



Florida Department of Transportation
District 2

**DESIGN-BUILD MAXIMUM PRICE
REQUEST FOR PROPOSAL**
for
SR 23 (TOLL 23), Duval County

**Financial Projects Number(s): 430565-3-52-01
430565-3-56-02**

**Federal Aid Project Number(s):
Contract Number: E2Q19**

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ATTACHMENTS

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

Appendix A – Typical Section Package
Appendix B – Pavement Design Package
Appendix C – Division I Design-Build Specifications and Special Provisions
Appendix D – Value Added Specifications
Appendix E – Noise Study Report
Appendix F – Horizontal Layout
Appendix G – Right of Way Maps & Parcels
Appendix H – Wetland Dredge and Fill Sketches
Appendix I – Project Development Summary Report
Appendix J – Project Advertisement
Appendix K – Guide Sign Locations and Requirements
Appendix L – Toll Gantry Locations and Requirements
Appendix M – Design Variations
Appendix N – Standard Protection Measures for the Eastern Indigo Snake

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.

Preliminary Concept Plans
Geotechnical Information
Permit Information
Advance Utility Coordination Information
As-Built Plans
CADD Files
Survey Data
Design Traffic Report
Toll Infrastructure Design Calculations and CADD Files (To be provided)
JEA Utility Scope

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 the SR 23 Toll Road (Toll 23) from north of Argyle Forest Boulevard (MP 1.574) to south of SR 8 (I-10) (MP 7.726). Additional improvements include construction of interchanges (3) at SR 134 (103rd Street), at SR 228 (Normandy Boulevard) and at New World Avenue; construction of cross road improvements at the previously indicated interchange locations; and construction of electronic tolling gantries, lighting, and an ITS system. In addition to corridor specific ITS improvements, the Design-Build Firm shall also design and construct fiber optic cable within the I-10 corridor for an approximate distance of 7.9 miles and within the SR-9 (I-95) corridor for an approximate distance of 33.0 miles. This project is the initial segment of two separate projects that will design and construct a toll road from SR 21 (Blanding Boulevard) to SR 8 (I-10). The improvements are anticipated to include the construction of a minimum of a four lane limited access mainline facility, three interchanges and the construction of nine new bridges.

For the purpose of bidding, the Department has established a maximum price of \$ 84,651,500.00. The JPA utility relocation work (430656-1-56-02) has a maximum bid price of \$2,000,000.00. This amount is not the Department's official cost estimate for the work but is the maximum price constraint established for this contract. Submission of a bid under the maximum price is not a guarantee of contract award and cannot be interpreted as an appropriate or awardable bid amount. For this contract, the Department will reject as non-responsive any Price Proposal in excess of the maximum price amount shown above and the firm will not be considered for Final Selection.

During preparation of the bid, if concerns regarding the Department's maximum price arise, submit a letter of maximum price concern to Robert L. Parks, Director of Transportation Development, by January 3, 2013. The Department will review the letter of maximum price concern and determine its next course of action. This process is established to provide the opportunity for Firms to express maximum price concerns prior to submission of a Proposal.

Each Design-Build Firm is to develop design approaches with corresponding schedules in accordance with the scope described in the RFP that can be designed and built without exceeding this maximum price. If notified of a concern with the maximum price amount, the Department may modify the scope.

Any changes to requirements of the RFP by a Design-Build Firm must be approved by the Department through the Alternative Technical Concept (ATC) Proposal process, as described herein, prior to the information cut-off date. For this Project, the Department considers the following to be requirements of the Project that are not be changed by the Design-Build Firms:

- Typical Sections for Road and Bridge (Appendix A)
- Minimum Pavement Design (Appendix B)
- Minimum Bridge Clearance (Horizontal and Vertical) for all bridges (Section VI.G of this RFP)
- Toll Infrastructure

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

For clarity in communication, the following project/work description is broken down as follows:

- Overview
- Roadway work to be completed
- Structures
- Drainage
- Geotechnical
- Traffic Control
- Utilities
- Right-of-Way
- Permitting and Environmental
- Intelligent Transportation System (ITS)
- Signing and Pavement Marking
- Signalization
- Lighting
- Aesthetics
- Architecture/Toll Infrastructure
- Tolling Equipment Installation Coordination

Overview

The scope of work includes all investigations, design, permitting, coordination, final approved construction documents, and construction activities necessary for a complete limited access toll road and additional improvements specified herein. The project limits extend from 5,730 feet north of Argyle Forest Boulevard (MP 1.574) to 6,660 feet south of SR 8 (I-10) (MP 7.726). The following sections describe the general work scope of this project. Additional requirements are listed in this RFP and Volume 1 Appendices.

The Department, under separate contract, has produced Concept Plans for this project. The Concept Plans are included in Volume II of this RFP (Other Documents) 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 Concept Plans may not be consistent or in compliance with all the requirements of this RFP.

Roadway

The Design-Build Firm shall design and construct the following roadway improvements:

- Perform full construction and/or milling/resurfacing/widening of SR 23 (Toll 23) within the specified limits.
- Perform full construction of an interchange at SR 134 (103rd Street).
- Perform full construction of an interchange at SR 228 (Normandy Boulevard).
- Perform full construction of an interchange at New World Avenue.
- Add turn lanes, ramp acceleration/deceleration lanes and median modifications (per Appendix F) to all interchange cross roads.
- Mill and resurface all interchange cross roads within the limits of interchange construction including the limits of areas affected by Maintenance of Traffic (MOT) operations.

- Construct three (3) local access roads at the SR 134 (103rd Street) interchange.
- Construct Samaritan Way (Chaffee Road realignment).
- Construct Sarroca Lane access road.

The Design-Build Firm shall provide a design in conformance with the concept provided in Appendix F or in conformance with an approved Alternative Technical Concept (ATC) as described in Section V.B. of this RFP.

