Florida Department of Transportation
District Two

DESIGN-BUILD MAXIMUM PRICE
DRAFT REQUEST FOR PROPOSAL

For

I-10 (SR 8) Interchange at Hammond Boulevard (Marietta)

Duval County, Florida

Financial Projects Number(s):
213301-2-52-01 & 213301-2-56-01

Federal Aid Project Number(s): 0105 138 I

Contract Number: E2P99

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ATTACHMENTS

The attachments listed below are by this reference hereby incorporated into and made a part of this RFP as though fully set forth herein.

Appendix A – Typical Section Package and Pavement Design
Appendix B – Division I Design-Build Specifications and Special Provisions
Appendix C – Value Added Specifications
Appendix D – FHWA 1273
Appendix E – Horizontal Layout
Appendix F – Right of Way Maps & Parcels
Appendix G – Design Variations and Exceptions
Appendix H – Interchange Justification Report (IJR)
Appendix I – Project Commitments
Appendix J – District Two Preferences
Appendix K - Right-of-Way Negotiated Agreements
Appendix L – Signing Plan

OTHER DOCUMENTS

The following documents are being provided with this RFP. Except as specifically set forth in the body of this RFP, these documents are being provided for general information only. They are not being incorporated into and are not being made part of the RFP, the contract documents or any other document that is connected or related to this project except as otherwise specifically stated herein. No information contained in these documents shall be construed as a representation of any field condition or any statement of facts upon which the Design-Build Firm can rely upon in performance of this contract. All information contained in these other documents must be verified by a proper factual investigation. The bidder agrees that by accepting copies of the documents, any and all claims for damages, time or any other impacts based on the documents are expressly waived.

- Concept Drawings
- Right of Way Certification for D/B
- Initial Railroad Certification for D/B
- Geotechnical Information
- Permit Information
- Pond Siting Report
- Permit Plans
- Design Documents for 60% Plans
- Contamination Reports
- Advance Utility Coordination Information
- Noise Study Reevaluation and Final Design Barrier Report
- Bridge Development Reports
- CSX Railroad Design Parameters and Specifications
- Environmental Documents
- I-10/Chaffee Road Contract Plans – FIN 213272-4-52-01
- City of Jacksonville Plans – Drainage Improvements

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- Responses to ERC comments on 60% concept plans
- CADD Files
- Survey Data
- Design Docs for Concept Plans
- Value Engineering Study

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I. Introduction.

The Florida Department of Transportation (Department) has issued this Request for Proposal (RFP) to solicit competitive bids and proposals from Proposers for the design and construction of: a new diamond interchange at I-10 (SR 8) and Hammond Boulevard (Marietta); an urban five-lane typical section with bike lanes and sidewalks on Hammond Boulevard from just south of Rockland Drive to US 90 (SR 10 Beaver Street);additional on ramp at Northbound/Southbound I-295 (SR 9A);sound walls on the north side of I-10 (SR 8) in one location; and the closing of the existing Marietta Interchange.

The Department has set a maximum bid price of **$28,000,000** for this project (213301-2-52-01). The JPA utility relocation work (213301-2-56-01) has a maximum bid price of **$650,000.** Each Design-Build Firm is to develop design approaches with corresponding schedules that maximize the amount of scope in the RFP and that can be designed and built without exceeding this maximum price. The scope may be modified to meet this maximum bid price. A scope change can be defined as physical items actually altered from the RFP and all scope changes shall be shared with the Design-Build Firms. The competition is on project scope, qualifications, quality, innovation, schedule and costs (not to exceed the maximum price). If this maximum bid price is exceeded, the Design-Build Firm's price proposal shall be found non-responsive and the firm will not be considered for Final Selection.

Any changes to requirements of the RFP by a Design-Build Firm must be approved by the Department prior to the information cut-off date. These changes will be shared with other Design-Build Firms. Innovative concepts will not be shared with other Design-Build Firms. An innovative concept or idea would be Design-Build Firms means and methods in constructing the project and not part of approved changes to the RFP.

For this project the Department considers the following to be requirements of the project that are not to be changed by the Design-Build Firms.

- Minimum Pavement Design
- Minimum Horizontal and Vertical Clearances for bridges
- Horizontal Layout
- Typical Sections (Road and Bridge)
- Project Commitments

The Department has established the following project goals (presented in order of precedence):

1. Add capacity, safety and mobility to the corridor within the limits described.
2. Minimize the inconvenience to the traveling public.
3. Meet all project commitments.

Description of Work

The following work description is broken down as follows:

- **Overview**
- **Roadway**
- **Structures**
- **Drainage**
- **Permitting and Environmental**
- **Geotechnical**

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- **Traffic Control Plan**
- **Signing and Pavement Markings**
- **Traffic Signals**
- **Lighting**
- **Utilities**
- **Right-of-Way**

Overview

The scope of work includes all investigation, design, permitting, coordination, final approved construction documents, and construction activities necessary for the design and construction of the I-10 Interchange at Hammond Boulevard, the Hammond Boulevard roadway and the additional improvements specified herein. The following sections describe the general work scope for this project. Additional requirements are listed in this RFP and Volume I appendices.

The Department, under separate contract, has produced Phase II (60%) Construction Plans for this project. The Phase II (60%) Plans are included in Volume II of this RFP and are supplied to the Design-Build Firm to relay the intent of the project and are for informational purposes only. The Design-Build Firm, as Engineer of Record, is responsible for providing all final approved construction documents. In addition to final construction documents, the Design-Build Firm shall provide and furnish all construction activities, utility coordination, tools, equipment, supervision, labor, materials, rentals, subcontractors, profit, overhead and any other costs related to the project. The Phase II (60%) Plans have been reviewed through Electronic Review Comments (ERC). The responses to the comments are not reflected on the Phase II (60%) Plans, but are included in Volume II for informational purposes only. The Phase II (60%) Plans may not be consistent or in compliance with all the requirements of this RFP.

Roadway

General roadway improvements shall consist of the following:

1. Construct a new Interchange on Interstate 10 at Hammond Boulevard approximately 1 mile west of the Interstate 295 Interchange.
2. Connect Hammond Boulevard south of Interstate 10 to Devoe Street north of Interstate 10.
3. Widen Hammond Boulevard from 2-Lanes to a 5-Lane Urban providing pedestrian and bicycle access, a closed drainage system, curb & gutter and sidewalks from Rockland Road to US 90 (Beaver Street).
4. Construct dual on ramps to northbound and southbound Interstate 295.
5. Close the Existing Marietta At-Grade Interchange by constructing limited access fencing and removing existing asphalt as shown in the Horizontal Layout in Appendix E.

The Department has acquired Limited Access rights to control access. Type B fencing shall be provided along the limited access right-of-way. The Type B fencing shall be designed and constructed per FDOT standards.

The roadway and all associated improvements shall be designed in accordance with all current applicable manuals and guidelines including those by the Department, FHWA, AASHTO, and others as specified in this document.

Structures

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The Design-Build Firm shall design and construct the following bridge and miscellaneous structures:

- Hammond Boulevard northbound and southbound mainline structure over Interstate 10.
- Sound walls at the location shown in Appendix E.

Drainage

The Design-Build Firm shall provide the following:

- Provide closed drainage system along Hammond Boulevard and Devoe Street

All stormwater systems shall be designed to meet the typical and customary FDOT standard level of maintenance.

Permitting and Environmental

The Design-Build Firm shall be responsible for obtaining all necessary permits for the design and construction of the Project.

Geotechnical

The Department, under separate contract, has produced Geotechnical Reports. The Geotechnical Reports are included in Volume II of this RFP and are supplied to the Design-Build Firm for informational purposes only. The Design-Build Firm shall be responsible for its own geotechnical investigation, reporting, and implementation.

Traffic Control Plan

The Phase II (60%) Traffic Control Plans are located in the Phase II (60%) Roadway Plans in Volume II of this RFP and are provided for informational purposes only. The Design-Build Firm is responsible for developing an acceptable traffic control plan and executing it accordingly.

Signing and Pavement Markings

The Phase II (60%) Signing and Marking Plans are located in Volume II of this RFP and are provided for informational purposes only. The Design-Build Firm shall be responsible for developing an acceptable signing and marking plan and executing it accordingly. At a minimum, the provisions of the guide signs as presented in the Signing Plan shown in Appendix L shall be provided.

Traffic Signals

The Phase II (60%) Traffic Signal Plans are located in Volume II of this RFP and are provided for informational purposes only. The Design-Build Firm shall be responsible for signalization plans to address the new on and off ramps south of I-10 and the on and off ramps north of I-10. The existing signals at US 90 will require modifications/ based on the new traffic patterns and volumes.

Lighting

The Phase II (60%) Lighting Plans are located in Volume II of this RFP and are provided for informational purposes only. The Design-Build Firm shall be responsible for implementing an acceptable lighting plan in accordance with Department guidelines.

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Utilities

The Design-Build Firm shall be responsible for determining, through the use of non-destructive means, both the horizontal and vertical location of all existing utilities (including FDOT owned ITS, lighting and traffic monitoring equipment) above and below ground within the project limits, and for coordinating with the Utility owner(s) for any necessary relocation and/or adjustment of their utilities through the development of a comprehensive utility work schedule.

The Design-Build Firm shall be required to design, construct, and produce as-built documentation for all relocations as approved by JEA and FDOT. The Design-Build Firm will be responsible for acquiring all permits required for the utility work. All water and sewer design, construction, tie-ins to existing water and sewer system, and resolution of conflicts with existing water and sewer systems shall be in accordance with the current JEA standards and shall be scheduled with, and coordinated through, the Department and JEA. See section VI.C for more details regarding utilities.

The Design-Build Firm shall minimize and to the greatest extent possible avoid impacts to existing utilities within the project limits.

Right-of-Way

The Department is in the process of acquiring all right–of-way necessary for this project. However, if the Design-Build Firm desires to purchase additional right-of-way for the project, all right-of-way activities must be in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act. Therefore, the Department will provide all right-of-way services necessary for the acquisition of the additional right-of-way and the Design-Build Firm will be responsible for all costs (including Department personnel costs) and time associated with the acquisition. The right-of-way maps for the project are included in Appendix F of this RFP.

A. Design-Build Responsibility

The Design-Build Firm shall be responsible for survey, geotechnical investigation, design, acquisition of all permits, any required modification of permits acquired by the Department, maintenance of traffic, demolition, and construction on or before the project completion date indicated in the Technical Proposal. The Design-Build Firm will coordinate all utility relocations.

The Design and Construction Criteria (Section VI) sets forth requirements regarding survey, design, construction, and maintenance of traffic during construction, requirements relative to project management, scheduling, and coordination with other agencies and entities such as state and local government, utilities and environmental permitting agencies, and the public.

The Design-Build Firm shall demonstrate good project management practices while working on this project. These include communication with the Department and others as necessary, management of time and resources, and documentation.

B. Department Responsibility

The Department will provide contract administration, management services, construction engineering inspection services and quality acceptance reviews of all work associated with the development and preparation of the contract plans and construction of the improvements. The Department will provide job specific information and/or functions as outlined in this document.

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II. Schedule of Events.

Below is the current schedule of the events that will take place in the procurement process. The Department reserves the right to make changes or alterations to the schedule as the Department determines is in the best interests of the public. Proposers will be notified sufficiently in advance of any changes or alterations in the schedule. Unless otherwise notified in writing by the Department, the dates indicated below for submission of items or for other actions on the part of a Proposer shall constitute absolute deadlines for those activities and failure to fully comply by the time stated shall cause a Proposer to be disqualified.

Date	Event
February 28, 2012	Advertisement
March 20, 2012	Expanded Letters of Interest for Phase I of the procurement process due in District Office by 2:00 pm local time
March 29, 2012	Proposal Evaluators submit Expanded Letter of Interest Scores to Contracting Unit 1:00 pm local time
April 3, 2012	Public Meeting of Selection Committee to review and confirm Expanded Letter of Interest scores 8:30 am local time
April 3, 2012	Notification to Responsive Design-Build Firms of the Expanded Letter of Interest scores 2:00 pm local time
April 5, 2012	Deadline for all responsive Design-Build firms to affirmatively declare intent to continue to Phase II of the procurement process 2:00 pm local time
April 5, 2012	Shortlist Posting 4:15 pm local time
April 13, 2012	Mandatory pre-proposal meeting at 10:30 a.m. local time at: Florida Department of Transportation, District 2 Office Complex 1109 S. Marion Avenue Lake City, Florida 32025 **All impacted Utility Agency/Owners are to be invited to the mandatory Pre-proposal meeting.**
April 25, 2012	Alternative Technical Concept Meeting No. 1
May 2, 2012	Alternative Technical Concept Meeting No. 2 (optional)
May 2, 2012	Deadline for submittal of Alternative Technical Concept Proposals 5:00 pm local time.
May 2, 2012	Final deadline for submission of Design Exceptions or Variances
May 15, 2012	Information Cut-off date (Last Date Department may provide any information to Design-Build Firms prior to the submittal of Technical Proposals)
May 22, 2012	Technical Proposals due in District Office by 2:00 p.m. local time
June 7, 2012	Question and Answer Session. Times will be assigned during the pre-proposal meeting. One hour will be allotted for questions and responses.
June 14, 2012	Deadline for submittal of Written Clarification letter following Question and Answer Session 5:00 pm local time
June 13, 2012	Final deadline for submission of questions/requests for information
June 21, 2012	Price Proposals due in District Office by 2:00 p.m. local time.
June 21, 2012	Public announcing of Technical Scores and opening of Price Proposals at

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	2:00 p.m. local time at: Florida Department of Transportation, District 2 Office Complex 11109 S. Marion Avenue Lake City, Florida 32025
June 26, 2012	Public Meeting of Selection Committee to determine intended Award 8:30 am local time
July 13, 2012	FHWA Concurrence to Award
July 17, 2012	Anticipated Award Date
July 27, 2012	Anticipated Execution Date
Date	**Event**

III. Threshold Requirements.

A. Qualifications

Proposers are required to be pre-qualified in all work types required for the project. The technical qualification requirements of Florida Administrative Code (F.A.C.) Chapter 14-75 and all qualification requirements of F.A.C. Chapter 14-22, based on the applicable category of the project, must be satisfied.

B. Joint Venture Firm

Two or more firms submitting as a Joint Venture must meet the Joint Venture requirements of Section 14-22.007, Florida Administrative Code. Parties to a Joint Venture must submit a Declaration of Joint Venture and Power of Attorney Form No. 375-020-18, prior to the deadline for receipt of Letters of Interest.

If the Proposer is a Joint Venture, the individual empowered by a properly executed Declaration of Joint Venture and Power of Attorney Form shall execute the proposal. The proposal shall clearly identify who will be responsible for the engineering, quality control, and geotechnical and construction portions of the Work.

C. Price Proposal Guarantee

A bid guaranty in an amount of not less than five percent of the total bid amount shall accompany each Proposer's Price Proposal. The guaranty may, at the discretion of the Proposer, be in the form of a cashier's check, bank money order, bank draft of any national or state bank, certified check, or surety bond, payable to the Department. The surety on any bid bond shall be a company recognized to execute bid bonds for contracts of the State of Florida. The guaranty shall stand for the Proposer's obligation to timely and properly execute the contract and supply all other submittals due therewith. The amount of the guaranty shall be a liquidated sum, which shall be due in full in the event of default, regardless of the actual damages suffered. The bid guaranty of all Proposers' shall be released at such time as the successful Proposer has complied with the condition stated herein, but not prior to that time.

D. Pre-Proposal Meeting

Attendance at the pre-proposal meeting is mandatory. Any affirmatively declared proposer failing to attend will be deemed non-responsive and automatically disqualified from further consideration. All questions of Proposers to be discussed at the pre-proposal meeting must be submitted in writing by the deadline stated in the Schedule of Events. The purpose of this meeting is to provide a forum for all

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concerned parties to discuss the proposed project, answer questions on the design and construction criteria, CPM schedule, and method of compensation, instructions for submitting proposals, design exceptions/variances, and other relevant issues. In the event that any discussions or questions at the pre-proposal meeting require, in the Department's opinion, official additions, deletions, or clarifications of the Request for Proposal, the Design and Construction Criteria, or any other document, the Department will issue a written summary of questions and answers or an addendum to this Request for Proposals as the Department determines is appropriate. No oral representations or discussions, which take place at the pre-proposal meeting, will be binding on the Department. FHWA will be invited on oversight projects, in order to discuss the project in detail and to clarify any concerns. Proposers shall direct all questions to the Departments Question and Answer website: http://www2.dot.state.fl.us/construction/bidquestionmain.asp.

