, when using fractionated RAP, the minimum average asphalt binder content for the coarse portion of the RAP shall be 2.5% by weight of the coarse portion of the RAP. The coarse portion of the RAP shall be the portion of the RAP retained on the No. 4 sieve. The Engineer may sample the stockpiles to verify that this requirement is met.

6.1.2. Replace FDOT Specification Table 334-2 with the following:

Table 334-2 Asphalt Binder Grade for Mixes Containing RAP	
Percent RAP	Asphalt Binder Grade
0 – 15	PG 67-22
16 – 30	PG 58-22 or PG 52-28
> 30	> 30% RAP is Not Allowed

7. Storm Drain Pipe (Modifies FDOT Specification Section 430-2.1 to remove CMP as an option)

7.1. Replace FDOT Specification Section 430-2.1, Materials, with the following:

Meet the following requirements:

Concrete Pipe	Section 449
Steel Pipe	Section 556-2.1
Round Rubber Gaskets	Section 942
Resilient Connectors*	Section 942
Corrugated Polyethylene Pipe	Section 948
Steel Reinforced Polyethylene Ribbed Pipe	Section 948
Corrugated Polypropylene Pipe	Section 948
Corrugated Polyvinyl Chloride (PVC) Pipe	Section 948
Fiberglass Reinforced Polymer Pipe	Section 948
Liner Repair Systems	Section 948

*Use resilient connector products listed on the Department's Approved Product List (APL)