Structures

The Design-Build Firm shall design and construct the following structures for SR 23 (Toll 23) unless modified by an approved ATC as described in Section V.B. of this RFP:

- SR 23 (Toll 23) Bridge Northbound over SR 134 (103rd Street)
- SR 23 (Toll 23) Bridge Southbound over SR 134 (103rd Street)
- SR 23 (Toll 23) Southbound Collector/Distributor over SR 134 (103rd Street)
- SR 23 (Toll 23) Bridge Northbound over SR 228 (Normandy Blvd.)
- SR 23 (Toll 23) Bridge Southbound over SR 228 (Normandy Blvd.)
- SR 23 (Toll 23) Southbound Collector/Distributor over SR 228 (Normandy Blvd.)
- Box Bridge Extension(s) adjacent to SR 228 (Normandy Blvd.) (Br. No. 720762)
- SR 23 (Toll 23) Bridge Northbound over New World Avenue
- SR 23 (Toll 23) Bridge Southbound over New World Avenue
- SR 23 (Toll 23) Northbound Ramp Bridge over New World Avenue
- Box Culvert Extensions and New Box Culverts
- Sound walls (12' height) at the locations shown in Appendix E

The Design-Build Firm shall design and construct Sound Barriers at the following locations:

- Bent Creek (East R/W), 16-ft high wall, Begin Sta. 2158+62, End Sta. 2205+00 (CL Const. SR 23)
- Samaritan Way (East R/W), 12-ft high wall, Begin Sta. 39+62, End Sta. 53+26 (CL Const. Samaritan Way)

Fill heights greater than 5 feet shall use full-height MSE walls leading up to bridges.

Miscellaneous structures for lighting, signals, and ITS equipment shall be designed and constructed.

Toll Gantries utilizing standard designs included in Appendix L shall be constructed. The Design-Build Firm shall be responsible for the design, permitting, and construction of the Toll Infrastructure.

Drainage

Stormwater treatment ponds are to be designed as wet detention systems unless otherwise indicated in the conceptual plans. All systems will be designed to meet the typical and customary standard of maintenance.

Geotechnical

The Department, under separate contracts, has produced soil borings. The soil borings are included in Volume II of this RFP (Other Documents) and are supplied to the Design-Build Firm for informational purposes only. The Design-Build Firm is responsible for its own geotechnical investigations, reporting, and implementation.

Traffic Control

The Design-Build Firm will be responsible for developing a Traffic Control Plan (TCP) and executing it accordingly.

The Design-Build Firm will be responsible for coordinating Traffic Control with the Design-Build Firm constructing the adjacent southern segment of SR 23 (Toll 23).

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 above and below ground within the project limits, and for coordinating with the Utility Agency/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 minimize, and to the greatest extent possible, avoid impacts to existing utilities within the project limits.

The Design Build firm is required to provide power and communication utilities for the tolling infrastructure as part of this contract. Power requirements include 120/240v and communication requirements include T-1 type data connections to each toll gantry building. All utilities located in the right-of-way shall be underground.

Right-of-Way

It is the Department's intent that all Project construction activities be conducted utilizing the existing horizontal alignment within the existing right-of-way. The Design-Build Firm may submit a Technical Proposal that requires the acquisition of additional right-of-way. Any Technical Proposal that requires the acquisition of additional right-of-way will not extend the contract duration as set forth in the existing Request for Proposal under any circumstances. The Department will have sole authority to determine whether the acquisition of additional right-of-way on the Project is in the Department's best interest, and the Department reserves the right to reject the acquisition of additional right-of-way.

If a Design-Build Firm intends to submit a Technical Proposal that requires the acquisition of additional right-of-way, the Design-Build Firm shall discuss such a proposal with the Department as part of the Question & Answer process or as part of the Alternative Technical Concept process, as applicable. If a Design-Build Firm submits a Technical Proposal that requires the acquisition of additional right-of-way and the Design-Build Firm fails to discuss such a proposal with the Department as part of the Question & Answer process or as part of the Alternative Technical Concept process, then the Department will not consider such aspects of the Proposal during the Evaluation process. If the Design-Build Firm's Technical Proposal requires additional right-of-way, the additional right-of-way will be required to be directly acquired by the Department. The Design-Build Firm shall submit, along with the Technical Proposal, certified sketches and legal descriptions including area in square feet of any proposed additional right of way parcels. On State funded projects, the additional right-of-way will be acquired by the Department in accordance with all applicable state laws. On Federally funded projects, the additional right-of-way will be acquired by the Department in accordance with all applicable federal laws, specifically including but not limited to the Uniform Relocation Assistance and Real Property Acquisition Policies for Federal and Federally Assisted Programs (42 USC Chapter 61) and its implementing regulations. All costs concerning the acquisition of additional right-of-way will be borne solely by the Design-Build Firm. The Department will have sole discretion with respect to the entire acquisition process of the additional right-of-way.

If the Design-Build Firm's Technical Proposal requires additional right-of-way, the acquisition of any such right-of-way shall be at no cost to the Department, and all costs associated with securing and making ready for use such right-of-way for the Project shall be borne solely by the Design-Build Firm as a part of

the Design-Build Firm's Lump Sum Price Bid. The Department will not advance any funds for any such right-of-way acquisition and the Design-Build Firm shall bear all risk of delays in the acquisition of the additional property, regardless of cause or source.

The Department will provide to the successful Design-Build Firm an estimate of all costs related to the acquisition and use of the additional right of way for the project. At the time the Design-Build Firm returns the executed contract to the Department, the Design-Build Firm will provide the Department funds equal to the amount of the Department's estimate along with a Letter of Credit approved by the Department in an amount equal to 100% of the Department's estimate. If additional funds beyond the Department's estimate are anticipated, the Design-Build Firm shall be solely responsible for all such costs and provide the same to the Department upon ten (10) days written notice from the Department. The Letter of Credit is for the purpose of securing the obligations of the Design-Build Firm with respect to the acquisition and use of additional right of way. The Letter of Credit will be released upon the Department's determination that all costs related to the acquisition of and making ready for use of the additional right of way have been satisfied. Any remaining funds provided will be returned to the Design-Build Firm.