During and after the meeting, it is the responsibility of the Project Manager/Contracting Unit to ensure that each Proposer develops their technical proposal with the same information. If a Proposer receives information from the Department relating to the project prior to the information cutoff date, the Department will ensure that all Proposers receive the same information in a timely fashion. The project file will clearly document all communications with any Firm regarding the design and construction criteria by the Contracting Unit or the Project Manager.

E. Question and Answer Session

The Department may meet with each Proposer, formally, for a Question and Answer session**.** FHWA shall be invited on FA Oversight Projects. The purpose of the Q & A session is for the Technical Review Committee to seek clarification and ask questions, as it relates to the Technical Proposal, of the Proposer. The Q & A session will occur a minimum of two (2) weeks after the date the Technical Proposal is due, and be part of the Overall Technical Proposal Scoring. The Proposers shall be given a minimum of one (1) week after the Q & A session to submit their Price Proposal. The Department may terminate the Q & A session promptly at the end of the allotted time. The Department may tape record or videotape all or part of the Q & A session. The Q & A session will not constitute “discussions” or negotiations. Proposers will not be permitted to ask questions of the Department except to ask the meaning of a clarification question posed by the Department. Within one (1) week of the Q & A session, the Design-Build Firm shall submit to the Department a written clarification letter summarizing the answers provided during the Q & A session. The Design-Build Firm shall not include information in the clarification letter which was not discussed during the Q&A session. In the event the Design-Build Firm includes additional information in the clarification letter which was not discussed during the Q&A session and is not otherwise included in the Technical Proposal, such additional information will not be considered by the Department during the evaluation of the Technical Proposal. No additional time will be allowed to research answers.

The Department will provide some (not necessarily all) proposed questions to each firm as it relates to their technical proposal approximately 24 hours before the scheduled Q & A session. No supplemental materials, handouts, etc. will be allowed to be presented in the Q & A session.

F. Protest Rights

Any person who is adversely affected by the specifications contained in this Request for Proposal must file a notice of intent to protest in writing within seventy-two hours of the receipt of this Request for Proposals. The formal written protest shall be filed within ten days after the date of the notice of protest if filed. The person filing the Protest must send the notice of intent and the formal written protest to:

Clerk of Agency Proceedings
Department of Transportation

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605 Suwannee Street, MS 58, Room 562
Tallahassee, Florida 32399-0458

The formal written protest must state with particularity the facts and law upon which the protest is based and be legible, on 8 ½ x 11-inch white paper and contain the following:

1. Name, address, telephone number, and Department identifying number on the Notice, if known, and name, address and telephone number of a representative, if any; and

2. An explanation of how substantial interest will be affected by the action described in the Request for Proposals; and

3. A statement of when and how the request for Proposals was received; and

4. A statement of all disputed issues of material fact. If there are none, this must be indicated; and

5. A concise statement of the ultimate facts alleged, as well as the rules and statutes, which entitle to relief; and

6. A demand for relief; and

7. Conform to all other requirements set out in Florida Statutes (F.S.), Chapter 120 and F.A.C., Chapter 28-106, including but not limited to Section 120.57, F.S. and Rules 28-106.301, F.A.C., as may be applicable.

A formal hearing will be held if there are disputed issues of material fact. If a formal hearing is held, this matter will be referred to the Division of Administrative Hearings, where witnesses and evidence may be presented and other witnesses may be cross-examined before an administrative law judge. If there are no disputed issues of material fact, an informal hearing will be held, in which case the person filing the protest will have the right to provide the Department with any written documentation or legal arguments which they wish the Department to consider.

Mediation pursuant to Section 120.573, F.S., may be available if agreed to by all parties, and on such terms as may be agreed upon by all parties. The right to administrative hearing is not affected when mediation does not result in a settlement.

Failure to file a protest within the time prescribed in Section 120.57(3), Florida Statutes, shall constitute a waiver of proceedings under Chapter 120, F.S..

G. Non-Responsive Proposals

Proposals found to be non-responsive shall not be considered. Proposals may be rejected if found to be in nonconformance with the requirements and instructions herein contained. A proposal may be found to be non-responsive by reasons, including, but not limited to, failure to utilize or complete prescribed forms, conditional proposals, incomplete proposals, indefinite or ambiguous proposals, failure to meet deadlines and improper and/or undated signatures.

Other conditions which may cause rejection of proposals include evidence of collusion among Proposers, obvious lack of experience or expertise to perform the required work, submission of more than one proposal for the same work from an individual, firm, joint venture, or corporation under the same or a

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different name (also included for Design-Build projects are those proposals wherein the same Engineer is identified in more than one proposal), failure to perform or meet financial obligations on previous contracts, employment of unauthorized aliens in violation of Section 274A (e) of the Immigration and Nationalization Act, or in the event an individual, firm, partnership, or corporation is on the United States Comptroller General's List of Ineligible Design-Build Firms for Federally Financed or Assisted Projects.

Proposals will also be rejected if not delivered or received on or before the date and time specified as the due date for submission.

If this maximum bid price is exceeded, the Design-Build Firm's price proposal shall be found non-responsive and the firm will not be considered for Final Selection.

H. Waiver of Irregularities

The Department may waive minor informalities or irregularities in proposals received where such is merely a matter of form and not substance, and the correction or waiver of which is not prejudicial to other Proposers. Minor irregularities are defined as those that will not have an adverse effect on the Department's interest and will not affect the price of the Proposals by giving a Proposer an advantage or benefit not enjoyed by other Proposers.

1. Any design submittals that are part of a proposal shall be deemed preliminary only.

2. Preliminary design submittals may vary from the requirements of the Design and Construction Criteria. The Department, at their discretion, may elect to consider those variations in awarding points to the proposal rather than rejecting the entire proposal.

3. In no event will any such elections by the Department be deemed to be a waiving of the Design and Construction Criteria.

4. The Proposer who is selected for the project will be required to fully comply with the Design and Construction Criteria for the price bid, regardless that the proposal may have been based on a variation from the Design and Construction Criteria.

5. Proposers shall identify separately all innovative aspects as such in the Technical Proposal. An innovative aspect does not include revisions to specifications or established Department policies. Innovation should be limited to Design-Build Firm's means and methods, roadway alignments, approach to project, use of new products, new uses for established products, etc.

6. The Proposer shall obtain any necessary permits or permit modifications not already provided.

7. Those changes to the Design Concept may be considered together with innovative construction techniques, as well as other areas, as the basis for grading the Technical Proposals in the area of innovative measures.

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I. Modification or Withdrawal of Technical Proposal

Proposers may modify or withdraw previously submitted technical proposals at any time prior to the proposal due date. Requests for modification or withdrawal of a submitted proposal shall be in writing and shall be signed in the same manner as the proposal. Upon receipt and acceptance of such a request, the entire proposal will be returned to the Proposer and not considered unless resubmitted by the due date and time. Proposers may also send a change in sealed envelope to be opened at the same time as the proposal provided the change is submitted prior to the proposal due date.

J. Department's Responsibilities

This Request for Proposal does not commit the Department to make studies or designs for the preparation of any proposal, nor to procure or contract for any articles or services. Proposers shall examine the Contract Documents and the site of the proposed work carefully before submitting a proposal for the work contemplated and shall investigate the conditions to be encountered, as to the character, quality, and quantities of work to be performed and materials to be furnished and as to the requirements of all Contract Documents. Written notification of differing site conditions discovered during the design or construction phase of the project will be given to the Department's Project Manager.

The Department does not guarantee the details pertaining to borings, as shown on any documents supplied by the Department, to be more than a general indication of the materials likely to be found adjacent to holes bored at the site of the work, approximately at the locations indicated. Proposers shall examine boring data, where available, and make their own interpretation of the subsoil investigations and other preliminary data, and shall base his bid on his own opinion of the conditions likely to be encountered. The submission of a proposal is prima facie evidence that the Proposer has made an examination as described in this provision.

K. Design-Build Contract

The Department will enter into a Lump Sum contract with the successful Design-Build Firm. In accordance with Section V, the Design-Build Firm will provide a schedule of values to the Department for their approval. The total of the Schedule of Values will be the lump sum contract amount.

The terms and conditions of this contract are fixed price and fixed time. The Design-Build Firm's submitted bid (time and cost) is to be a lump sum bid for completing the scope of work detailed in the Request for Proposal.

IV. Disadvantaged Business Enterprise (DBE) Program.

A. DBE Availability Goal Percentage:

The Department of Transportation has an overall eight and six tenths percent (8.6%) race-neutral DBE goal. This means that the State's goal is to spend at least 8.6% of the highway dollars with Certified DBE's as prime Design-Build Firms or as subcontractors. Race-neutral means that the Department believes that the 8.6% overall goal can be achieved through the normal competitive procurement process. The Department has reviewed this project and assigned a DBE availability goal shown on the bid blank/contract front page under "% DBE Availability Goal". Although not a contract requirement, the Department believes that this DBE percentage can realistically be achieved on this project based on the number of DBE's associated with the different types of work that will be required.

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Under 49 Code of Federal Regulations Part 26, if the 8.6% goal is not achieved, the Department may be required to return to a race-conscious program where goals are imposed on individual contracts. The Department encourages all of our Design-Build Firms to actively pursue obtaining bids and quotes from Certified DBE's.

B. Anticipated DBE Participation Statement:

The Department is reporting to the Federal Highway Administration the planned commitments to use DBE's. This information is being collected through the Anticipated DBE Participation Statement. This statement shall be submitted to the District Contract Compliance Manager/ Resident Compliance Officer who will then submit it electronically to the Equal Opportunity Office. Although these statements WILL NOT become a mandatory part of the contract, they will assist the Department in tracking and reporting planned or estimated DBE utilization.

C. Equal Opportunity Reporting System:

The Design-Build Firm is required to report monthly, through the Department's Equal Opportunity Reporting System on the Internet at, http://www.dot.state.fl.us/equalopportunityoffice/ actual payments, minority status, and the work type of all subcontractors and suppliers. All DBE payments must be reported whether or not the prime initially planned to utilize the company. Each month the prime must report actual payments to all DBE and MBE subcontractors and suppliers. In order for the race neutral DBE Program to be successful, cooperation is imperative.

D. DBE Supportive Services Providers:

The Department has contracted with a consultant, referred to as DBE Supportive Services Provider, to provide managerial and technical assistance to DBE's. This consultant is also required to work with prime Design-Build Firms, who have been awarded contracts, to assist in identifying DBE's that are available to participate on the project. The successful Design-Build Firm should meet with the DBE Supportive Services Provider to discuss the DBE's that are available to work on this project. The current Provider for the State of Florida is serviced by Blackmon Roberts Group and can be reached at (863) 802-1280 in Lakeland or (305) 777-0231 in Coral Gables.

E. DBE Affirmative Action Plan:

A DBE Affirmative Action Plan must be approved and on file with the Equal Opportunity Office prior to award of the contract for each prime Design-Build Firm. Update and resubmit the plan every three years. No Contract will be awarded until the Department approves the plan. The DBE Affirmative Action Plan must be on your company's letterhead, signed by a company official, dated and contain all elements of an effective DBE Affirmative Action Plan. These Plans should be mailed to:

Florida Department of Transportation
Equal Opportunity Office
605 Suwannee Street, MS 65
Tallahassee, FL 32399-0450

Questions concerning the DBE Affirmative Action Plan may be directed to the Equal Opportunity Office by calling (850) 414-4747.

F. Bidders Opportunity List:

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The Federal DBE Program requires States to maintain a database of all firms that are participating, or attempting to participate, on DOT-assisted contracts. The list must include all firms that bid on prime contracts or bid or quote subcontracts on DOT-assisted projects, including both DBE's and Non-DBE's.

On the Bidders Opportunity Form if the answers to numbers 2, 3, 4, or 5 are not known, leave them blank and the Department will complete the information. This information should be returned with the bid package or proposal package or submitted to the Equal Opportunity Office within three days of submission. It can be mailed to the Equal Opportunity Office or faxed to (850) 414-4879.

V. PROJECT REQUIREMENTS AND PROVISIONS FOR WORK.

A. Governing Regulations:

The services performed by the Design-Build Firm shall be in compliance with all applicable Manuals and Guidelines including the Department, FHWA, AASHTO, and additional requirements specified in this document. Except to the extent inconsistent with the specific provisions in this document, the current edition, including updates, of the following Manuals and Guidelines shall be used in the performance of this work. Current edition is defined as the edition in place and adopted by the Department at the date of advertisement of this contract with the exception of the Standard Specifications for Road and Bridge Construction (Divisions II & III), Special Provisions and Supplemental Specifications, Manual on Uniform Traffic Control Devices (MUTCD), Design Standards and Design Standards Modifications. The Design-Build Firm shall use the edition of the Standard Specifications for Road and Bridge Construction (Divisions II & III), Special Provisions and Supplemental Specifications, Design Standards and Design Standard Modifications that is in effect at the time the bid price proposals are due in the District Office. The Design-Build Firm shall use the 2009 edition of the MUTCD. It shall be the Design-Build Firm's responsibility to acquire and utilize the necessary manuals and guidelines that apply to the work required to complete this project. The services will include preparation of all documents necessary to complete the project as described in Section I of this document.

1. Florida Department of Transportation Roadway Plans Preparation Manuals (PPM)
   http://www.dot.state.fl.us/rddesign/PPMManual/PPM.shtm

2. Florida Department of Transportation Design Standards
   http://www.dot.state.fl.us/rddesign/DesignStandards/Standards.shtm

3. Florida Department of Transportation Standard Specifications for Road and Bridge Construction (Divisions II & III), Special Provisions and Supplemental Specifications
   http://www.dot.state.fl.us/specificationsoffice/Default.shtm

4. Florida Department of Transportation Surveying Procedure
   http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/550030101.pdf

5. Florida Department of Transportation EFB User Handbook (Electronic Field Book)
   http://www.dot.state.fl.us/surveyingandmapping/regulations.shtm

6. Florida Department of Transportation Drainage Manual
   http://www.dot.state.fl.us/rddesign/dr/Manualsandhandbooks.shtm

7. Florida Department of Transportation Soils and Foundations Handbook
   http://www.dot.state.fl.us/structures/Manuals/SFH.pdf

8. Florida Department of Transportation Structures Manual
   http://www.dot.state.fl.us/structures/manlib.shtm

9. Florida Department of Transportation Current Structures Design Bulletins

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http://www.dot.state.fl.us/structures/Memos/currentbulletins.shtm

10. Florida Department of Transportation Computer Aided Design and Drafting (CADD) Production Criteria Handbook
http://www.dot.state.fl.us/ecso/downloads/publications/CriteriaHandBook/

11. Florida Department of Transportation Production Criteria Handbook CADD Structures Standards
http://www.dot.state.fl.us/ecso/downloads/publications/CriteriaHandBook/

12. Instructions for Design Standards
http://www.dot.state.fl.us/structures/IDS/IDSportal.pdf

13. AASHTO – A Policy on Geometric Design of Highways and Streets
https://bookstore.transportation.org/item_details.aspx?ID=110

14. MUTCD - 2009
http://mutcd.fhwa.dot.gov/

15. Safe Mobility For Life Program Policy Statement
http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/000750001.pdf

16. Traffic Engineering and Operations Safe Mobility for Life Program
http://www.dot.state.fl.us/trafficoperations/Operations/SafetyisGolden.shtm

17. Florida Department of Transportation American with Disabilities Act (ADA) Compliance – Facilities Access for Persons with Disabilities Procedure
http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/625020015.pdf

18. Florida Department of Transportation Florida Sampling and Testing Methods
http://www.dot.state.fl.us/statematerialsoffice/administration/resources/library/publications/fstm/disclaimer.shtm

19. Florida Department of Transportation Flexible Pavement Coring and Evaluation Procedure
http://www.dot.state.fl.us/statematerialsoffice/administration/resources/library/publications/materialsmanual/documents/v1-section32-clean.pdf

20. Florida Department of Transportation Design Bulletins and Update Memos
http://www.dot.state.fl.us/rddesign/updates/files/updates.shtm

21. Florida Department of Transportation Utility Accommodation Manual
http://www.dot.state.fl.us/rddesign/utilities/UAM.shtm

22. AASHTO LRFD Bridge Design Specifications
https://bookstore.transportation.org/category_item.aspx?id=BR

23. Florida Department of Transportation Flexible Pavement Design Manual
http://www.dot.state.fl.us/pavementmanagement/PUBLICATIONS.shtm

24. Florida Department of Transportation Rigid Pavement Design Manual
http://www.dot.state.fl.us/pavementmanagement/PUBLICATIONS.shtm

25. Florida Department of Transportation Pavement Type Selection Manual
http://www.dot.state.fl.us/pavementmanagement/PUBLICATIONS.shtm

26. Florida Department of Transportation Right of Way Manual
http://www.dot.state.fl.us/rightofway/Documents.shtm

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27. Florida Department of Transportation Intelligent Transportation System Guide Book http://www.dot.state.fl.us/TrafficOperations/Doc_Library/Doc_Library.shtm

28. Federal Highway Administration Checklist and Guidelines for Review of Geotechnical Reports and Preliminary Plans and Specifications http://www.fhwa.dot.gov/engineering/geotech/pubs/reviewguide/checklist.cfm

29. Florida Department of Transportation Bicycle and Pedestrian Policies and Standards http://www.dot.state.fl.us/safety/ped_bike/ped_bike_standards.shtm

30. Federal Highway Administration Hydraulic Engineering Circular Number 18 (HEC 18). http://www.fhwa.dot.gov/engineering/hydraulics/library_arc.cfm?pub_number=17

31. Florida Department of Transportation Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways http://www.dot.state.fl.us/rddesign/FloridaGreenbook/FGB.shtm

32. Florida Statutes http://www.leg.state.fl.us/Statutes/index.cfm?Mode=View%20Statutes&Submenu=1&Tab=statutes&CFID=14677574&CFTOKEN=80981948

B. Innovative Aspects:

All innovative aspects shall be identified separately as such in the Technical Proposal.