Any additional right-of-way must be acquired prior to the commencement of any construction on the Project. The Design-Build Firm waives any and all rights or claims for information, compensation, or reimbursement of expenses with respect to the Design-Build Firm's payment to the Department for costs associated with the acquisition of the additional right-of-way. The additional right-of-way cannot be used for any construction activity or other purpose until the Department has issued an applicable parcel clear letter or a Right-of-Way Certification for Construction.

If the Department's attempt to acquire the additional right-of-way is unsuccessful, then the Design-Build Firm shall provide a design of the Project within existing right-of-way and be required to complete the Project solely for the Lump Sum Price Bid, with no further monetary or time adjustments arising there from. Under no circumstances will the Department be liable for any increase in either time or money impacts the Design-Build Firm suffers due to the Design-Build Firm's proposed acquisition of additional right-of-way, whether or not the acquisition is successful.

Right-of-way maps are provided in Appendix G.

The AT&T Mobility cellular tower and equipment building located within FDOT right-of-way at the southeast quadrant of the 103rd Street intersection are being removed by others. Removal of these items is not part of the project.

Permitting and Environmental

The Design-Build Firm shall modify the Environmental Resource Permit (ERP) from the St. Johns River Water Management District and the Section 404 permit from the United States Army Corps of Engineers. The existing permit covers both the north and south projects. Any modification to the permits shall be limited to the north project (430565-3).

The Design-Build Firm should be advised that the SR 23 (Toll 23) project consists of two separate projects. This contract covers the north segment. Some of the provided appendices and attachments include information for both segments of SR 23 (Toll 23).

Intelligent Transportation System (ITS)

The Design-Build Firm shall be responsible for developing an acceptable integrated ITS plan and implementing it accordingly. ITS fiber connections are required for all toll equipment buildings.

The City of Jacksonville has completed a separate ITS system integration along Brannan Field Chaffee Road and State Road 21, which shall be tied into the SR 23 (Toll 23) ITS system as part of this project.

The Design-Build Firm shall coordinate with the District Two ITS Engineer for requirements related to this tie-in

Minimum ITS requirements for the project are provided in Section VI-Q.

Signing and Pavement Marking

The Design-Build Firm shall be responsible for developing an acceptable signing and pavement marking plan and implementing it accordingly.

An extensive guide sign program will be included in the project. Minimum guide sign requirements are provided in Appendix K.

Signalization

The Design-Build Firm shall be responsible for design and construction of new signals at the interchanges at SR 134 (103rd Street), at SR 228 (Normandy Blvd.) and at New World Avenue.

Lighting

The Design-Build Firm shall be responsible for developing an acceptable lighting plan in accordance with Department guidelines. Conventional lighting and under deck lighting shall be provided in accordance with FDOT standards. The existing corridor lighting shall remain or be replaced in kind if disrupted by construction activity. New lighting shall only be required at the SR 134, SR 228 and New World Avenue interchanges and along Samaritan Way.

Aesthetics

The Design-Build Firm shall be responsible for providing aesthetic treatment to all retaining walls, sound barriers and interchange bridge pier columns. Minimum aesthetic treatment requirements for the project are provided in Section VI-G.

Architecture

The Design-Build Firm shall be responsible for the design and construction of Toll Infrastructure consisting of Toll Equipment Structures (Accessible Gantries) and Toll Equipment Buildings. Each Toll Facility shall include a building and generator, electrical system, communications systems, SCADA system, access control and security system, CCTV system, HVAC systems, Lightning Protection System, and be designed and constructed in accordance with the information provided in Appendix L.

Gantry, toll equipment building, and loop pavement locations have been preliminarily identified in the Concept Plans. If locations different than those shown in the Concept Plans are proposed, the Design-Build Firm shall coordinate with and obtain approval from the Department on the new locations and the new locations shall comply with the criteria defined in this RFP. The Design-Build Firm shall refer to other sections within the RFP, and associated attachments, for specific requirements when locating toll equipment gantry structures and other tolling elements.

The Design Build firm should anticipate updating the building design to meet current building code requirements at the time of permit application.

Tolling Equipment Installation Coordination

After the Design-Build Firm completes the toll equipment building(s) and associated tolling infrastructure in accordance with Appendix L, each site will be temporarily turned over to the Department's toll equipment contractor. The Department's toll equipment contractor will install and test the tolling

equipment. Allow 30 working days (each direction) for the toll equipment contractor to install and test the toll equipment at each building site. After completion of the installation, the tolling infrastructure site will be returned to the contractor for project completion. The project schedule should include this activity in the computation of contract time for the project.

A. Design-Build Responsibility:

The Design-Build Firm shall be responsible for survey, geotechnical investigation, design, acquisition of all permits not acquired by the Department, 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 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 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 Design-Build Firm shall examine boring data, where available, and make their own interpretation of the subsoil investigations and other preliminary data, and shall base their bid on their own opinion of the conditions likely to be encountered. The submission of a proposal is prima facie evidence that the Design-Build Firm has made an examination as described in this provision.

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.

The Department will furnish and install Tolling equipment on overhead gantry systems. All other aspects of the Toll Gantry Infrastructure shall be supplied and constructed by the Design-Build Firm.