An innovative aspect does not include revisions to specifications, standards or established Department policies. Innovation should be limited to Design-Build Firm's means and methods, roadway alignments, approach to project, etc.

1. Alternative Technical Concept (ATC) Proposals

The ATC process allows innovation, flexibility, time and cost savings on the design and construction of Design-Build projects. ATC's allow the Department to obtain the best value for the public. ATC meeting(s) may be held in order for the Design-Build Firm to propose changes to supplied basic configurations, project scope, design criteria, or construction criteria. The proposed changes shall provide a solution that is equal or better than what is required by the Request for Proposal (RFP) as determined by the Department. A concept is not an ATC if it reduces quality, performance, reliability or scope or if the proposed concept is contemplated or not specifically prohibited by the RFP.

The purpose of this meeting is to discuss the proposed changes, answer questions and other relevant issues. Each Design-Build Firm with proposed changes may request a meeting to describe the proposed changes. The meeting should be between representatives of the Design-Build Firm and/or the Design-Build Engineer of Record and District/Central Office staff as needed to provide feedback on the ATC. The meeting should take place prior to the ATC due date noted in the RFP.

The Department is not open to changing the following for this project:

- Typical Section Package (Appendix A)
- Minimum Flexible Pavement Design (Appendix A)
- Minimum Bridge Lengths, and Minimum Clearance (horizontal and vertical)
- Round-a-bout at the intersection of Devoe St. and Mallory St.
- Project Commitments

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2. Submittal and Review of ATC'S

After the meeting, the District Design Engineer (DDE) will communicate with the appropriate staff (i.e. District Structures Engineer, District Construction Engineer, District Maintenance Engineer, State Structures Engineer, State Roadway Design Engineer, FHWA, as applicable) as necessary, and respond to the Design-Build Firm in writing as to whether the ATC is acceptable, not acceptable, needs additional information or does not qualify as an ATC within two weeks of the ATC meeting. If the DDE or his designee determines that more information is required for the review of an ATC, questions should be prepared by the DDE or his designee to request and receive responses from the Design-Build Firm. The review should be completed within two weeks of the receipt of the ATC. If the review will require additional time, the Design-Build Firm should be notified in advance with an estimated timeframe for completion.

If the ATC will result in changes to design standards or criteria, the changes will need to be approved in accordance with the Department's procedures prior to responding to the Design-Build Firm.

The project file will clearly document all communications with any Design-Build Firm.

ATC's are accepted by the Department at its discretion and the Department reserves the right to reject any ATC submitted.

3. Contents of ATC Submittal

All ATC submittals shall be sequential numbered and include the following information and discussions:

a) Description: A description and conceptual drawings of the configuration of the ATC or other appropriate descriptive information, including, if appropriate, product details and a traffic operational analysis;

b) Usage: The locations where and an explanation of how the ATC would be used on the project;

c) Deviations: References to requirements of the RFP which are inconsistent with the proposed ATC, an explanation of the nature of the deviations from the requirements and a request for approval of such deviations or a determination that the ATC is consistent with the requirements of the RFP;

d) Analysis: An analysis justifying use of the ATC and why the deviation, if any, from the requirements of the RFP should be allowed;

e) Impacts: A preliminary analysis of potential impacts on vehicular traffic (both during and after construction), environmental impacts, community impacts, safety, and life-cycle Project and infrastructure costs, including impacts on the cost of repair, maintenance, and operation;

f) Risks: A description of added risks to the Department or third parties associated with implementation of the ATC;

g) Quality: A description of how the ATC is equal or better in quality and performance than the requirements of the RFP; and

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h) Operations: Any changes in operation requirements associated with the ATC, including ease of operations;

i) Maintenance: Any changes in maintenance requirements associated with the ATC, including ease of maintenance;

j) Anticipated Life: Any changes in the anticipated life of the item comprising the ATC;

After the ATC meetings, the Contracting Unit, along with the Project Manager, will update the RFP criteria or issue an Addendum, if the ATC deviates from the RFP and is approved by the Department **(FHWA must approve such change as applicable)**. Approved Design Exceptions or Design Variances will require an update to the RFP.

The Department reserves the right to disclose to all Design-Build Firms any issues raised during the ATC meetings, except to the extent that FDOT determines, in its sole discretion, such disclosure would reveal confidential or proprietary information of the ATC.

4. Incorporation into Proposal

The Design-Build Firm will have the option to include any ATC's to which it received approval in their proposal and the Proposal Price should reflect any incorporated ATC's.

C. Geotechnical Services:

1. **General Conditions**:

The Design-Build Firm will be responsible for identifying and performing any geotechnical investigation, analysis, and design dictated by the project needs. All geotechnical work necessary shall be performed in accordance with the governing regulations.

The Design-Build Firm shall provide the Department signed and sealed design and construction reports. The reports shall be a record set of all geotechnical information, including relevant support data.

2. **Pile Foundations**

The Design-Build Firm shall provide Geotechnical Consultant Services in accordance with the Department standards, policies and procedures to perform geotechnical design, foundation construction services and dynamic testing. In addition to the standard policies, the following qualifications are required:

- There shall be **NO PILE DRIVING** between the hours of 7:00 p.m. to 7:00 a.m weekdays. There shall be **NO PILE DRIVING** at all on weekends and holidays.

- Production pile lengths and driving criteria shall be developed by the same engineering firm performing the dynamic pile testing under the direct supervision of a Registered Professional Engineer in the State of Florida. This Engineer must have been in responsible charge of the geotechnical foundation construction engineering and dynamic testing work on at least 5 Department bridge projects, including Department Structures

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Design Category 2 bridge projects, having driven pile foundations. This "responsible charge" experience shall include verifiable and successful experience using the test methods that will be utilized on the project such as static, Osterberg Cell and/or Statnamic load tests, collection and analyses of Embedded Data Collectors (EDC), dynamic load testing with signal matching, and/or WEAP computer analysis. Production pile lengths and driving criteria shall be authorized in a letter signed and sealed jointly by the Engineer responsible for the dynamic testing and the Geotechnical Foundation Design Engineer of Record.

- When EDCs will be used to monitor piles and/or test piles, EDC monitoring shall be performed by an Operator who has completed the SmartPile EDC training course administered by Applied Foundation Testing (AFT). The Operator shall work under the supervision of a State of Florida Registered Professional Engineer. This Engineer must have been in responsible charge of the geotechnical foundation construction engineering and dynamic testing work on at least 5 Department bridge projects, including Structures Design Category 2 bridge projects having driven pile foundations. This "responsible charge" experience shall include verifiable and successful dynamic pile load testing and WEAP computer program experience.

- When a dynamic monitoring system utilizing externally attached gauges will be used to monitor piles and/or test piles, the monitoring shall be performed by an Operator experienced and proficient with the equipment. The Operator shall work under the supervision of a State of Florida Registered Professional Engineer. This Engineer must have been in responsible charge of the geotechnical foundation construction engineering and dynamic testing work on at least 5 Department bridge projects, including Structures Design Category 2 bridge projects having driven pile foundations. This "responsible charge" experience shall include verifiable and successful dynamic pile load testing with signal matching, and WEAP computer program experience.

- The pile foundation installation shall be supervised and certified by the Geotechnical Foundation Design Engineer of Record. These services shall include providing CTQP-certified Pile Driving Technicians in the numbers necessary to comply with Department specifications for recording pile driving records. Provide pile-driving logs to Department within 24 hours of completing the driving of each pile. The Geotechnical Foundation Design Engineer of Record shall be responsible for addressing any foundation installation problems with the assistance and concurrence of the Engineer responsible for the dynamic testing.

3. Drilled Shaft Foundations for Bridges and Major Structures

The Design-Build Firm is responsible for identifying and performing all geotechnical investigation, analysis, and design required for the project in accordance with FDOT guidelines, procedures, and specifications. The Design-Build Firm shall employ geotechnical and drilled shaft testing consultants with the following minimum qualifications:

- Use professional engineers registered in the State of Florida with at least 3 years of post-registration experience in drilled shaft foundation design and construction. The Geotechnical Foundation Design Engineer of Record must have designed and worked on at least three (3) FDOT bridge projects, including at least one (1) FDOT Structures Design Category 2 bridge project with drilled

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shaft foundations. This "responsible charge" experience shall include verifiable and successful implementation of static, Osterberg Cell and/or Statnamic load test results, and evaluation of pilot hole data. All designs must be signed and sealed by the Geotechnical Foundation Design Engineer of Record.

- The drilled shaft installation shall be supervised and certified by the Geotechnical Foundation Design Engineer of Record. These services shall include providing CTQP-qualified Drilled Shaft Inspectors in the numbers necessary to comply with Department specifications for recording drilled shaft construction records. Provide drilled shaft construction logs to FDOT within 24 hours of completing the shaft.

- Use drilled shaft superintendents in responsible charge of drilling operations experienced in drilled shaft installation and testing in the State of Florida. This "responsible charge" experience shall include at least three (3) FDOT bridge projects, including at least one (1) FDOT Structures Design Category 2 bridge project with drilled shaft foundations.

The Design-Build Firm shall submit qualification statements for the geotechnical and non-destructive testing firms to be used on the project for approval by the District Geotechnical Engineer at least 30 calendar days before beginning the design. Acceptance of the Design-Build Firm's personnel does not relieve the Design-Build Firm of the responsibility for obtaining the required results in the completed work.

4. Drilled Shaft Foundations for Miscellaneous Structures

The Design-Build Firm is responsible for identifying and performing all geotechnical investigation, analysis, and design required for the project in accordance with FDOT guidelines, procedures, and specifications. The Design-Build Firm shall employ geotechnical and drilled shaft testing consultants with the following minimum qualifications:

- Use professional engineers registered in the State of Florida with at least 3 years of post-registration experience in drilled shaft foundation design and construction.

- The drilled shaft installation shall be supervised and certified by the Geotechnical Foundation Design Engineer of Record. These services shall include providing CTQP-qualified Drilled Shaft Inspectors in the numbers necessary to comply with Department specifications for recording drilled shaft construction records. Provide drilled shaft construction logs to FDOT within 24 hours of completing the shaft.

Use drilled shaft superintendents in responsible charge of drilling operations experienced in drilled shaft installation and testing in the State of Florida. This "responsible charge" experience shall include at least three (3) FDOT projects with drilled shaft foundations of similar size.

D. Environmental Permits:

1. **Storm Water and Surface Water:**

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Plans shall be prepared in accordance with Chapter 62-25, Regulation of Storm water Discharge, Florida Administrative Code.

2. **Permits:**

All applicable data shall be prepared in accordance with Chapter 373 and 403, Florida Statutes, Chapters 40 and 62, Florida Administrative Code; Rivers and Harbors Act of 1899, Section 404 of the Clean Water Act, and parts 114 and 115, Title 33, Code of Federal Regulations. In addition to these Federal and State permitting requirements, any dredge and fill permitting required by local agencies shall be prepared in accordance with their specific regulations. Acquisition of all applicable permits will be the responsibility of the Design-Build Firm. Preparation of complete permit packages will be the responsibility of the Design-Build Firm. The Design-Build Firm will obtain permits while acting as an authorized representative for the "Department" for permitting purposes only. If any agency rejects or denies the permit application, it is the Design-Build Firm's responsibility to make whatever changes necessary to ensure the permit is approved.

The Design-Build Firm shall be responsible for an assessment of all potential gopher tortoise habitat that could be impacted by the project. The habitat will be systematically surveyed according to the current guidelines published by the Florida Fish and Wildlife Conservation Commission (FWC). If gopher tortoise burrows are found, all practicable measures will be employed to avoid impacts. The Design-Build Firm shall be responsible for obtaining an FWC permit for the relocation of gopher tortoises and commensals from burrows which cannot be avoided, and relocation shall be performed at a time as close as practicable to the start of construction activities at the site of the burrows. If new burrows are found after relocation, their occupants will also be relocated. A copy of the permit and any subsequent reports to FWC must be provided to the District Environmental Management Office.

The Design-Build Firm will be required to pay all permit fees including any and all fees associated with the relocation of gopher tortoises. Any fines levied by permitting agencies shall be the responsibility of the Design-Build Firm.

However, notwithstanding anything above to the contrary, upon the Design-Build Firm's preliminary request for extension of Contract Time, pursuant to 8-7.3, being made directly to the District Construction Engineer, the Department reserves unto the District Construction Engineer, in his sole and absolute discretion, according to the parameters set forth below, the authority to make a determination to grant a non-compensable time extension for any impacts beyond the reasonable control of the Design-Build Firm in securing permits. Furthermore, as to any such impact, no modification provision will be considered by the District Construction Engineer unless the Design-Build Firm clearly establishes that it has continuously from the beginning of the project aggressively, efficiently and effectively pursued the securing of the permits including the utilization of any and all reasonably available means and methods to overcome all impacts. There shall be no right of any kind on behalf of the Design-Build Firm to challenge or otherwise seek review or appeal in any forum of any determination made by the District Construction Engineer under this provision.

E. Railroad Coordination:

The Department will conduct the required contract negotiations and plans review coordination with CSX Railroad. All required Railroad Reimbursement Agreements will be between the CSX Railroad and the Department. Copies of the approved Agreements will be made available to the Design-Build Firm. The Design-Build Firm must comply with the terms of these agreements.

Any encroachments into the railroad rights-of-way, including construction scheduling involving the

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railroad, must be coordinated with the District Railroad Office prior to commencement. The contact will be Karin Charron, District Railroad Coordinator at (904) 360-5665.

Construction activities within the railroad rights-of-way shall not begin until the Railroad Certification has been issued.

The Design-Build Firm shall be responsible for the following:

- The procurement of Railroad Protective Liability Insurance and Commercial General Liability Insurance limits as depicted in the Division I Design-Build Specifications and Special Provisions.

- Compliance with C.S.X. Railroad Construction Submission Criteria including required submissions of signed and sealed Demolition, Excavation & Shoring, and Erection Procedures that are prepared and submitted by a Professional Engineer and compliance with whatever requirements an authorized representative of the railroad company deems necessary in order to safeguard the railroad's property and operations.

- Prior to commencing work in the railroad right of way, a 45 day advance notification to the District Railroad Office is required for the scheduling of a railroad flagman and for the review of the Railroad Protective Liability and Commercial General Liability Insurance requirements. All work to be performed within the railroad rights-of-way shall be contingent upon approval by C.S.X.. Railroad. This is to be coordinated by the District Railroad Office.

- In the event of an Emergency, safety or security situation involving railroad operations, contact the C.S.X. Dispatch Center at 1-800-232-0144.

- Pre-emption agreements and related construction.

F. Survey:

The Design-Build Firm shall perform all surveying and mapping services necessary to complete the project. Survey services must also comply with all pertinent Florida Statutes and applicable rules in the Florida Administrative Code. All field survey data will be furnished to the District Surveyor in a Department approved digital format, readily available for input and use in CADD Design files. All surveying and mapping work must be accomplished in accordance with the Department's Surveying Procedure, Topic Nos. 550-030-101; Right-of-Way Mapping Procedure, Topic No. 550-030-015; Aerial Surveying Standards for Transportation Projects Procedure, Topic No. 550-020-002. This work must comply with the Minimum Technical Standards for Professional Surveyors and Mappers, Chapter 5J-17, Florida Administrative Code (F.A.C.), pursuant to Section 472.027, Florida Statutes (F.S.) and any special instructions from the Department. This survey also must comply with the Department of Environmental Protection Rule, Chapter 18-5, F.A.C. pursuant to Chapter 177, F.S., and the Department of Environmental Protection.

Survey has been provided in Volume II of this RFP for informational purposes only. The Design-Build Firm shall be fully responsible for verifying and updating the existing survey, within the limits of work described in this RFP.

JEA water and sewer utilities within the I-10/Hammond Boulevard (Marietta) interchange area have been plotted into the CADD file from hand drawn sheets to approximate locations.

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G. Verification of Existing Conditions:

The Design-Build Firm shall be responsible for verification of existing conditions, including research of all existing Department records and other information.

By execution of the contract, the Design-Build Firm specifically acknowledges and agrees that the Design-Build Firm is contracting and being compensated for performing adequate investigations of existing site conditions sufficient to support the design developed by the Design-Build Firm and that any information is being provided merely to assist the Design-Build Firm in completing adequate site investigations. Notwithstanding any other provision in the contract documents to the contrary, no additional compensation will be paid in the event of any inaccuracies in the preliminary information.

H. Submittals:

1. Plans:

Plans must meet the minimum contents of a particular phase submittal prior to submission for review. The particular phase of each submittal shall be clearly indicated on the cover sheet. Component submittals must be accompanied by sufficient information for adjoining components or areas of work to allow for proper evaluation of the component under review.

Submittals for Category I and II bridges are limited to the following component submittals: foundation, substructure, and superstructure. Bridge component submittals must be accompanied by all supplemental information required for a complete review. Submittals for individual component elements (i.e. Pier 2, Abutment 1, Span 4, etc.) and incomplete submittals will not be accepted.

Category I and II bridge component submittals shall contain the following:

- Plan sheets for the component under review developed to the specified level of detail (i.e. 90% plans, Final plans, etc.),
- A complete set of the most developed plan sheets for all other major elements of the bridge. These sheets shall be marked “For Information Only” on the index sheet. In no case shall a plan sheet be less than 30% complete.
- Design documentation including a complete set of calculations, geotechnical reports, pertinent correspondence, etc. in support of the 90% and final component submittals.
- For Category II bridges component submittals shall also include independent peer review documentation.

The Design-Build Firm shall provide copies of required review documents as listed below.

90% Component Plans

1 complete set of *.pdf of documents listed below
5 sets of 11” X 17” roadway plans
5 sets of 11” X 17” structure plans
5 sets of 11” X 17” each component set
2 copies of Final Geotechnical Report
2 sets of documentation – roadway/drainage
2 set of documentation – structures
2 copies of Specifications with Workbook

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1 copy of Technical Special Provisions*
Original Signed and Sealed Bridge Load Ratings
Independent Peer reviewer's comments and comment responses
1 set of check prints & certification from QA/QC review

* The Specifications Office requires a Microsoft Word version for review.

Final/100% Component Plans

1 complete set of *.pdf of documents listed below
5 sets of 11" X 17" roadway plans
5 sets of 11" X 17" structure plans
5 sets of 11" X 17" each component set
2 sets of final reports and documents
1 signed and sealed copy of Specifications Package*
2 sets of electronic copies of Technical Special Provisions on CD
Independent Peer reviewer's comments and comment responses
1 set of check prints & certification from QA/QC review

* The Specification Office requires a PDF version for review.

Construction Set

1 set of 11"X 17" signed and sealed construction plans and specifications (including any TSP's) for the Department to stamp "Released for construction**".**
1 set of CADD files on CD
1 PDF set of 11"x17" signed and sealed construction plans and specifications (including any TSP's), plus any other documents such as, design documentation, drainage report, typical section package and pavement design package.
1 hard copy of 11"x17" signed and sealed plans.
Independent Peer Reviewer's signed and sealed cover letter that all comments have been addressed and resolved

Final signed and sealed plans will be delivered to the Department's Project Manager a minimum of 5 working days prior to construction of that component. The Department's Project Manager will send a copy of a final signed and sealed plans to the appropriate office for review and stamping "Released for Construction". Only stamped signed and sealed plans are valid and all work that the Design-Build Firm performs in advance of the Department's release of Plans will be at the Design-Build Firm's risk.

Record Set:

The Design-Build Firm shall furnish to the Department, upon project completion, the following:

- 1 set of 11" X 17" signed and sealed plans
- 2 sets of 11 "X 17" copies of the signed and sealed plans
- 1 original signed and sealed copy of the Bridge Load Rating based on as-built conditions
- 1 sets of final documentation (if different from final component submittal)
- 2 (two) Final Project CD's

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The Design-Build Firm's Professional Engineer in responsible charge of the project's design shall professionally endorse (signed and sealed and certified) the record prints, the special provisions and all reference and support documents. The professional endorsement shall be performed in accordance with the Department Plans Preparation Manual.

The Design-Build Firm shall complete the record set as the project is being constructed. The record set becomes the as-builts at the end of the job and signed/sealed changes are by the EOR. The record set shall reflect all changes initiated by the Design-Build Firm or the Department in the form of revisions. The record set shall be submitted on a Final Project CD upon project completion. The CEI shall do a review of the record set prior to final acceptance in order to complete the record set.

The CEI shall certify the final plans as per Section 4.5.7 of Chapter 4 of the Preparation and Documentation Manual (TOPIC No. 700-050-010)

2. Milestones:

Component submittals, in addition to the plan submittals listed in the previous section will be required. In addition to various submittals mentioned throughout this document the following milestone submittals will be required.

- Utility Clearance Certifications
- Railroad Clearance Certifications
- Typical Section Package
- Pavement Design Package

3. Railroad Coordination:

Three sets of certain plan sheets are required for review by the railroad. The sets are to be mailed to the District Rail Administrator. The required sheets include:

- Key Sheet
- Typical Section(s)
- Plan & Profile Sheet(s)
- Rail-highway grade crossing detail sheet
- Signing and Pavement Marking Sheet(s)
- Cross Section Sheets
- Utility Adjustment Sheet(s)

I. Contract Duration:

The Design-Build Firm shall establish the contract duration for the subject project. In no event shall the contract duration exceed 860 calendar days. The schedule supporting the proposed contract duration will be submitted with the Technical Proposal and should identify if the work activity durations are based on calendar days or working days. The Proposed Contract Time (PCT) reflected in the schedule may not be amended in the bid proposal. The official PCT will be the one submitted with the Technical Proposal.

J. Project Schedule:

The Design-Build Firm shall submit a project schedule, in accordance with Subarticle 8-3.2 (Design-

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Build Division I Specifications), which supports the established contract duration submitted as part of the Proposal. The Design-Build Firm's schedule should allow for a fifteen (15) calendar day (excluding Holidays as defined in section 1-3 of the Specifications) review time for the Department's review of all submittals with the exception of Category II structures. The review of Category II structures requires Central Office involvement and the schedule shall allow twenty (20) calendar days (excluding Holidays as defined in section 1-3 of the Specifications) for these reviews.

The minimum number of activities shall be those listed in the payout schedule and those listed below:

- Anticipated Award Date
- Design Submittals
- Design Survey
- Design Reviews by the Department, City of Jacksonville, FHWA
- Design Review / Acceptance Milestones
- Materials Quality Tracking
- Geotechnical Investigation
- Start of Construction
- Clearing and Grubbing
- Construction Mobilization
- Embankment/Excavation
- Environmental Permit Acquisition
- Foundation Design
- Foundation Construction
- Substructure Design
- Substructure Construction
- Superstructure Design
- Superstructure Construction
- Walls Design
- Walls Construction
- Roadway Design
- Roadway Construction
- Signing and Pavement Marking Design
- Signing and Pavement Marking Construction
- Signalization Design
- Signalization Construction
- Lighting Design
- Lighting Construction
- Maintenance of Traffic Design
- Maintenance of Traffic Set-Up (per duration)
- Erosion Control
- Additional Construction Milestones as determined by the Design-Build Firm
- Final Completion Date for All Work

K. Key Personnel/Staffing:

The Design-Build Firm's work shall be performed and directed by key personnel identified in the expanded letter of interest and/or technical proposal by the Design-Build Firm. Any changes in the indicated personnel shall be subject to review and approval by the Department's Project Manager. The Design-Build Firm shall have available a professional staff that meets the minimum training and

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experience set forth in Florida Statute Chapter 455.

L. Meetings and Progress Reporting:

The Design-Build Firm shall anticipate periodic meetings with Department personnel and other agencies as required for resolution of design and/or construction issues. These meetings may include:

- Department technical issue resolution
- Permit agency coordination
- Local government agency coordination
- Scoping Meetings
- Utility Meetings
- Design Kickoff Meeting
- Comment Resolution Meetings
- Pre-Construction Meeting

During design, the Design-Build Firm shall meet with the Department's Project Manager on a bi-weekly basis and provide a bi-weekly look ahead of the activities to be completed during the upcoming 2 weeks.

During construction, the Design-Build Firm shall meet with the Department's Project Manager on a weekly basis and provide a one-week look ahead for activities to be performed during the coming week.

M. Public Involvement:

1. General:

Public involvement is an important aspect of the project. Public involvement includes communicating to all interested persons, groups, and government organizations information regarding the development of the project. A Public Involvement Consultant (PIC) has been hired by the Department to carry out an exhaustive Public Involvement Campaign and a marketing effort. The Design-Build Firm will continue to be part of the Public Involvement effort but on a limited basis as described below.

2. Community Awareness:

The Design-Build Firm will review and comment on a Community Awareness Program provided by the PIC for the project.

3. Public Meetings:

The Design-Build Firm shall provide all support necessary for the PIC to hold various public meetings, which may include:

- Kick-off or introductory meeting
- North Florida Transportation Planning Organization (NFTPO) Citizens Advisory Committee Meetings
- NFTPO Transportation Technical Committee Meetings
- NFTPO Meetings
- Public Information Meetings
- Elected and appointed officials

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- Special interest groups (private groups, homeowners associations, environmental groups, minority groups and individuals)
- Monthly Business Owner Meetings

The Design-Build Firm shall include attendance at two meetings per month for the term of the contract to support the public involvement program.

For any of the above type meetings the Design-Build Firm shall provide all technical assistance, data and information necessary for the PIC to produce display boards, printed material, video graphics, computerized graphics, etc., and information necessary for the day-to-day exchange of information with the public, all agencies and elected officials in order to keep them informed as to the progress and impacts that the proposed project will create. This includes workshops, information meetings, and public hearings.

The Design-Build Firm shall, on an as-needed basis, attend the meetings with an appropriate number of his personnel to assist the Department's Project Representative/PIC. The Design-Build Firm shall forward all requests for group meetings to the PIC. The Design-Build Firm shall inform the PIC of any meetings with individuals that occur without prior notice.

4. **Public Workshops, Information Meetings:**

The Design-Build Firm shall provide all the support services listed in No. 3 above.

All legal/display ads announcing workshops, information meetings, and public meetings will be prepared and paid for by the PIC.

The Department will be responsible for the legal/display advertisements for design concept acceptance. The PIC will be responsible for preparing and mailing (includes postage) for all letters announcing workshops and information meetings.

5. **Public Involvement Data:**

The Design-Build Firm is responsible for the following:

- Coordinating with the Public Involvement Consultant.
- Identifying possible permit and review agencies and providing names and contact information for theses agencies to the PIC.
- Providing required expertise (staff members) to assist the PIC on an as-needed basis.
- Preparing color graphic renderings and/or computer generated graphics to depict the proposed improvements for coordination with the Department, local governments, the Urban Design Guidelines Committee, and other agencies.

The collection of public input occurs throughout the life of the project and requires maintaining files, newspaper clippings, letters, and especially direct contacts before, during and after any of the public meetings. Articles such as those mentioned shall be provided to the PIC for their use and records.

In addition to collecting public input data, the Design-Build Firm may be asked by the PIC to prepare responses to any public inquiries as a result of the public involvement process. The Department shall review all responses prior to mailing.

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N. Quality Management Plan (QMP):

1. Design:

The Design-Build Firm shall be responsible for the professional quality, technical accuracy and coordination of all surveys, designs, drawings, specifications, geotechnical and other services furnished by the Design-Build Firm under this contract.

The Design-Build Firm shall provide a Design Quality Management Plan, which describes the Quality Control (QC) procedures to be utilized to verify, independently check, and review all design drawings, specifications, and other documentation prepared as a part of the contract. In addition the QMP shall establish a Quality Assurance (QA) program to confirm that the Quality Control procedures are followed. The Design-Build Firm shall describe how the checking and review processes are to be documented to verify that the required procedures were followed. The QMP may be one utilized by the Design-Build Firm, as part of their normal operation or it may be one specifically designed for this project. The Design-Build Firm shall submit a QMP within 15 working days of the written Notice to Proceed. A marked up set of prints from the Quality Control review will be sent in with each review submittal. The responsible Professional Engineers or Professional Surveyor that performed the Quality Control review, as well as the QA manager will sign a statement certifying that the review was conducted.

The Design-Build Firm shall, without additional compensation, correct all errors or deficiencies in the surveys, designs, drawings, specifications and/or other services.

No fabrication, casting, or construction will occur until all related design review and shop drawing review comments are resolved.

2. Construction:

The Design-Build Firm shall be responsible for developing and maintaining a Construction Quality Control Plan in accordance with Section 105 of Standard Specifications which describes their Quality Control procedures to verify, check, and maintain control of key construction processes and materials.

The sampling, testing and reporting of all materials used shall be in compliance with the Sampling, Testing and Reporting Guide (STRG) provided by the Department. The Design-Build Firm will use the Department's database(s) to allow audits of materials used to assure compliance with the STRG. The Department has listed the most commonly used materials and details in the Department's database. When materials being used are not in the Department's database list, the Design-Build Firm shall use appropriate material details from the STRG to report sampling and testing. Refer to the "Access Instruction for LIMS" for more information on how to gain access to the Department's databases: http://www.dot.state.fl.us/statematerialsoffice/quality/programs/qualitycontrol/contractor.shtm

Prepare and submit to the Engineer a Job Guide Schedule (JGS) using the Laboratory Information Management System (LIMS) in accordance with Section 105 of FDOT Specifications.

The Department shall maintain its rights to inspect construction activities and request any documentation from the Design-Build Firm to ensure quality products and services are being provided in accordance with the Department's Materials Acceptance Program.

O. Liaison Office:

The Department and the Design-Build Firm will designate a Liaison Office and a Project Manager who

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shall be the representative of their respective organizations for the project.

P. Schedule of Values:

The Design-Build Firm will be responsible for invoicing the Department based on current invoicing policy and procedure. Invoicing will be based on the completion or percentage of completion of major, well-defined tasks as defined in the schedule of values. Final payment will be made upon final acceptance by the Department of the Design-Build project. Tracking DBE participation will be required under normal procedures according to the CPAM. The Design-Build Firm must submit the schedule of values to the Department for approval. No invoices shall be submitted prior to Department approval of the schedule of values.

Upon receipt of the invoice, the Department's Project Manager will make judgment on whether or not work of sufficient quality and quantity has been accomplished by comparing the reported percent complete against actual work accomplished.

Q. Computer Automation:

The project shall be developed utilizing computer automation systems in order to facilitate the development of the contract plans. Various software and operating systems were developed to aid in assuring quality and conformance with Department of Transportation policies and procedures. Seed Files, Cell Libraries, User Commands, MDL Applications and related programs developed for roadway design and drafting are available for the MicroStation V8 format in the FDOT CADD Software Suite. However, it is the responsibility of the Design-Build Firm to obtain and utilize current Department releases of all CADD applications.