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
September 17, 2012 (Monday)	Advertisement
October 9, 2012 (Tuesday) 2:00 p.m.	Expanded Letters of Interest for Phase I of the procurement process due in District Office
November 1, 2012 (Thursday) 10:00 a.m.	Proposal Evaluators submit Expanded Letter of Interest Scores to Contracting Unit.
November 6, 2012 (Tuesday) 8:30 a.m.	Public Meeting of Selection Committee to review and confirm Expanded Letter of Interest scores
November 6, 2012 (Tuesday) 2:00 p.m.	Notification to Responsive Design-Build Firms of the Expanded Letter of Interest scores
November 8, 2012 (Thursday) 2:00 p.m.	Deadline for all responsive Design-Build firms to affirmatively declare intent to continue to Phase II of the procurement process.
November 8, 2012 (Thursday) 4:15 p.m.	Shortlist Posting Begins
November 14, 2012 (Wednesday) 5:00 p.m.	Shortlist Posting Ends
November 15, 2012 (Thursday)	Final RFP provided to Design-Build firms providing Affirmative Declaration of Intent to continue to Phase II of the procurement process
November 15, 2012 (Thursday) 10:00 a.m.	Pre-proposal meeting.
November 28, 2012 (Wednesday)	Alternative Technical Concept Meeting No. 1
December 5, 2012 (Wednesday)	Alternative Technical Concept Meeting No. 2
December 19, 2012 (Wednesday) 5:00 p.m.	Final deadline for submission of Design Exceptions or Variances
December 19, 2012 (Wednesday) 5:00 p.m.	Deadline for submittal of Alternative Technical Concept Proposals.
January 17, 2013 (Thursday)	Information Cut-off date (Last Date Department may provide any information to Design-Build Firms prior to the submittal of Technical Proposals)
January 10, 2013 (Thursday) 5:00 p.m.	Deadline for submittal of questions, for which a response is assured, prior to the submission of the Technical Proposal. All questions shall be submitted to the Pre-Bid Q&A website.
January 17, 2013 (Thursday)	Deadline for the Department to post responses to the Pre-Bid Q&A website for questions submitted by the Design-Build Firms prior to the submittal of the Technical Proposal.
January 25, 2013 (Thursday) 2:00 p.m.	Technical Proposals due in District Office.
February 7, 2013 (Thursday)	Page Turn Meeting
February 14, 2013 (Thursday)	Question and Answer Session. Times will be assigned during the pre-proposal meeting. One hour will be allotted for questions and responses.
February 21, 2013 (Thursday)	Final deadline for submission of questions/requests for information
February 21, 2013 (Thursday) 5:00 p.m.	Deadline for submittal of Written Clarification letter following Question and Answer Session.
February 20, 2013 (Wednesday)	Deadline for submittal of questions, for which a response is assured, prior to the submission of the Price Proposal. All questions shall be submitted to the Pre-Bid Q&A website.
February 26, 2013 (Tuesday)	Deadline for the Department to post responses to the Pre-Bid Q&A website for questions submitted by the Design-Build Firms prior to the submittal of the Price Proposal.
February 28, 2013 (Thursday) 2:00 p.m.	Public announcing of Technical Scores and opening of Price Proposals.
March 5, 2013 (Tuesday)	Public Meeting of Selection Committee to determine intended Award
March 5, 2013 (Tuesday)	Posting of the Department's intended decision to Award
March 8, 2013 (Friday)	Posting of the Department's intended decision to Award ends.
March 11, 2013 (Monday)	Anticipated Award
March 21, 2013 (Thursday)	Anticipated Execution

All of the meetings will be held at the Florida Department of Transportation, District 2 Office Complex, 1109 S. Marion Avenue, Lake City, Florida 32025. All listed times are local time.

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 Price Proposal guaranty in an amount of not less than five percent (5%) of the total bid amount shall accompany each Proposer's Price Proposal. The Price Proposal 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 Price Proposal 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 Price Proposal guaranty shall be a liquidated sum, which shall be due in full in the event of default, regardless of the actual damages suffered. The Price Proposal guaranty of all Proposers' shall be released pursuant to 3-4 of the Division I Design-Build Specifications.

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 the Department to discuss with all concerned parties the proposed Project, 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 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 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, 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. Page-Turn Meeting:

The Department will meet with each Proposer, formally for thirty (30) minutes, for a page-turn meeting. FHWA will be invited on FA Oversight Projects. The purpose of the page-turn meeting is for the Design-Build Firm to guide the Technical Review Committee through the Technical Proposal, highlighting sections within the Technical Proposal that the Design-Build Firm wishes to emphasize. The page-turn meeting will occur between the date the Technical Proposal is due and the Question and Answer session occurs, per the Schedule of Events section of this RFP. The Department will terminate the page-turn meeting promptly at the end of the allotted time. The Department will audiotape record or videotape all or part of the page-turn meeting. All audiotape recordings or videotape recordings will become part of the Contract Documents. The page-turn meeting will not constitute discussions or negotiations. The Design-Build Firm will not be permitted to ask questions of the Technical Review Committee during the page-turn meeting. An unmodified aerial or map of the project limits provided by the Design-Build Firm is acceptable for reference during the page-turn meeting. The unmodified aerial or map may not be left with the Department upon conclusion of the page turn meeting. Use of other visual aids, electronic presentations, handouts, etc., during the page turn meeting is expressly prohibited. Upon conclusion of the thirty (30) minutes, the Technical Review Committee is allowed five (5) minutes to ask questions pertaining to information highlighted by Design-Build Firm. Participation in the page-turn meeting by the Design-Build Firm shall be limited to five (5) representatives from the Design-Build Firm. Design-Build Firms desiring to opt out of the page-turn meeting may do so by submitting a request to the Department.

F. Question and Answer Session:

The Department may meet with each Proposer, formally, for a Question and Answer (Q&A) 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. All audiotape recordings or videotape recordings will become part of the Contract Documents. 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.

G. 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
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.

H. 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

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.

I. 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.

J. Modification or Withdrawal of Technical Proposal:

Proposers may modify or withdraw previously submitted Technical Proposals at any time prior to the Technical Proposal due date. Requests for modification or withdrawal of a submitted Technical Proposal shall be in writing and shall be signed in the same manner as the Technical Proposal. Upon receipt and acceptance of such a request, the entire Technical 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 Technical Proposal provided the change is submitted prior to the Technical Proposal due date.

K. 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.

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.