The Design-Build Firm's role and responsibilities are defined in the Department's CADD Manual. The Design-Build Firm will be required to submit final documents and files which shall include complete CADD design and coordinate geometry files in Intergraph / Micro station format, as described in the above referenced document.

The archived submittal shall also include either a TIMS database file, CADD Index file (generated from RDMENU) or documentation that shall contain the project history, file descriptions of all (and only) project files, reference file cross references, and plotting criteria a (e.g. batch, level symbology, view attributes, and display requirements). A printed directory of the archived submittal shall be included.

R. Construction Engineering and Inspection:

The Department is responsible for providing Construction Engineering and Inspection (CEI) and Quality Assurance Engineering.

The Design-Build Firm is subject to the Department's Independent Assurance (IA) Procedures.

S. Testing:

The Department or its representative will perform verification and resolution testing services in accordance with the latest Specifications. On all Federal Aid Projects, the Department or its representative shall perform verification sampling and testing on site as well as off site locations such as pre-stress plants, batch plants, structural steel and weld, fabrication plants, etc.

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T. Value Added:

The Design-Build Firm may provide a Value Added Project Features, in accordance with Article 5-14 of the Specifications for the following features:

- Roadway features
- Roadway drainage systems,
- Approach slabs
- Superstructure
- Substructure
- Concrete defects
- Structural steel defects
- Post-tensioning systems
- And any other products or features the Design-Build Firm desires.

The Design-Build Firm shall develop the Value Added criteria, measurable standards, and remedial work plans in the Design-Build Firm's technical proposal features proposed by the Design-Build Firm.

The Design-Build Firm shall guarantee the performance of all structural components in accordance with Section 475, DEV 475 Value Added Bridge Component, included in Appendix C.

The Design-Build Firm shall guarantee the performance of all signal components in accordance with Section 645 and 611, DEV 611 Value Added Signal Installation, included in Appendix C.

The Design-Build Firm shall guarantee the performance of all Highway Lighting components in accordance with Section 725, DEV 725 Value Added Highway Lighting System, included in Appendix C.

U. Adjoining Construction Projects:

The Design-Build Firm shall be responsible for coordinating construction activities with other construction projects that are impacted by or impact this project. This includes projects under the jurisdiction of local governments, the Department, or other regional and state agencies.

V. Use of Department Owned Right of Way

Use of Department owned Right of Way by the Design-Build Firm for the purpose of equipment or material storage, lay-down facilities, pre-cast material fabrication sites, batch plants for the production of asphalt, concrete or other construction related materials, etc. shall require advance approval by the Department. Use of Department owned Right-of-Way by the Design-Build Firm for these purposes is expressly limited to the project(s) referenced in this RFP.

W. Design Issue Escalation:

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The Department has established the issue escalation process for design questions and conflict resolution that the Design-Build Firm shall follow unless revised by the Partnering agreement. All issues are to be directed to the Department Project Manager. If the issue cannot be resolved at this level the Department Project Manager shall forward the issue to the next level in the process. The escalation process begins with the District Design Engineer, followed by the Director of Transportation Operations, and finally to the District Secretary. Each level shall have a maximum of three working days to answer, resolve or address the issue. This three day window is a response time and does not infer resolution. Questions may be expressed verbally and followed up in writing. The Department Project Manager will respond in a timely manner but not to exceed three working days. The Design-Build Firm shall provide any available supporting documentation.

The Design-Build Firm shall provide a similar issue escalation process for his organization with personnel of similar levels of responsibility.

The District Secretary will have the final authority on design decisions.

X. Construction Clarification, Conflict Resolution, and Issue Escalation:

In the event that construction problems occur, the resolution of those problems will be processed in one of the following two ways unless revised by a Partnering agreement:

- If the resolution does not change the original intent of the technical proposal/RFP, then the Design-Build Firm Engineer of Record (EOR) will be responsible for developing the design solution to the construction problem and the District Resident Engineer will be responsible for review and response within 10 working days. The District Resident Engineer will either concur with the proposed solution or, if the District Resident Engineer has concerns, the issue will be escalated as described in the process below**.**

- If the resolution does alter the original intent of the technical proposal/RFP then the EOR will develop the proposed solution, copy in the District Resident Engineer, and send it to the District Construction Office for review and response through the Department Project Manager. The District Construction Office will respond to the proposed solution within ten working days. The District Construction Office will either concur with the proposed solution or, if the District Resident Engineer has concerns, the issue will be escalated as described in the process below. Changes to the original intent of the technical proposal/RFP will require a contract change order and FHWA approval.

- The Department has established the issue escalation process for construction questions and conflict resolution that the Design-Build Firm shall follow unless revised by the Partnering agreement. All issues are to be directed to the Department Project Manager. If the issue cannot be resolved at this level the Department Project Manager shall forward the issue to the next level in the process. The escalation process begins with the District Construction Engineer, followed by the Director of Transportation Operations, and finally to the District Secretary. Each level shall have a maximum of three working days to answer, resolve or address the issue. This three day window is a response time and does not infer resolution. Questions may be expressed verbally and followed up in writing. The Department Project Manager will respond in a timely manner but

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not to exceed three working days. The Design-Build Firm shall provide any available supporting documentation.

The Design-Build Firm shall provide a similar chain of command for his organization with personnel of similar levels of responsibility.

Should an impasse develop, the Dispute Review Board shall assist in the resolution of disputes and claims arising out of the work on the Contract.

VI. Design and Construction Criteria.

A. General:

The Design-Build Firm shall be responsible for: detailed plan checking as outlined in the Plans Preparation Manual (PPM); as described in the RFP; and the Design and Construction criteria package. This includes a checklist of the items listed in the PPM for each completed phase submittal. Bridge submittals may be broken into foundation, substructure, superstructure, approach spans and main channel spans. Roadway submittals may be broken down into grading, drainage, walls, ITS, signing & pavement marking, signalization and final geometry components. The component design must be in conformity with the Design and Construction Criteria requirements, approved preliminary layout and concept as provided in the Technical Proposal.

Before construction activities can begin for a specific component, signed and sealed design plans and calculations supporting the design for that component must be reviewed by the Department. Component submittals shall be complete submittals along with all the supporting information necessary for review. The work must represent logical work activities and must show impacts on subsequent work on this project. Any modification to the component construction due to subsequent design changes as the result of design development is solely the Design-Build Firm's risk. Upon review by the Department, the plans will be stamped "Released for Construction" and initialed and dated by the reviewer. Any construction initiated by the Design-Build Firm prior to receiving signed and sealed plans stamped "Released for Construction" shall be at the sole risk of the Design-Build Firm.

Prior to submittal to the Department, all Category level II bridge plans shall have a peer review analysis by an independent engineering firm not involved with the production of the design or plans, prequalified in accordance with Chapter 14-75. The peer review shall consist of an independent design check, a check of the plans, and a verification that the design is in accordance with AASHTO and FDOT criteria. The independent peer review engineer's comments and comment responses shall be included in the 90% plans submittal. At the final plans submittal, the independent peer review engineer shall sign and seal a cover letter certifying the final design and stating that all comments have been addressed and resolved.

All design and construction documents shall be prepared using the English system.

The Design-Build firm shall be responsible for the following:

- Burning of material and/or debris is prohibited within the project limits. The Design-Build firm shall dispose of all cleared and grubbed material off-site.

- The Design-Build Firm shall identify all proposed stock piling locations prior to use. All locations shall be approved by the department prior to use. No stock piles shall be placed in wetlands.

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- All curb & gutter areas shall be compacted in static mode only

B. Geotechnical Services

Driven Pile Foundations for Bridges and Major Structures

The Design-Build Firm shall perform a subsurface investigation, analysis and design for all aspects of the project in accordance with Department standards, policies and procedures. Existing subsurface information may be used. Supplemental subsurface investigation and testing will be required to ensure all aspects of the project are covered.

The Design-Build Firm shall determine whether the resistance factors used for pile design will be based on load testing. Before the resistance factors for load testing may be used for pile foundations in any of the following areas of the project, successful load tests must be performed in representative locations of that area:

- Station XXX+XX to Station XXX+XX (BL of Survey)
- Station XXX+XX to Station XXX+XX (BL of Survey)
- Station XXX+XX to Station XXX+XX (BL of Survey)
- Station XXX+XX to Station XXX+XX (BL of Survey)

Before the resistance factors for load testing may be used for drilled shafts in any of the following areas of the project, a minimum of 3 tests shall be performed at locations approved by the District Geotechnical Engineer.

The Design-Build Firm shall be responsible for the following:

1. Selection of pile type.
2. Selection of test pile lengths and locations.
3. Selection of the hammer driving system(s).
4. Handling and driving piles without damage.
5. Performance of the test pile program, including dynamic load test personnel and equipment. All Concrete Test Piles shall be dynamically load tested using the Pile Driving Analyzer (PDA) and/or Embedded Data Collectors (EDC). The Department may observe the installation of test piles and all pile testing.
6. Selection of production pile lengths.
7. Development of the driving criteria in accordance with the specifications.

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8. Development of a Foundation Plan (FP) for the Installation of Piles.

9. Upon completion of the test pile program, selection of the production pile lengths and driving criteria development, the Department shall be given one copy of the dynamic testing data, EDC data, engineering analysis and Production Pile acceptance criteria. At least five calendar days prior to beginning production pile driving, submit the authorized pile lengths, authorized driving criteria, including EDC damping values, dynamic testing data and engineering analyses to the Department. Include the following electronic files (on Windows compatible 5-1/4 inch CD ROM or DVD) in the driving criteria submittal: PDA data, CAPWAP data and results, and Wave Equation data and results.

10. Driving piles to the required capacity and minimum penetration depth.

11. Recording the pile driving information, keeping a pile-driving log for each pile driven performing dynamic load tests on production piles when required, and submitting results of all dynamic load testing performed to verify bearing has been achieved in accordance with the Specifications.

12. When EDC is selected as the dynamic testing method, installing and monitoring all EDCs.

13. Submitting the Foundation Certification Packages: Submit two copies of a certification of pile foundations signed and sealed by the Geotechnical Foundation Design Engineer of Record to the Department within 1 week of finishing each foundation unit and prior to Pile Verification Testing. The Foundation Certification shall cover axial capacity, lateral stability, pile integrity, and foundation settlement. A foundation unit is defined as all the piles within one bent or pier for a specific bridge. Each Foundation Certification Package shall contain an original signed and sealed certification letter, and clearly legible copies of all pile driving logs, EDC records, all supplemental dynamic testing data and analyses for the foundation unit. The certification shall not be contingent on any future testing or approval by Department.

14. Within two working days of receipt of the Foundation Certification Package, the Department will examine the certification package and determine whether piles in that foundation unit will be selected for dynamic testing. For bridge widening, the Department may select a maximum of 10% (minimum of two (2) per bridge) of the total number of piles (rounded up to the nearest whole number) for dynamic load testing. For new bridges, the Department may select a maximum of 10% (minimum 1 per foundation unit) of the production piles (rounded up to the nearest whole number) for dynamic load testing.

15. In the event a foundation unit has more than one design pile load, the Department may select and test one pile for each loading case (these additional tests are not considered part of the 10% maximum).

16. For piles selected by the Department for verification testing, the Department shall provide the dynamic load test equipment and personnel for the Pile Verification Testing. The Design-Build Firm shall provide the driving equipment and pile driving crew(s) for the Pile Verification Testing and provide support as needed to

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prepare the piles for testing. The Department shall determine whether Verification Testing shall be accomplished by dynamic load testing during set check, over the shoulder review of the pile driving operation and/or other means acceptable to both the Design-Build Firm and the Department.

17. If the capacity or integrity of any pile is found to be deficient, the Design-Build Firm shall correct the deficiency (i.e. re-drive or replace) and/or modify the design to compensate for the deficient pile capacity. After the Design-Build Firm corrects the deficiency, the pile shall be retested. If the capacity or integrity of a verification pile is found to be deficient, an additional pile (not considered part of the 10% maximum) shall be verified by dynamic testing. This process shall continue until no more pile capacity or integrity deficiencies are detected and all previous deficiencies have been corrected and retested or the design is modified accordingly. Piles shall not be cut-off nor bent/pier caps placed prior to successful completion of the Pile Verification Testing Program for that foundation unit. In case of disagreement of PDA test results, the Department's results will be final and will be used for acceptance.

After the Pile Verification Testing for a foundation unit is performed, the Department will provide the results and, as necessary, provide requirements for additional verification testing within two working days.

The Design-Build Firm shall develop a FP for the installation of piles. Submit the proposed FP to the District Geotechnical Engineer for approval. The FP is intended to establish process control standards and quality assurance for the installation of piles. The Design-Build Firm shall establish a FP to ensure: (1) the operation of the pile driving system(s) during production pile driving compares to the pile driving system(s) during the test pile program, (2) the proper operation and maintenance of the driving system, (3) the replacement of hammer/pile cushions to comply with the Specifications, and (4) a dynamic monitoring program is established for production piles at a pre-determined frequency and after re-working/modifying the pile driving system.

The FP will be used to govern all piling installation. In the event that deviations from the FP are observed, the Department may perform Independent Verification Testing/Review of the Design-Build Firm's equipment, procedures, personnel and pile installation FP at any time during production pile driving. If dynamic testing is performed by the Department, the Department will provide the results within two working days. If, as determined by the Department, pile driving equipment, procedures and/or personnel for the FP is deemed inadequate to consistently provide undamaged driven piling meeting the contract requirements, the Design-Build Firm's FP approval may be withdrawn pending corrective actions. Production driving shall then cease and not restart until corrective actions have been taken and the FP re-approved.

Drilled Shaft Foundations for Bridges and Major Structures

The Design-Build Firm shall perform a subsurface investigation, analysis and design for all aspects of the project in accordance with FDOT standards, policies and procedures. Existing subsurface information may be used. Supplemental subsurface investigation and testing will be required to ensure all aspects of the project are covered. The Department reserves the right to observe and perform verification testing on any drilled shafts during any phases of the foundation operation.

The Design-Build Firm shall determine whether the resistance factors used for drilled shaft design will be based on load testing. Before the resistance factors for load testing may be used for drilled shafts in any of

the following areas of the project, successful load tests must be performed in representative locations of that area:

- Station XXX+XX to Station XXX+XX (BL of Survey)
- Station XXX+XX to Station XXX+XX (BL of Survey)
- Station XXX+XX to Station XXX+XX (BL of Survey)
- Station XXX+XX to Station XXX+XX (BL of Survey)

Before the resistance factors for load testing may be used for drilled shafts in any of the following areas of the project, a minimum of 3 tests shall be performed at locations approved by the District Geotechnical Engineer.

The Design-Build Firm shall develop a Foundation Plan (FP) for drilled shaft construction. Submit the proposed FP to the CEI Geotechnical Engineer for review and recommendation to the District Geotechnical Engineer for approval. The FP is intended to establish process control standards and quality assurance for drilled shaft construction. Include in the FP the items required in Specification 455-15.1.2 (Drilled Shaft Installation Plan), the equipment and procedures for visual inspection of drilled shaft excavations, and any additional methods to identify and remediate drilled shaft deficiencies. If the FP is updated based on the construction of the test shaft(s), or other changes in circumstances, the update will not be in effect until approved by the CEI Geotechnical Engineer.

The FP will be used to govern all drilled shaft construction activities. In the event that deviations from the FP are observed, the CEI Geotechnical Engineer may perform Independent Verification Testing/Review of the Design-Build Firm's equipment, procedures, personnel and drilled shaft construction FP at any time during production drilled shaft construction. If, as determined by the CEI Geotechnical Engineer, drilled shaft construction equipment, procedures and/or personnel for the FP is deemed inadequate to consistently provide drilled shafts meeting the contract requirements, the Design-Build Firm's FP approval may be withdrawn pending corrective actions. All drilled shaft construction activities shall then cease and not restart until corrective actions have been taken and the FP has been re-approved.

The FDOT reserves the right to observe and perform verification testing on any drilled shafts during any phases of the foundation operation.

The Design-Build Firm shall be responsible for the following:

- Evaluating geotechnical conditions and designing the foundations including the drilled shaft diameter and length, and construction methods to be used.
- Completing the subsurface investigation and drilling pilot holes prior to establishing the drilled shaft tip elevations and socket requirements.
- Determining the location of the test shaft(s) and the types of tests that will be performed on the test shaft(s).
- Providing test hole pilot boring results to the District Geotechnical Engineer at least 48 hours before beginning test shaft construction.