L. 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.

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:

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/specificationoffice/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
<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>
27. Florida Department of Transportation Traffic Engineering Manual
<http://www.dot.state.fl.us/TrafficOperations//Operations/Studies/TEM/TEM.shtm>
28. Florida Department of Transportation Intelligent Transportation System Guide Book
http://www.dot.state.fl.us/TrafficOperations/Doc_Library/Doc_Library.shtm
29. 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>
30. Florida Department of Transportation Bicycle and Pedestrian Policies and Standards
http://www.dot.state.fl.us/safety/ped_bike/ped_bike_standards.shtm
31. Federal Highway Administration Hydraulic Engineering Circular Number 18 (HEC 18).
http://www.fhwa.dot.gov/engineering/hydraulics/library_arc.cfm?pub_number=17
32. 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>
33. Florida Statutes
<http://www.leg.state.fl.us/Statutes/index.cfm?Mode=View%20Statutes&Submenu=1&Tab=statutes&CFID=14677574&CFTOKEN=80981948>
34. Florida Building Code
<http://www.floridabuildingcode.com>
35. NFPA 780 Standard for the Installation of Lightning Protection System

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 while providing the best value for the public. ATC discussion meetings may be held in order for the Design-Build Firm to describe proposed changes to supplied basic configurations, Project scope, design criteria, and/or construction criteria. The alternative technical concept shall provide an approach that is equal to or better than what is required by the Request for Proposal (RFP), as determined by the Department. Concepts which reduce quality, performance, or reliability should not be proposed. A proposed concept is not an ATC if it is contemplated by the RFP.

Each Design-Build Firm with proposed changes may request an ATC discussion meeting to describe the proposed changes. Any request for an ATC discussion meeting must be accompanied by a list of ATC's to be reviewed and discussed during the ATC discussion meeting. This list may not be inclusive of all ATC's to be discussed but it should be comprehensively sufficient to allow the Department to identify appropriate personnel which should attend the ATC discussion meeting. The purpose of the ATC discussion meeting is to discuss the ATC proposals, answer questions that the Department may have related to the ATC proposal, review other relevant information and when possible establish whether the proposal meets the definition of an ATC thereby requiring the submittal of a formal ATC submittal. 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 proposal.

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

- Typical Sections for Road and Bridge (Appendix A)
- Minimum Pavement Design (Appendix B)
- Minimum Bridge Clearance (Horizontal) for all bridges (Section VI.G of this RFP)
- Tolling Infrastructure Requirements (Appendix L)

2. Submittal of ATC Proposals

All ATC submittals must be in writing.

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 along with suggested changes to the requirements of the RFP which would allow the alternative proposal;
- 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

- 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.;

3. Review of ATC Submittals

After receipt of the ATC submittal, 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, or requires additional information within 14 calendar days of receipt of the ATC submittal. If the DDE or designee determines that more information is required for the review of an ATC, questions should be prepared by the DDE or designee to request and receive responses from the Design-Build Firm. The review should be completed within 14 calendar of the receipt of the ATC submittal. 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.

The Department will issue an addendum to the RFP subsequent to acceptance of any ATC. Such a change will be approved by FHWA, as applicable. Approved Design Exceptions or Design Variances will result in an addendum 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 acceptance in their proposal and the Proposal Price should reflect any incorporated ATC's.

By submitting a Proposal, the Design-Build Firm agrees, if it is not selected, to disclosure of its work product to the successful Design-Build Firm, only after receipt of the designated stipend (if applicable) or after award of the contract whichever occurs first.

C. Geotechnical Services:

1. General Conditions:

The Design-Build Firm shall submit qualification statements for the geotechnical, the dynamic testing, load testing and the non-destructive testing firms to be used on the Project for acceptance by the District Geotechnical Engineer at least thirty (30) calendar days before beginning the design. The Department will review these qualification statements, provide comments or request additional information within fifteen (15) calendar days (excluding weekends and Department observed holidays). Acceptance by the Department 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.

The Design-Build Firm will be responsible for identifying and performing any geotechnical investigation, analysis, and design dictated by the Project needs in accordance with Department guidelines, procedures, and specifications. All geotechnical work necessary shall be performed in accordance with the governing regulations. The Design-Build Firm shall be solely responsible for all geotechnical aspects of the Project.

The Design-Build Firm shall provide geotechnical design and construction reports to the Department. The reports shall be a record set of all geotechnical information, including relevant support data, and shall be signed and sealed by a Professional Engineer registered in the State of Florida and experienced in geotechnical engineering for roads and bridges designed and constructed in accordance with Department procedures. This registered professional shall hereinafter be referred to as the Geotechnical Foundation Design Engineer of Record.

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, inspection and dynamic testing. In addition to the standard policies, the following qualifications are required:

- Production pile lengths and driving criteria shall be developed by the same engineering firm, and under the same Professional Engineer in responsible charge, that perform the dynamic pile testing. This Engineer must have been in responsible charge of the geotechnical foundation construction engineering and dynamic testing work on at least five (5) Department bridge projects, including at least one (1) Department Structure Design Category 2 bridge project 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. Dynamic testing equipment operators must have successful dynamic testing experience on at least five (5) Department bridges including at least one (1) Department Structures Design Category 2 bridge project having driven pile foundations. The experience may have been obtained while working under the supervision of another qualified operator. 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 who has passed EDC Monitoring Certification as evidenced by a Smart Structures valid Certification Card and Identification. 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 five (5) Department bridge projects, including at least one (1) Department Structures Design Category 2 bridge projects having driven pile foundations. This “responsible charge” experience shall include verifiable and successful dynamic pile load testing using EDC gauges with signal matching and Wave Equation computer analysis 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 five (5) Department bridge projects, including at least one (1) Department Structures Design Category 2 bridge project 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-qualified Pile Driving Technicians in the numbers necessary to comply with Department specifications for recording pile driving records. Provide pile-driving logs to the Department within twenty-four (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 to the satisfaction of the Department.

3. Drilled Shaft Foundations for Bridges and Major Structures

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, inspection and foundation testing. In addition to the standard policies, the following qualifications are required:

- Use professional engineers registered in the State of Florida with at least three (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) Department bridge projects, including at least one (1) Department Structures Design Category 2 bridge project with drilled 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 the Department within twenty-four (24) hours of completing the shaft. The Geotechnical Foundation Design Engineer of Record shall be responsible for addressing any foundation installation problems with the assistance and concurrence of any required specialists to the satisfaction of the Department.
- Use drilled shaft superintendents in responsible charge of drilling operations experienced in drilled shaft installation and testing in the State of Florida and meeting the requirements of section 455-15.1.2 of the Department Standard Specifications. This “responsible charge” experience shall include at least three (3) Department bridge projects, including at least one (1) Department Structures Design Category 2 bridge project with drilled shaft foundations.