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- Constructing the method shaft (test hole) successfully and conducting integrity tests on the shaft using both crosshole sonic logging and gamma-gamma density logging test methods. More than one test hole will be required when there are shafts both on land and in water. When there is more than one size of drilled shaft, perform a test hole for the largest diameter for each condition (land and water).

- Providing all personnel and equipment to perform a load test program on the test shaft(s). The frequency of static tests, Osterberg Cell tests or Statnamic tests will be dictated by the variability of the geology and the size of the project. Provide sufficient instrumentation to determine side friction components in segments not longer than five ft and the end bearing component. Provide a caliper tool or system to measure accurately and continuously the actual shape of test shafts prior to placing concrete.

- Determining the production shaft lengths. Production shaft lengths may be based on the load transfer characteristics measured during the load test. End bearing characteristics may be based on load test results if the properties of the material below the tips of the production shafts meet or exceed the strength of the materials below the tip of the test shaft. If the theoretical bearing strength of the material below the tips of the production shafts is less than the theoretical bearing strength of the materials below the tip of the test shaft, the production shafts shall be extended to meet design capacity by side shear only, unless the end bearing resistance of the weaker material is verified by additional load testing.

- Documenting and providing a report that includes all test shaft data, analysis, and recommendations to the District Geotechnical Engineer. The report should include but not be limited to the following: results of the load testing program, crosshole sonic logging, gamma-gamma density logging, pilot borings for all drilled shafts, and recommended production drilled shaft tip elevations and socket requirements. This report shall be signed and sealed by a Florida licensed Professional Engineer and shall be submitted to the District Geotechnical Engineer for review and approval at least five working days prior to beginning production of shaft construction. Additional data or analysis may be required by the Engineer.

- Constructing all drilled shafts to the required tip elevation and socket requirements.

- Verifying level and clean hole bottom conditions and properties of the drilling fluid at the time of concrete placement.

- Furnishing and using an underwater television camera or any other approved Shaft Inspection Device to continuously videotape the inspection of each excavation for a drilled shaft bridge foundation after final cleaning. By audio or other means, recordings shall clearly identify the location and items being observed.

- Documenting and submitting the drilled shaft excavation and concreting logs to the District Geotechnical Engineer within 24 hours of concrete placement. The documentations shall include the drilled shaft installation procedures and sequencing as well as any problems encountered during construction and concrete placement.

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- Allow three working days for the District Geotechnical Engineer to review the data before any further construction on the tested shafts.

- Performing Cross-Hole Sonic Logging (CSL) tests on all nonredundant drilled shafts supporting bridges. For redundant drilled shaft bridge foundations and drilled shaft foundations for miscellaneous structures, perform CSL on at least 30% of the shafts (rounded up to the next whole number) on shafts selected by the Department.

- Repairing all detected defects and conducting post repair integrity testing using 3D tomographic imaging and gamma-gamma density logging. Submitting all results to the District Geotechnical Engineer within five days of test completion.

- Submitting the Foundation Certification Packages.

- Each Foundation Certification Package shall contain an original signed and sealed letter certifying capacity and integrity of all drilled shafts, and clearly legible copies of all shaft excavation and concreting logs, video-tapes of visual shaft bottom inspections, all CSL reports and electronic data, slurry test data, supplemental testing data and analyses for the foundation unit. The certification shall not be contingent on any future testing or approval by FDOT.

- Submit two copies of the Foundation Certification Package signed and sealed by the Geotechnical Foundation Design Engineer of Record to FDOT within three weeks of finishing each foundation unit and prior to Verification Testing. A foundation unit is defined as all the shafts within one bent or pier for each phase of each bridge.

- Providing safe access and needed equipment, and cooperating with and working with the Department in verification of the drilled shafts, both during construction of shafts and after submittal of the certification package.

- The Department may verify the bottom cleanliness of all drilled shaft excavations prior to and at the time of concreting. The Department may verify bottom cleanliness by over the shoulder review of the Design-Build Firm's visual inspection methods and/or by independent means.

- The Department may verify properties of drilling fluid at the time of concreting. The Department shall determine whether verification of drilling fluid properties shall be accomplished by over the shoulder review of the Design-Build Firm's slurry testing and/or by independent means.

Within two working days of receipt of a Foundation Certification Package, the Department will examine the certification package and determine whether shafts in that foundation unit will be selected for Verification Testing. The Department may select every shaft for Verification Testing, if defects are suspected. The Department will provide equipment and personnel as needed for Verification Testing. Methods used for Verification Testing of a completed shaft are at the discretion of the Department and may include coring, cross-hole sonic logging, gamma-gamma density logging, low-strain dynamic integrity testing, or other methods.

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After Verification Testing for a foundation unit is performed, the Department will provide the results within five working days. Integrity testing access tubes shall not be grouted and construction of footings, caps, columns or any superstructure elements shall not occur until the Department has notified the Design-Build Firm that additional Verification Testing is not required.

If any shaft is found to be deficient, the Design-Build Firm shall correct the deficiency (i.e. repair or replace the shaft) and/or modify the design to compensate for the deficiency. After the deficiency is corrected, retest and recertify the shaft. The Department may then perform additional Verification Testing. In case of disagreement of test results, the Department's results will be final and used for determination of acceptance.

Drilled Shaft Foundations for Miscellaneous Structures

The Design-Build Firm shall be responsible for the following:

- Evaluating geotechnical conditions and designing the foundations including the drilled shaft diameter and length, and construction methods to be used.

- Completing the subsurface investigation prior to establishing the drilled shaft tip elevations and socket requirements.

- Constructing the method shaft (test hole) successfully and conducting integrity tests on the shaft using crosshole sonic logging. More than one test hole will be required when there are shafts both on land and in water. When there is more than one size of drilled shaft, perform a test hole for the largest diameter for each condition (land and water).

- Determining the production shaft lengths.

- Documenting and providing a report that includes all data, analysis, and recommendations to the Department. The report should include but not be limited to the following: results of pilot borings for all drilled shafts, and recommended production drilled shaft tip elevations and socket requirements. This report shall be signed and sealed by a Florida licensed Professional Engineer and shall be submitted to the Department for review and approval at least seven (7) calendar days prior to beginning production shaft construction Additional data or analysis may be required by the Engineer. Constructing all drilled shafts to the required tip elevation and socket requirements.

- Verifying level and clean hole bottom conditions and properties of the drilling fluid at the time of concrete placement.

- Documenting and submitting the drilled shaft construction logs to the Department within 24 hours of concrete placement. The documentations shall include the drilled shaft installation procedures and sequencing as well as any problems encountered during construction and concrete placement. Allow five (5) calendar days for the Department to review the data before any further construction on the shafts.

- Performing Cross-Hole Sonic Logging (CSL) tests on at least 30% of the shafts (rounded up to the next whole number) selected by the Department.

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- Repairing all detected defects and conducting post repair integrity testing using 3D tomographic imaging and gamma-gamma density logging. Submitting all results to the Department within seven (7) calendar days of test completion.

- Submitting the Foundation Certification Packages.

    - Each Foundation Certification Package shall contain an original signed and sealed letter certifying capacity and integrity of all drilled shafts, and clearly legible copies of all shaft excavation and concreting logs, all CSL reports and electronic data, slurry test data, supplemental testing data and analyses for the foundation unit. The certification shall not be contingent on any future testing or approval by FDOT.

    - Submit two copies of the Foundation Certification Package signed and sealed by the Geotechnical Foundation Design Engineer of Record to FDOT within three weeks of finishing each foundation unit and prior to Verification Testing. A foundation unit is defined as all the shafts within one intersection/interchange or for each phase of an intersection/interchange.

- Providing safe access and needed equipment, and cooperating with and working with the Department in verification of the drilled shafts, both during construction of shafts and after submittal of the certification package.

    - The Department may verify the bottom cleanliness of all drilled shaft excavations prior to and at the time of concreting. The Department may verify bottom cleanliness by over the shoulder review of the Design-Build Firm's inspection methods and/or by independent means.

    - The Department may verify properties of drilling fluid at the time of concreting. The Department shall determine whether verification of drilling fluid properties shall be accomplished by over the shoulder review of the Design-Build Firm's slurry testing and/or by independent means.

Within four (4) calendar days of receipt of a Foundation Certification Package, the Department will examine the certification package and determine whether shafts in that foundation unit will be selected for Verification Testing. The Department may select every shaft for Verification Testing, if defects are suspected. The Department will provide equipment and personnel as needed for Verification Testing. Methods used for Verification Testing of a completed shaft are at the discretion of the Department and may include coring, cross-hole sonic logging, gamma-gamma density logging, low-strain dynamic integrity testing, or other methods.

After Verification Testing for a foundation unit is performed, the Department will provide the results within seven (7) calendar days. Integrity testing access tubes shall not be grouted and construction of caps, columns or any superstructure elements shall not occur until the Department has notified the Design-Build Firm that additional Verification Testing is not required.

- If any shaft is found to be deficient, the Design-Build Firm shall correct the deficiency (i.e. repair or replace the shaft) and/or modify the design to compensate for the deficiency. After the deficiency is corrected, the shaft shall be retested and recertified by the Design-Build Firm. The Department may then perform additional Verification

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Testing. In case of disagreement of test results, the Department's results will be final and used for determination of acceptance.

C. Utility Coordination

The Design-Build Firm shall utilize a single dedicated person responsible for managing all utility coordination. This person shall be contractually referred to as the Utility Coordination Manager and shall be identified in the Design-Build Firm's proposal. The Design-Build Firm shall notify the Department in writing of any change in the identity of the Utility Coordination Manager. The Utility Coordination Manager shall have the following knowledge, skills, and abilities:

1. A minimum of 4 years of experience performing utility coordination in accordance with Department standards, policies, and procedures.
2. Knowledge of the Department plans production process and utility coordination practices,
3. Knowledge of Department agreements, standards, policies, and procedures.

The Design-Build Firm's Utility Coordination Manager shall be responsible for managing all utility coordination, including, but not limited to, the following:

1. Ensuring that all utility coordination and activities are conducted in accordance with the requirements of the Contract Documents.
2. Identifying all existing utilities and coordinating any new installations. Reviewing proposed utility permit application packages and recommending approval/disapproval of each permit application based on the compatibility of the permit as related to the Design-Build Firm's plans.
3. Scheduling utility meetings, keeping and distribution of minutes of all utility meetings, and ensuring expedient follow-up on all unresolved issues.
4. Distributing all plans, conflict matrixes and changes to affected utility owners and making sure this information is properly coordinated.
5. Identifying and coordinating the execution and performance under any agreement that is required for any utility work needed in with the Design-Build project. Reviewing, approving, signing and coordinating the implementation of all Utility Work Schedules.
6. Resolving utility conflicts.
7. Obtaining and maintaining all appropriate Sunshine State One Call Tickets.
8. Performing Constructability Reviews of plans prior to construction activities with regard to the installation, removal, temporary removal, de-energizing, deactivation, relocation, or adjustment of utilities.
9. Providing periodic project updates to the Department Project Manager and District Utility Office as requested.
10. Coordination with the Department on any issues that arise concerning reimbursement of utility work costs.

The Department has reviewed the project limits and has determined which utility facilities located within the project limits may be impacted by the Project and whether the cost of any necessary utility work as to that impacted utility is to be borne by the utility or by the Design-Build Firm. That information is contained herein. The following UA/O's have been identified by the Department as having facilities within the project corridor which may be impacted by the Project. Also provided below is a determination made by the Department as to the eligibility of reimbursement for each potentially impacted UA/O identified herein.

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UA/O	Eligible for Reimbursement (Y/N)
JEA of Jacksonville	Y
ATT FL	Y
Comcast Cable	Y
MCI Verizon	Y
Level 3	Y
Qwest	Y

The Design-Build Firm is only responsible for the cost of utility work associated with JEA water and Sewer Facilities. The remaining utility owners, within the project limits, will be reimbursed by the Department as approved by Department Legal Council."

Design of Utility Work

a. The Design-Build Firm shall prepare a final engineering design, plans, technical special provisions, and a cost estimate for the Utility Work for JEA Water and Sewer in accordance with JEA Water & Sewer Standards manual, October 2011. In the event of a conflict between the JEA Standards and any other Contract Documents, the Department shall determine which provisions applies based on the intent and purpose of the JEA Utility Work.

b. The Plans Package shall be in the same format as The Department's contract documents for the Project and shall be suitable for reproduction.

c. Unless otherwise specifically directed in writing, the Plans Package shall include any and all activities and work effort required to perform the Utility Work, including, but not limited to, all clearing and grubbing, permitting, survey work, and shall include a traffic control plan.

d. Construction costs for mobilization, clearing and grubbing and MOT shall not be included in the cost of utility relocations. These construction efforts shall be accounted for in the roadway construction costs only and clearly identified in the schedule of values.

e. The Plans Package shall be prepared in compliance with the FDOT Utility Accommodation Manual and the FDOT Plans Preparation Manual in effect at the time the Plans Package is prepared, and The Department's contract documents for the Project. If the FDOT Plans Preparation Manual is updated and conflicts with the FDOT Utility Accommodation Manual, the Utility Accommodation Manual shall apply where such conflicts exist.

f. The Design-Build Firm shall prepare the Utility Work's technical special provisions which are a part of the Plans Package in accordance with The Department's guidelines on preparation of technical special provisions and shall not duplicate or change the general contracting provisions of the FDOT Standard Specifications for Road and Bridge Construction and any Supplemental Specifications, Special Provisions, or Developmental Specifications of the FDOT for the Project.

g. The Design-Build Firm shall provide a copy of the proposed Plans Package to The Department, and to such other right of way users as designated by The Department, for review at the following stages: 90% and Final plans.

h. The Department shall furnish the Design-Build Firm such information from The Department's files

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as requested by the Design-Build Firm; however, the Design-Build Firm shall at all time be and remain solely responsible for proper preparation of the Plans Package and for verifying all information necessary to properly prepare the Plans Package, including survey information as to the location (both vertical and horizontal) of the Utility Facilities. The providing of information by The Department shall not relieve the Design-Build Firm of this obligation nor transfer any of that responsibility to The Department.

i. The Utility Work will include all utility facilities of JEA which are located within the limits of the Project, except those facilities agreed to by JEA to be performed by their forces. These exceptions shall be handled by separate arrangement by The Department.

j. The Design-Build Firm shall fully cooperate and coordinate the Utility Work with all other right of way users in the preparation of the Plans Package. Any conflicts that cannot be resolved through cooperation shall be resolved in the manner determined by The Department.

k. Upon completion of the Utility Work, the facilities shall be deemed to be located on the public road or publicly owned rail corridor under and pursuant to the Utility Permit to be issued by FDOT.

l. As part of the final submittal of the Plans Package, the Design-Build Firm shall also submit an estimate of the amount of the cost of the Utility Work that should be based on the credit required for any increase in the value of the new Facility and for any salvage derived from the old Facility. These credits shall be determined as follows:

Increase in Value Credit

a. Upgrading - A percentage of the total cost of the Relocation Work based on the extent of the betterment obtained from the new Facilities will be applied.

b. Salvage Value – The Department shall receive fair salvage value credit for any salvage, which will become available to the Design-Build Firm as a result of the Utility Work.

The Department shall review the calculations and advise the Design-Build Firm of any objections. In the event that the parties cannot come to an agreement, The Department's determination of the amount shall prevail.

Performance of Utility Work

a. The Design-Build Firm shall incorporate the Plans Package into its contract for construction of the Project.

b. The Department shall perform all engineering inspection, and monitoring of the Utility Work to insure that it is properly performed in accordance with the Plans Package and will complete daily diary records showing approved quantities and amounts or weekly, monthly, and final estimates in accordance with the format required by The Department.

c. Testing, monitoring and reporting shall be performed by the Design-Build Firm in accordance with standard industry practices for water and wastewater and in accordance to JEA Water & Sewer Standards Manual, October 2011.

D. Roadway Plans:

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General:

The Design-Build Firm shall prepare the Roadway Plans Package. This work effort includes the roadway design and drainage analysis needed to prepare a complete set of Roadway Plans, Traffic Control Plans, Environmental Permits and other necessary documents.

Design Analysis:

The Design-Build Firm shall develop and submit a signed and sealed Typical Section Package, Pavement Design Package and Drainage Analysis Report for review and concurrence by the Department and FHWA on Federal Aid Oversights Projects.

Any deviation from the Department's design criteria will require a design variation and any deviation from AASHTO will require a design exception. All such design variations and exceptions must be approved.

These packages shall include the following:

1. **Typical Section Package:**

- Transmittal letter
- Location Map
- Roadway Typical Section(s)
    1. Minimum milling depth
    2. Minimum lane, shoulder, median widths
    3. Slopes requirements
- Data Sheet
- Design Speed

2. **Pavement Design Package:**

- Pavement Design
    1. Minimum design period
    2. Minimum ESAL's
    3. Minimum design reliability factors
    4. Roadbed resilient modulus
    5. Minimum structural asphalt thickness
    6. Cross slope
    7. Identify the need for modified binder
    8. Pavement coring and evaluation

3. **Drainage Analysis:**

The Design-Build Firm shall be responsible for designing the drainage and stormwater management systems. All design work shall be in compliance with the Department's Drainage Manual; Florida Administrative Code, chapter 14-86; Federal Aid Policy Guide 23 CFR 650A; and the requirements of the regulatory agencies. This work will include the engineering analysis necessary to design any or all of the following: cross drains, French drains, roadway ditches, outfall ditches, storm sewers, retention/detention facilities, interchange drainage and water management, other drainage systems and elements of systems as required for a complete analysis. Full coordination with all permitting agencies, the district

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Environmental Management section and Drainage Design section will be required from the outset. Full documentation of all meetings and decisions are to be submitted to the District Drainage Design section. These activities and submittals should be coordinated through the Department's Project Manager.

Modifications to the Drainage Design must be accomplished within the right of way shown in the RFP documents unless additional right of way is obtained by the Design-Build Firm. If the Design-Build Firm desires to purchase additional right-of-way for the project, all right-of-way activities must be in compliance with the Uniform Act. Therefore, the Department will provide all right-of-way services necessary for the acquisition of the additional right-of-way and the Design-Build Firm will be responsible for all costs (including Department personnel costs) and time associated with the acquisition.

Modifications to the storm sewer collection system shall not be evaluated solely upon cost, but also maintenance of the system. Practical and easy access to drainage structures for maintenance is favored by the Florida Department of Transportation and will be an item considered in the technical scoring.

The exact number of drainage basins, outfalls and water management facilities (retention/detention areas, weirs, etc.) will be the Design-Build Firm's responsibility.

The objective is to obtain approved stormwater treatment/attenuation design. This service shall include, but is not limited to the following.

- Identification and provision for permitting and stormwater management and to meet State water quality and quantity standards within the Department's existing right-of-way.

Perform design and generate construction plans documenting the permitted systems function to criteria.

The Design-Build Firm shall verify that all existing cross drains and storm sewers that are to remain have adequate hydraulic capacity and design life. Flood flow requirements will be determined in accordance with the Department's procedures. If any of these existing cross drains or storm sewers are found to be hydraulically inadequate or found to have insufficient design life, they must be replaced or supplemented in accordance with the drainage requirements of this RFP. If any existing cross drains or storm sewers require repairs but otherwise would have sufficient remaining design life, repairs shall be made in accordance with the requirements of this RFP.

The Design-Build Firm will consider optional culvert materials in accordance with the Department's Drainage Manual Criteria.

Prior to proceeding with the Drainage Design, the Design-Build Firm shall meet with the District Drainage Engineer. The purpose of this meeting is to provide information to the Design-Build Firm that will better coordinate the Preliminary and Final Drainage Design efforts. This meeting is Mandatory and is to occur 15 working days prior to any submittals containing drainage components.

The Design-Build Firm shall provide the Department's District Drainage Engineer a signed and sealed Drainage Design Report. It shall be a record set of all drainage computations, both hydrologic and hydraulic. The engineer shall include all necessary support data.

E. Geometric:

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The Design-Build Firm shall design the geometric for the project using the design standards that are most appropriate with proper consideration given to the design traffic volumes, adjacent land use, design consistency, aesthetics, ADA requirements, and this document.

The design elements shall include, but not be limited to, the horizontal and vertical alignments, lane widths, shoulder widths, median widths, cross slopes, borders, sight distance, side slopes, front slopes and ditches. The geometric design developed by the Design-Build Firm shall be an engineering solution that is not merely an adherence to the minimum AASHTO and/or Department standards.

The Design-Build Firm shall use design criteria as specified in the FDOT Plans Preparation Manual for this project except for areas defined in Appendix G – Design Variations and Exceptions.

The horizontal and vertical layout must be per the information provided in Appendix E or a FDOT approved Alternative Technical Concept (ATC). The typical sections shall be per the Typical Section Package in Appendix A or a FDOT approved ATC.

F. Design Documentation, Computations and Quantities:

The Design-Build Firm shall submit to the Department design notes and computations to document the design conclusions reached during the development of the construction plans.

The design notes and computation sheets shall be fully titled, numbered, dated, indexed, and signed by the designer and the checker. Computer output forms and other oversized sheets shall be folded to a standard size 8½" x 11". The data shall be in a hard-back folder for submittal to the Department. At the project completion, a final set of design notes and computations, signed by the Design-Build Firm, shall be submitted with the record set of plans and tracings.

The design notes and calculations shall include, but not be limited to the following data:

1. Design standards used for the project
2. Geometric design calculations for horizontal alignments
3. Vertical geometry calculations
4. Documentation of decisions reached resulting from meetings, telephone conversations or site visits
5. Final quantities list

G. Structure Plans:

1. **Bridge Design Analysis**:

   a. The Design-Build Firm shall submit to the Department final signed and sealed design documentation prepared during the development of the plans.

   b. The Design-Build Firm shall insure that the final geotechnical recommendations and reports required for bridge design are submitted with the 90% bridge plans.

   c. The Design-Build Firm shall "Load Rate" all bridges in accordance with the Department Procedure 850-010-035 and the Structures Manual. The bridge load rating shall be submitted to the Department for review with

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the 90% superstructure submittal. The as-bid load rating (based on the 90% design plans) shall be provided to the Department before any traffic is placed on the bridge. The as-bid load rating shall be signed and sealed by a Professional Engineer licensed in the State of Florida. A final, signed and sealed copy of the Bridge Load Rating, updated for the as-built conditions shall be submitted to the Department's Project Representative and the District Structures Maintenance Engineer with the as-built bridge plans.

d. Any erection, demolition, and any proposed sheeting and/or shoring plans that may potentially impact the railroad must be submitted to and approved by the railroad. This applies to areas adjacent to, within and over railroad rights of ways.

e. The Engineer of Record for bridges shall analyze the effects of the construction related loads on the permanent structure. These effects include but are not limited to: construction equipment loads, change in segment length, change in construction sequence, etc. The Engineer of Record shall review all specialty engineer submittals (camber curves, falseworks systems, etc.) to ensure compliance with the contract plan requirements and intent.

f. For bridges with driven pile foundations, Factored Design Loads per pile shall be limited to not exceed 90% of the Maximum Pile Driving Resistance [see Florida Department of Transportation Structures Design Guidelines, Table 3.5.12-1] for given pile size unless approved by District Two Structures Design Engineer.

2. **Criteria**

The Design-Build Firm shall incorporate the following into the design of this facility:

a. All plans and designs are to be prepared in accordance with AASHTO LRFD Bridge Design Specifications, Department Standard Specifications, Structures Manual, Plans Preparation Manual, Department Standard Drawings, Supplemental Specifications, Special Provisions, and directions from the State Structures Design Engineer, Temporary Design Bulletins, Structures Design Office and / or District Structures Design Engineer.

b. Critical Temporary Retaining Walls: Whenever the construction of a structural component (such as a wall, footing, or other such component) requires excavation that may endanger the public or an existing structure that is in use the Design-Build Firm must protect the existing facility and the public. If a critical temporary retaining wall is, therefore, required during the construction stage only, it may be removed and reused after completion of the work. Such systems as steel sheet pilings, soldier beams and lagging or other similar systems are commonly used. In such cases, the Design-Build Firm is responsible for designing detailing the wall in the set of contract plans. These plans must be signed and sealed by the Structural Engineer in responsible charge of the wall design.

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c. Unless specified elsewhere in this RFP, horizontal clearances to bridge piers and abutments and minimum vertical clearances shall conform to the requirements of the Plans Preparation Manual (PPM).

d. The following criteria specific to each structure shall be incorporated by the Design-Build Firm into the design of the structure:

Structure No.	**Minimum Horizontal Clearance**	**Minimum Vertical Clearance**
720773	99' Left and 99' Right of Baseline of Survey I-10	As specified in PPM

e. Structure depth of the fascia girders shall be held constant with no steps for all bridges.

f. Steel bridges will not be allowed. Florida I-Beams may be utilized, but are not mandatory for this project.

g. A Class 5 surface finish shall be applied to the following exposed concrete surfaces:

- Superstructure – sides and top of traffic railing barriers, coping, bottom of deck overhangs, and fascia surface of exterior concrete beams
- End bents – all exposed surfaces except top of cap and front face of backwall
- Piers – exposed surfaces of columns and pedestals
- Approach slabs – exposed surfaces of traffic railing barriers and coping over walls
- Retaining walls – exposed surfaces of traffic railing barriers and copings

h. All bridge drainage piping will be hidden from view.

i. Concrete surfaces of I-10/Hammond Blvd. interchange bridge substructures shall receive a permanent anti-graffiti coating system as follows:

- Superstructure – sides and top of traffic railing barriers and coping
- End bents – all exposed surfaces except top of cap and front face of backwall
- Piers – all exposed surfaces of columns
- Approach slabs – exposed surfaces of traffic railing barriers and coping over walls
- Retaining walls – all exposed surfaces.

j. Open expansion joints are not permitted.

k. Fill Heights greater than 5 feet shall use MSE walls leading up to bridges.

l. All retaining walls shall be full height walls. Partial height retaining walls

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will not be permitted, such as perched walls (walls located within a slope between the toe of slope and the top of slope) and toe-walls (short walls that eliminate only a small portion of embankment at the bottom of the slope).

m. Sound Barrier aesthetics shall match the existing sound barriers used elsewhere in the District. The panels shall consist of flush panels with a Type "H" finish per Standard Index 5201 (Trapeziod Vertical Fins with Fractured Face) on the front face and a broom finish on the back face. The posts shall have a Type "H" finish on the front face. All exposed faces of the wall shall be coated with a non-sacrificial anti-graffiti coating. The color shall match the color of the existing Sound Barriers elsewhere within the District. The Design-Build Firm shall submit a color sample to the Department for review and approval prior to application of the coating.

n. Cheek walls shall be provided at the following locations:

- Exposed ends of all end bents.
- Exposed ends of piers where the difference in the exterior beam depth in adjacent spans is greater than 9".
- Exposed ends of piers where the ends of exterior beams in adjacent spans are offset in plan.
- Edges of beam ledges for Inverted-T pier caps.

o. Lightweight concrete will not be permitted for any pretensioned concrete superstructure elements.

p. Prestressed, pretensioned concrete beams shall consist of those types contained in the FDOT Design Standards. The use of prestressed concrete slabs (pretensioned or post-tensioned) is not permitted.

q. Pile bents shall not be permitted.

H. Specifications:

Department Specifications may not be modified or revised. The Design-Build Firm shall also include all Technical Special Provisions, which will apply to the work in the proposal. Technical Special Provisions shall be written only for items not addressed by Department Specifications, and shall not be used as a means of changing Department Specifications.

Before construction activities can begin, the Design-Build Firm shall prepare and submit a signed and sealed Construction Specifications Package for the project, containing all applicable Division II and III Special Provisions and Supplement Specifications from the Specifications Workbook in effect at the time the Bid Price Proposals were due in the District Office. The Specifications Package shall be prepared by individual(s) having successfully completed the mandatory Specifications Preparations Training.

The website for completing the training is at the following URL address:

http://www2.dot.state.fl.us/SpecificationsEstimates/PackagePreparation/TrainingConsultants.aspx

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Specification Workbooks are posted on the Department's website at the following URL address:

https://www2.dot.state.fl.us/SpecificationsPackage/Utilities/Membership/login.aspx?ReturnUrl=%2fspecificationspackage%2fDefault.aspx.

The signed and sealed Specifications Package shall also include individually signed and sealed Technical Special Provisions for any and all work not addressed by Department Specifications. Any Technical Special Provisions included in the signed and sealed Construction Specifications Package which had not been included in the proposal phase, may require a contract cost modification as a condition of approval.

Upon review by the Department, the Construction Specifications Package will be stamped "Released for Construction" and initialed and dated by the reviewer.

Any subsequent modifications to the Construction Specifications Package shall be prepared, signed and sealed as a Supplemental Specifications Package, subject to the same process for submittal, review, and, release for construction, as described above, for the original Construction Specifications Package. Construction work affected by Supplemental Specifications Packages shall not begin until stamped "Released for Construction" Supplemental Specification Package is obtained.

I. Shop Drawings:

The Design-Build Firm shall be responsible for the preparation and approval of all Shop Drawings. Shop Drawings shall be in conformance with the Departments Plans Preparation Manual when submitted to the Department and shall bear the stamp and signature of the Design-Build Firm's Engineer of Record (EOR) and Specialty Engineer, as appropriate. The Department shall review the Shop Drawing(s) to evaluate compliance with project requirements and provide any findings to the Design-Build Firm. The Departments procedural review of shop drawings is to assure that the Design-Build Firm's EOR has approved and signed the drawing, the drawing has been independently reviewed and is in general conformance with the plans. The Departments review is not meant to be a complete and detailed review. Upon review of the shop drawing, the Department will stamp "Released for Construction" or "Released for Construction as noted" and initialed and dated by the reviewer.

Shop Drawing submittals must be accompanied by sufficient information for adjoining components or areas of work to allow for proper evaluation of the Shop Drawing(s) submitted for review.

J. Sequence of Construction:

The Design-Build Firm shall construct the work in a logical manner and with the following objectives as guides:

1. Maintain or improve, to the maximum extent possible, the quality of existing traffic operations, both in terms of flow rate and safety, throughout the duration of the project.
2. Minimize the number of different Traffic Control Plan (TCP) phases, i.e., number of different diversions and detours for a given traffic movement.
3. Take advantage of newly constructed portions of the permanent facility as soon as possible when it is in the best interest of traffic operations and construction activity.
4. Maintain reasonable direct access to adjacent properties at all times, with the exception in areas of limited access right-of-way where direct access is not permitted.
5. Proper coordination with adjacent construction projects and maintaining agencies.

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K. Stormwater Pollution Prevention Plans (SWPPP)

The Design-build Firm shall prepare an erosion control plan that is consistent with the Storm Water Pollution Prevention Plan (SWPPP) as required by the National Pollution Discharge Elimination System (NPDES). The Design-Build Firm shall refer to the Plans Preparation Manual for information in regard to the SWPPP and Florida Department of Environmental Protection (FDEP) Rule "62-621.300(4)(a)" for requirements on the erosion control plan, along with the Erosion and Sediment Control Designer and Reviewer Manual. Detailed limits of the erosion control and stabilization items will be necessary but may be shown on the roadway plan sheets. This plan shall be submitted along with the Design-Build Firm's Certification at least 15 days prior to beginning construction activities.

The following shall be included in the erosion control plan:

- Stabilize side slopes as fill is placed for fill heights greater than ten feet
- Wrap dirt dams with filter fabric placed in water

L. Temporary Traffic Control Plan:

1. Traffic Control Analysis:

The Design-Build Firm shall design a safe and effective Temporary Traffic Control Plan to move vehicular traffic during all phases of construction. The areas shall include, but are not limited to, construction phasing, utility relocation, drainage structures, signalization, ditches, front slopes, back slopes, drop offs within clear zone, and traffic monitoring sites. Special consideration shall be given to the drainage system when developing the construction phases. Positive drainage must be maintained at all times.
The Temporary Traffic Control Plan shall address how to assist with maintenance of traffic throughout the duration of the contract.

The Temporary Traffic Control Plan shall be prepared by a certified designer who has completed the Department's training course, and in accordance with the Department's Design Standards and the Roadway Plans Preparation Manual.