4. Drilled Shaft Foundations for Miscellaneous Structures

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, inspection and foundation testing. In addition to the standard policies, the following

qualifications are required:

- Use professional engineers registered in the State of Florida with at least three (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 the Department within twenty-four (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 meeting the requirements of section 455-15.1.2 of FDOT Standard Specifications. This “responsible charge” experience shall include at least three (3) Department projects with drilled shaft foundations of similar size and depth.

5. Auger Cast Piles for Sound Barriers

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, inspection and foundation testing. In addition to the standard policies, the following qualifications are required:

- Use professional engineers registered in the State of Florida with at least three (3) years of post-registration experience in auger cast pile foundation design and construction.
- The auger cast pile installation shall be supervised and certified by the Geotechnical Foundation Design Engineer of Record. These services shall include providing auger cast pile inspectors with experience in at least one (1) Department project inspecting the installation of auger cast piles. Inspectors shall complete and pass the CTQP computer based training class for auger cast piles.
- Use an auger cast pile superintendent in responsible charge of drilling and pile installation operations experienced in the installation of auger cast piles in Florida meeting the requirements of section 455-47 of the Department Standard Specifications. This “responsible charge” experience shall include at least three (3) Department projects with auger cast piles of similar size and depth.

6. Spread Footings 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 inspection. In addition to the standard policies, the following qualifications are required:

- Use professional engineers registered in the State of Florida with at least three (3) years of post-registration experience in foundation design and construction. The Geotechnical Foundation Design Engineer of Record must have designed and worked on at least three (3) Department projects with spread footing foundations. All designs must be signed and sealed by the Geotechnical Foundation Design Engineer of Record.

The spread footing construction shall be supervised and certified by the Geotechnical Foundation Design Engineer of Record.

D. Environmental and Building Permits:

1. Storm Water and Surface Water:

Plans shall be prepared in accordance with Chapters 373 and 403 (F.S.) and Chapters 40 and 62 (F.A.C.).

2. Permits:

Environmental 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. 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 following the special provisions in regards to the Eastern Indigo Snake. Standard protection measures for the Eastern Indigo Snake are provided in Appendix N of this RFP.

The Design-Build Firm shall be responsible for an assessment of all potential gopher tortoise habitats 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 their 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.

The Department is obtaining a St. Johns River Water Management District (SJRWMD) Environmental Resource Permit (ERP) and the United States Army Corps of Engineer Section 404 Permit. The Design-Build Firm shall be responsible for modifying the ERP Permit and the United States Army Corps of Engineer Section 404 Permit if the proposed design alters the conditions of the Permits. All costs

associated with the procurement of additional wetland mitigation credits and all costs associated with obtaining the permit modifications shall be the responsibility of the Design-Build Firm.

Any permitting requirements associated with the ITS fiber optic installation shall be the responsibility of the Design-Build Firm.

Building Permits

Toll Equipment Buildings are self permitted. The Design-Build Firm shall be responsible for preparing any necessary permit applications, estimates and all documents required thereby, to obtain permits required for all work. It is not anticipated that the Design-Build Firm would be required to obtain any permits from any government agency external to the Florida Turnpike Enterprise (FTE), except for the State Fire Marshall, to perform work for a toll plaza since the FTE is self-permitting. As self-permitting, the FTE utilizes an outside contractor to perform the functions associated with the permitting process for toll equipment buildings and associated site work. All costs associated with use of this outside contractor shall be the responsibility of Design-Build Firm. The Design-Build Firm shall submit the permit documents (plans, specifications and estimates) to the Department's Permit Coordinator for review and submittal to the Department's outside contractor for issuance of a building or demolition permit to the Design-Build Firm. The permit submittal must include an extra set of all documents for FTE record documents.

Building design included in the Toll Infrastructure Attachment may need to be modified to meet building code requirements at the time of permit application.

Building permit applications shall be coordinated with and submitted through:

Mr. John Provost-Heron, Turnpike Document Coordinator for Permitting, Phone: (305) 222-1477

The Design-Build Firm shall prepare and submit design documents for all building disciplines (Civil, Structural, Architectural, Mechanical, Electrical) for review and approval by the Department. Upon approval by the Department, the Design-Build Firm shall coordinate through Mr. Provost-Heron the submittal of the approved Final design documents to the Department's Building Code Administrator for a building permit and to the State Fire Marshall for approval. Approved Final design documents shall include all vertical construction and applicable adjacent construction with a project cost estimate.

During construction, coordinate all required inspections for permitting requirements through the Department CEI and Mr. Richard Webb with the Building Code Administrative Services, the Department's outside contractor for permitting. Mr. Richard Webb can be reached at 850-942-2828 by phone or at 4802 Sweetwater Lane, Tallahassee, FL 32811 by mail.

Note; For permitting purposes separate set of plans are required for site location to include architecture, structural, MEP for the building along with associated site work around the building to included maintenance access are, generator, fuel tank, transformer. Cost estimates for each building is also required for permitting

E. Railroad Coordination: NOT APPLICABLE

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.

The Design-Build Firm should be advised that surveys provided by the Department are not complete. Supplemental surveys may be required.