Transportation Management Plans (TMPs) are required for significant projects which are defined as:

1. A project that, alone or in combination with other concurrent projects nearby, is anticipated to cause sustained work zone impacts**.**

2. All Interstate system projects within the boundaries of a designated Transportation Management Area (TMA) that occupy a location for more than three days with either intermittent or continuous lane closures shall be considered as significant projects.

For significant projects a TMP will consist of three components:

(1) Temporary Traffic Control (TTC) plan component;
(2) Transportation Operations (TO) component; and
(3) Public Information (PI) component

Additional information can be found in chapter 10 of the PPM.

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2. Temporary Traffic Control Plans**:**

The Design-Build Firm shall utilize Index Series 600 of the Department's Design Standards where applicable. Should these standards be inadequate, a detailed Temporary Traffic Control Plan shall be developed. The Design-Build Firm shall prepare plan sheets, notes, and details to include the following: typical section sheet(s), general notes and construction sequence sheet(s), typical detail sheet(s), traffic control plan sheet(s).

The Design-Build Firm shall prepare additional plan sheets such as cross sections, profiles, drainage structures, retaining wall details, and sheet piling as necessary for proper construction and implementation of the Temporary Traffic Control Plan.

3. **Traffic Control Restrictions:**

Lane Closure Restrictions:

There will be NO LANE CLOSURES ALLOWED during the following hours**:**

I-10: No lane closures allowed between the hours of 5:00am to 8:00pm

US 90/Devoe/Hammond/Ramona/local streets: No lane closures allowed between the hours of 6:00am to 9:00am and 3:30pm to 6:30pm

I-10 Detours: No detours allowed between the hours of 5:00am to 9:00pm

Ramps: No closures allowed between the hours of 5:00am to 9:00pm

A lane may only be closed during active work periods. All lane closures, including ramp closures, must be reported to the local emergency agencies, and the media. Lane closures will be coordinated with the District Two Public Information Office and Construction Office to determine appropriate lead times. Also, the Design-Build Firm shall develop the project to be able to provide for all lanes of traffic to be open in the event of an emergency or if the lane closure causes a driver delay greater than 20 minutes.

The Design Build Contractor shall coordinate all proposed lane closures with the Construction Engineering and Inspection firm a minimum of 5 business days prior to implementation.

Per FDOT Specification 8-6.4, Suspension of Contractor's Operations – Holidays and Special Events, Special Event days for this project include:

1. Thursday before through the close of the TPC Golf Tournament
2. The day of the Daytona 500 and the Coke Zero 400
3. The day prior to through the day after Daytona Bike Week
4. The Friday through the close of Daytona Speed Weeks
5. The Friday through the close of Biketober Fest
6. Friday before through the Sunday after the Florida-Georgia football game
7. The day of the Jaguar home football games (Preseason, regular including Monday and Thursday Night and postseason
8. The day before through the day after the Gator Bowl

M. Environmental Services/Permits/Mitigation:

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The Design-Build Firm will be responsible for preparing designs and proposing construction methods that are permitable. The Design-Build Firm will be responsible for any required permit fees. All permits required for a particular construction activity will be acquired prior to commencing the particular construction activity. Delays due to incomplete permit packages, agency rejection, agency denials, agency processing time, or any permit violations, except as provided in Section V.D.2, will be the responsibility of the Design-Build Firm, and will not be considered sufficient reason for time extension.

N. Signing and Pavement Marking Plans:

The Design-Build Firm shall prepare signing and pavement marking plans in accordance with Department criteria.

Pavement markings on concrete sections shall be high-performance preformed tape and standard preformed tape or preformed thermoplastic where there is no preformed tape of the required type on the Department's Qualified Products List (QPL).

O. Lighting Plans:

The Design-Build Firm shall prepare lighting plans in accordance with Department criteria.

The Design-Build Firm shall be responsible for providing roadway lighting within the project limits along Hammond Boulevard and I-10 ramps.

- All lighting shall be the conventional type (Highmast lighting is not permitted).
- Lighting shall include illumination of overhead guide signs and underdeck lighting.
- Maintenance of existing lighting during construction.

P. Signalization Plans:

The Design-Build Firm shall prepare the Signalization Plans for review and approval by the Department and the City of Jacksonville Traffic Engineering Department, including plan sheets, notes, and details.

Plans shall be drawn at a scale to be based on clarity and plans readability. Signals shall be designed in accordance with the FDOT Design Standards, MUTCD (2009), PPM, and City of Jacksonville Traffic Engineering Department Traffic Signal Requirements. Signalization design shall ensure full compatibility with the City of Jacksonville traffic control system.

The Design-Build Firm shall be responsible for the design of all signal supports. The Design-Build Firm shall show all details (conduits, grounding, signal head bracket, etc.) as well as all design assumptions (wind speed, pole type, proposed/future signal/sign locations, etc.) used in arriving at those details. Auger borings shall be obtained and submitted by the Design-Build firm at each mast arm location.

The Design-Build Firm shall notify the Department and the City of Jacksonville Traffic Engineering Department at least three days before beginning traffic signal related work. Design-Build Firm shall coordinate the final inspection with the Department and the City of Jacksonville Traffic Engineering Department at least ten days in advance of the inspection date.

The Design-Build Firm shall be responsible for the following:

1. All steel signal structures shall have a galvanized coating as required per FDOT specifications.

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Q. Intelligent Transportation System (ITS) Plans:

At NO time will the current ITS System be OFF-LINE. The Design-Build Firm shall maintain the ITS to be fully functional at all times throughout the duration of this project. Notification MUST first be given to Peter Vega at 904-360-5463 at least 48 hours prior to any work being performed on the system.

VII. Technical Proposal Requirements.

A. General:

Each Design-Build Firm being considered for this project is required to submit a Technical Proposal. The proposal shall include sufficient information to enable the Department to evaluate the capability of the Design-Build Firm to provide the desired services. The data shall be significant to the project and shall be innovative, when appropriate, and practical.

B. Submittal Requirements:

The Technical Proposal shall be bound with tabs labeled for each Section with the information, paper size and page limitation requirements as listed below:

A copy of the "Written Technical Proposal" must also be submitted in electronic format on a CD. The format shall be in Microsoft Word and the file saved in html. No macros will be allowed. Minimum font size of ten (10). Graphics and photographs shall be held to a minimum, in the electronic version only, so that Internet loading of the Technical Proposal takes place in 15 seconds or less.

The maximum number of pages for the Technical Proposal shall be 25 typed pages. This page limitation does not include Section 8 Design Support Documents and Section 9 Preliminary Plans. Paper size shall be 8½" x 11", additional larger charts and graphs may be provided if folded neatly to 8½" x 11"

Submit the 7 hard copies and 5 CD's of the Technical Proposal to:

Florida Department of Transportation District Two
Attention: Scott Blocker
District Contract Office, MS 2015
1109 South Marion Avenue
Lake City, Florida 32025-5874

The minimum information to be included:

Section 1: Summary of Preliminary Plans

The Design-Build Firm shall present a summary of how their Preliminary Plans address all significant design and construction issues and constraints. Any specialized materials, equipment, construction schemes or techniques required to implement the Preliminary Plans shall be discussed. Specific areas to be addressed include: Noise Wall Construction, Utilization of Defined Right-of-Way and Accommodation, Relocation and/or Protection of Existing Utilities.

Section 2: Design

a. Describe General Design Elements including, but not limited to:

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- Roadway Design
- Structure Design
- Design coordination and plans preparation schedule
- Construction coordination plan minimizing design changes
- Design considerations that will reduce the intensity and duration of noise and vibrations
- Utility coordination plan
- JEA Utility design

b. Provide details on Geotechnical Investigations including, but not limited to:

- Geotechnical investigation plan
- Ground improvement plan
- Section VI.B Geotechnical Services
- Test load programs

Section 3: Maintenance of Traffic

The Design/Build Firm shall provide an efficient and comprehensive Maintenance of Traffic (MOT) plan that clearly describes all phases of the project. The plan shall include a narrative of the phasing, and any schematics necessary to illustrate the MOT concept. The minimum number of lanes and movements as per the Request for Proposals must be maintained at all times. Thoroughly detail strategies

Section 4: Construction Methods

Discuss proposed means and methods for construction of roadway and structures elements. Thoroughly address construction methods that:

- Minimize disruption to traffic
- Mitigate impacts to other projects
- Minimize impacts to the environment
- Reduce cost
- Provide worker safety
- Exceed minimum material requirements to enhance durability of structural components
- Minimize impacts to property owners
- Minimize impacts to utilities
- Minimize visual, noise, vibration and dust impacts

Section 5: Environmental Impacts

The Design/Build Firm shall clearly demonstrate its understanding and compliance with the environmental issues and impacts of the project and how they plan to mitigate and minimize those impacts.

Section 6: Value Added

Describe all Value Added Project Features that will be provided by the Design/Build Firm. The minimum information to be included shall be in accordance with Section V, Project Requirements and Provisions for Work.

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Section 7: Schedule

Provide a comprehensive and logical Critical Path Method (CPM) schedule that minimizes contract duration. A CPM schedule is required for the project. Proposed Contract Time shall be provided in the Technical Proposal. Proper attention should be provided to the project's critical path elements. Project schedule logic shall include all anticipated major milestones, phasing of associated activities, and coordination efforts. In addition, the project schedule shall separate and clearly identify activities associated with the project or approved ATC. Identify if the Schedule is based on Calendar or Working Days.

The proposed schedule shall not exceed the Maximum Allowable Contract Time of 860. In addition, the Design/Build Firm's schedule shall allow for the specified Department or third party review time (as per Section V.K, Project Schedule) for each document or design component submittal or re-submittal. Failure to provide this Department or third party review time in the project schedule may deem the proposal non-responsive. The minimum information to be included in the summary CPM schedule of anticipated major milestones and their associated phasing shall be in accordance with Section V, Project Requirements and Provisions for Work.

Section 8: Design Support Documents

Submit to the Department as part of the Technical Proposal any calculations, studies and/or research to support features identified in the Technical Proposal. Technical Special Provisions which apply to the work in the Proposal shall be identified. Technical Special Provisions shall be written only for those items not addressed by the Department's Standard Specifications.

Section 9: Preliminary Plans

Paper size: 11" x 17" and/or Submit with the Technical Proposal 6 copies of a printed roll plot (Unlimited Length x 36" Height) of the proposed Project layout.

The minimum information to be included in the preliminary plans is as follows:

Roadway

- Project Limits
- Horizontal alignment
- Pier and abutment location
- Major topographic features
- Proposed vertical profile
- Survey controls and bench marks
- Stationing along Horizontal alignment
- Connections to existing roadway
- Utility provisions
- Maintenance of traffic provisions
- Roadway Typical Section
- Design Variations and Exceptions documentation
- Technical Special Provisions

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Structures

- General Notes
- Plan and elevation
- Begin and end bridge stations
- Proposed Foundation Types and Location
- Proposed Foundation Testing requirements
- Span lengths
- Minimum vertical and horizontal clearances
- Location of expansion and fixed bearings
- Basic material properties (concrete strengths, classifications)
- Typical pier(s) and abutment details
- Cross section of proposed superstructure showing type, size and locations of structural elements
- Aesthetic details
- Technical Special Provisions
- Calculations for controlling beams and controlling piers

C. Evaluation Criteria:

The Technical Review Committee shall evaluate the written Technical Proposal by each Design-Build Firm. The Design-Build Firm should not discuss or reveal elements of the price proposal in the written proposals. A technical score for each Design-Build Firm will be based on the following criteria:

Item	Value
1. Design	
A. General Design Elements	20
B. Geotechnical Investigations	10
2. Maintenance of Traffic	10
3. Construction Methods	15
4. Environmental Impacts	10
5. Value Added	5
6. Schedule	10
Maximum Score	**80**

The following is a description of each of the above referenced items:

1. **Design**

a. **General Design Elements**

Credit will be given for the quality of the following elements including, but not limited to:

- Design coordination and plans preparation schedule
- Construction coordination plan minimizing design changes
- Structure design

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- Design considerations that will reduce the intensity and duration of noise and vibrations
- JEA Utility design

Credit will be given for a design that minimizes periodic and routine maintenance. The following elements should be considered: access to provide adequate inspections and maintenance, access to structure's lighting system, type of construction materials and quality of construction materials. Credit will be assigned for exceeding minimum material requirements to enhance durability of structural components.

Aesthetics will be considered in the geometry, economy, and appropriateness of structure type, structure finishes, shapes, proportion and form. Architectural treatments such as tiles, colors, emblems, etc., will not be considered as primary aesthetic treatments.

b. **Geotechnical Investigations**

Credit will be given for the quality of the following elements including, but not limited to:

- Geotechnical investigation plan
- Ground improvement plan
- Section VI.B Geotechnical Services
- Test load programs

2. **Maintenance of Traffic**

Credit will be given for a MOT scheme that minimizes disruption of roadway traffic. This shall include, but not be limited to, minimization of lane closures, lane widths, visual obstructions, and drastic reductions in speed limits.

3. **Construction Methods**

Credit will be given for construction methods that:

- Minimize disruption to traffic
- Mitigate impacts to other projects
- Minimize impacts to adjacent facilities
- Minimize impacts to the environment
- Reduce cost
- Provide worker safety
- Exceed minimum material requirements to enhance durability of structural components
- Minimize or reduce detours
- Minimize impacts to property owners
- Minimize impacts to utilities
- Minimize visual, noise, vibration and dust impacts

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4. **Environmental Impacts**

   Credit will be given for minimizing impacts to the environment during all phases of design/construction and insuring that all environmental and other project commitments are honored.

5. **Value Added**

   Credit will be given for the extent of the Value Added coverage. This area will be assessed based on additional features above the requirements of the RFP, which may include items such as adding time to warranty period, varying the threshold limits, varying the degrees of distress associated with each evaluated item, among others.

6. **Schedule**

   Credit will be given for a comprehensive and logical schedule that minimizes contract duration. Proper attention should be provided to the project's critical path elements.

D. Final Selection Formula:

The Selection Committee shall publicly open the sealed bid proposals and calculate an adjusted score using the following formula:

$$\frac{BPP}{TS} = \text{Adjusted Score}$$

BPP = Bid Price Proposal
TS = Technical Score (Combined Scores from ELOI and Technical Proposal)

The firm selected will be that firm whose adjusted score is lowest.

The Department reserves the right to consider any proposal as non-responsive if any part of the Technical Proposal does not meet established codes and criteria. Also, if PCT is greater than Maximum Allowable Contract Time (MCT) (860 calendar days) the proposal will be considered non-responsive.

E. Final Selection Process:

After the sealed bids are received, the Department will have a public meeting for the announcement of the Technical Scores and opening of sealed bids. This meeting will be recorded. At this meeting, the Department will announce the score for each member of the Technical Review Committee for each Proposer and each Proposer's average Technical Score. Following announcement of the technical scores, the sealed bid proposals will be opened and the adjusted scores calculated. The Selection Committee should meet a minimum of five working days after the public opening of the Technical Scores and Price Proposals. The Department's Selection Committee will review the evaluation of the Technical Review Committee and the Price Proposal of each Proposer as to the apparent lowest adjusted score and make a final determination of the lowest adjusted score. The Selection Committee has the right to correct any errors in the evaluation and selection process that may have been made. The Department is not obligated to award the contract and the Selection Committee may decide to reject all proposals. If the Selection Committee decides not to reject all proposals, the contract will be awarded to the Proposer determined by the Selection Committee to have the lowest adjusted score.

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VIII. BID PROPOSAL REQUIREMENTS

A. Bid Price Proposal:

Bid Price Proposals shall be submitted on the Bid Blank form attached hereto and shall include one lump sum price for the Project and the number of calendar days within which the Proposer will complete the project. The lump sum price shall include all costs for all design, geotechnical surveys, architectural services, engineering services, Design-Build Firms quality plan, construction of that portion of the Project, and all other work necessary to fully and timely complete that portion of the Project in accordance with the Contract Documents, as well as all job site and home office overhead, and profit, it being understood that payment of that amount for that portion of the Project will be full, complete, and final compensation for the work required to complete that portion of the Project. The Price Proposal shall be hand delivered in a separate sealed package to the following:

Florida Department of Transportation District Two
Attention: Scott Blocker
District Contract Office, MS 2015
1109 South Marion Avenue
Lake City, Florida 32025-5874

The package shall indicate clearly that it is the Price Proposal and shall identify clearly the Proposer's name, and project description. The Bid Price Proposal shall be secured and unopened until the date specified for opening of Price Proposals.

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