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 Adobe PDF files of all documents listed below
- 8 sets of 11” X 17” roadway plans
- 8 sets of 11” X 17” structure plans

- 8 sets of 11" X 17" each component set
- 8 sets of 11" X 17" ITS plans
- 8 sets of 11" X 17" plus Electronic copies of Toll Facilities/Architecture/Site Civil/Structural/Mechanical/Electrical plans
- 8 sets of 11" X 17" Toll Equipment Structure Plans and Calculations
- 1 Electronic PDF copy of Toll Equipment Structure Plans
- 1 Electronic PDF copy of the Electrical and Mechanical Design Analysis Reports, energy calculation, and specifications.
- 4 copies of Final Geotechnical Report
- 4 copies of Final Bridge Hydraulic Report
- 4 sets of documentation – roadway/drainage
- 4 set of documentation -structures
- 2 copies of Specifications with Workbook
- 4 copies of Technical Special Provisions*
- 1 Signed Sealed Bridge Load Rating
- 1 set of check prints and certification from QA/QC review

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

Final/100% Component Plans

- 1 complete set of Adobe PDF files of all documents listed below
- 8 sets of 11" X 17" roadway plans
- 8 sets of 11" X 17" structure plans
- 8 sets of 11" X 17" each component set
- 8 sets of 11" X 17" ITS plans
- 8 sets of 11" X 17" plus Electronic copies of Toll Facilities/Architecture/Site Civil/Structural/Mechanical/Electrical plans, energy calculation, and specifications.
- 8 sets of 11" X 17" Toll Equipment Structure Plans
- 1 Electronic PDF copy of Toll Equipment Structure Plans and Calculations
- 8 sets of final documentation
- 1 signed and sealed copy of Specifications Package*
- 2 sets of electronic copies of Technical Special Provisions on CD
- 1 set of check prints & certification from QA/QC review

*The Specifications Office requires a PDF version for review.

The Design/Build Firm shall provide a list of all changes made to the Plans or Specifications that were not directly related to the 90% Plans review comments. Significant changes (as determined by the Department) made as a part of the 100% submittal that were not reviewed or provided in response to the 90% submittal comments, may require an additional review phase prior to the Released for Construction plan set

Construction Set:

- 1 set of 11"X 17" copies of the signed and sealed plans and specifications package (including any TSP's) for the Department to stamp "Released for Construction"
- 1 set of CADD files on CD
- 1 PDF set of 11" x 17" 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" x 17" 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 fifteen (15) calendar days (excluding Holidays as defined in section 1-3 of the Specifications) prior to construction of that component. Final signed and sealed plans related to Category II structures will be delivered to the Department's Project Manager a minimum of twenty (20) calendar days (excluding Holidays as defined in section 1-3 of the Specifications) 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 comment. Once all comments have been satisfactorily resolved as determined by the Department, the Department's Project Manger will initial, date and stamp each submittal as "Released for Construction". Only signed and sealed plans which are stamped "Released for Construction" by the Department's Project Manager 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
- 4 sets of 11" X 17" copies of the signed and sealed plans
- 1 signed and sealed copy of the Bridge Load Rating based on as-built conditions
- 2 sets of final documentation (if different from final component submittal)
- 4 (four) Final Project CD's

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 Project. All changes shall be signed/sealed 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.

- Typical Section Package
- Pavement Design Package

3. Railroad Coordination: NOT APPLICABLE TO THIS PROJECT

I. Contract Duration:

The Design-Build Firm shall establish the contract duration for the subject Project. In no event shall the contract duration exceed 1,100 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-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 weekends and Department observed Holidays) 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 weekends and Department observed Holidays) for these reviews.

The following Special Events have been identified in accordance with Specification 8-6.4:

- Friday before through the Sunday after the Florida-Georgia football game
- The day of the Jaguar home football games (Preseason, Regular including Monday and Thursday Night and postseason)
- The day before through the day after the Gator Bowl.

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 and 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
- Intelligent Transportation System Design
- Intelligent Transportation System Construction
- Lighting Design
- Lighting Construction
- Tolling Infrastructure Design

- Tolling Infrastructure Construction
- Toll Equipment Installation (allow 30 days per location and direction)
- Maintenance of Traffic Design
- Maintenance of Traffic Set-Up (per duration)
- Erosion Control
- Holidays and Special Events (shown as non-work days)
- 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 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
- Utilities Meeting
- Design Kickoff Meeting
- Comment Resolution Meeting
- Pre-Construction Meeting
- Dispute Review Board Meetings

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

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.

The Design-Build Firm shall, on a monthly basis, provide written progress reports that describe the items of concern and the work performed on each task.

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
- Special interest groups (private groups, homeowners associations, environmental groups, minority groups and individuals)

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 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 these 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.

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 fifteen (15) working days following issuance 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 Standard 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 shall be the representative of their respective organizations for the Project.

P. Engineers Field Office:

An Engineers Field Office will not be required for this project.

Q. 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.

R. 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. AutoCADD should be used for Architectural/Building design.

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.

S. 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.

T. 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.

U. 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, Value Added Bridge Component, included as an Attachment.

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

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

V. 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. Adjoining construction projects include but are not limited to:

- SR 23 (Toll 23) from SR 21 Blanding Blvd. to North of Argyle Forest Boulevard (FIN 430565-1, 430565-2). This project is the southern segment of the toll road and is anticipated to be under construction mid 2013.
- SR 8 (I-10) Interchange at Hammond Boulevard (Marietta) (FIN 231301-2-52-01, 231301-2-56-01). This project adds a new interchange to I-10 and is anticipated to be under construction in late 2012.
- SR 9 (I-95) Fm US 1 to CR 210 – Landscaping (FIN 428758-1-52-01). This project is anticipated to be under construction in early 2013.
- SR 9 (I-95) Intersection Improvements @ CR 210 (FIN 424307-1-58-01). This project is anticipated to be under construction in late 2012.

W. 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.

X. Design Issue Escalation:

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 (3) calendar days (excluding weekends and Department observed holidays), to answer, resolve or address the issue. The three (3) calendar day (excluding weekends and Department observed holidays) period 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 (3) calendar days (excluding weekends and Department observed holidays). The Design-Build Firm shall provide any available supporting documentation.

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

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

Y. 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 ten (10) calendar days (excluding weekends and Department observed holidays). 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 (10) calendar days (excluding weekends and Department observed holidays). 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 (3) calendar days (excluding weekends and Department observed holidays) to answer, resolve or address the issue. The three (3) calendar day (excluding weekends and Department observed holidays) period 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 (3) calendar days (excluding weekends and Department observed holidays). The Design-Build Firm shall provide any available supporting documentation.

The Design-Build Firm shall provide a similar issue escalation process for their 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 unit system.

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

- The Design-Build Firm shall dispose of all cleared and grubbed material off-site. Burning of material and/or debris is prohibited within the project limits.
- The Design-Build Firm shall identify all proposed stock piling locations prior to use. Allocations shall be approved by the department prior to use. No stock piles shall be placed in wetlands.
- All curb & gutter areas shall be compacted in static mode only.
- All milled areas shall be covered with Type SP asphalt the same day as the milling operation occurs.
- Honor all commitments established by the Department in the NEPA Documents provided in Appendix I. In the event of a conflict, commitments in the most current Project Reevaluation shall supersede those from the previous studies.

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 may be required to ensure all aspects of the Project are covered.

The Design-Build Firm shall develop a Foundation Plan (FP) for the installation of piles and submit the proposed FP to the Department for review and approval. The FP is intended to establish process control standards and quality assurance for the installation of piles. Include in the FP:

- (1) the pile installation plan as per section 455-10 of the Standard Specifications,
- (2) the names of the CTQP qualified inspectors assigned to inspect the pile installation,
- (3) the quality control processes that will be implemented to avoid that damaged piles are installed or that piles are damaged during installation,
- (4) quality control processes to make sure that the required capacity is achieved in all piles. If driving criteria is used to accept piles, the FP shall include dynamic testing and analysis to verify or adjust the driving blow count criteria when driving conditions change (such as unanticipated tip elevations, hammer modifications, presence of temporary piles and structures, preforming changes, etc.),
- (5) the FP shall identify a single representative of the Design-Build Team, independent of field operations personnel, to resolve to the Department's satisfaction conflicts in the driving procedures, the FP, and/or interpretations of the driving criteria. This person shall be available within four hours notice, and shall have the authority to refer issues to higher levels (corporate, if needed).

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 (2) calendar days (excluding weekends and Department observed holidays). If, as determined by the Department, pile driving equipment, procedures and/or personnel 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.

If the Design-Build Firm so desires, it may consider soil set-up. For Production Piles driven to less than the Nominal Bearing Resistance and accepted based on a set check performed more than seventy two (72) hours after initial drive, calculate the Nominal Bearing Resistance using the appropriate Resistance Factor from the table below titled “Resistance Factors for Pile Installation Using Soil Setup (all structures)”.

On the other hand, Production Piles that are driven to less than the Nominal Bearing Resistance may be accepted based on the anticipated soil setup (without set-checks on every pile) if and only if the following criteria are met:

1. Pile tip is deeper than the Minimum Penetration Elevation required by the Department standards or guidelines, or stated in this RFP.
2. End of Initial Drive (EOID) resistance exceeds 1.10 times the Factored Design Load for the pile bent/pier.
3. The Resistance Factor for computing Nominal Bearing Resistance is taken from the following table:

Resistance Factors for Pile Installation Using Soil Setup (all structures)			
Loading	Design Method	Construction QC Method	Resistance Factor, ϕ
Compression	Davisson Capacity	PDA and CAPWAP ¹	0.55
		Static Load Testing ²	0.65
		Statnamic Load Testing ²	0.60
Uplift	Skin Friction	PDA and CAPWAP ¹	0.45
		Static Load Testing ²	0.55
¹ Dynamic Load Testing and Signal Matching Analysis			
² Used to confirm the results of Dynamic Load Testing and Signal Matching Analysis			

4. At least one (1) test pile is driven at each bent and one (1) of the following sets of dynamic load testing conditions are met:
 - a. At least 10% of piles in bent/pier (round up to the next whole number), are instrumented, and all test piles & instrumented drives demonstrate pile resistance exceeds the Nominal Bearing Resistance within seven (7) days.
 - b. At least 20% of piles in bent/pier (round up to the next whole number), are instrumented, and all test piles & instrumented drives demonstrate pile resistance exceeds the Nominal Bearing Resistance within twenty-one (21) days.

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

1. Selection of pile type.
2. Selection of test pile lengths and locations, if any.
3. Selection of the hammer driving system(s).
4. Handling and driving piles without damage.
5. Selection of one of the following Production Pile acceptance options and notifying the Department of the selection before driving Test Piles:
 - i. Standard pile driving criteria with PDA test pile(s), CAPWAP, and Wave Equation Analysis in accordance with the specifications.

- ii. Standard pile driving criteria with EDC monitored test piles, using tip and top gauges and Wave Equation Analysis in accordance with the specifications.
 - iii. EDC monitoring of all Test Piles and all Production Piles (100%), using tip and top gauges.
 - iv. PDA monitoring of all Test Piles and all Production Piles (100%), with CAPWAP analysis in at least ten (10) percent of the piles (rounded up to the nearest whole number) including at least one pile in each bent/pier.
6. Performance of the pile dynamic testing 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.
7. Selection of production pile lengths.
8. Development of the driving criteria in accordance with the specifications, when required.
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, engineering analysis and Production Pile acceptance criteria. At least one (1) calendar day (excluding weekends and Department observed holidays) 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. When EDC is selected as the dynamic testing method, installing and monitoring all EDCs.
11. Driving piles to the required capacity and minimum penetration depth.
12. Recording the pile driving information, keeping a pile-driving log for each pile driven, providing pile driving logs to the Department within twenty four (24) hours of completing the driving of each pile, 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.
13. Submitting the Foundation Certification Packages: Submit two (2) copies of a certification of pile foundations signed and sealed by the Geotechnical Foundation Design Engineer of Record to the Department within one (1) week of finishing each foundation unit and prior to Pile Verification Testing. The Foundation Certification shall certify that the foundation piles have the required axial capacity, lateral stability, pile integrity, and that the foundation will have tolerable settlements that will not affect the functionality of the structure. A foundation unit is defined as all the piles within one (1) bent or pier for a specific bridge. For voided piles, perform a visual inspection of all piles above and below the water line prior to certifying the piles are free from damage. 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. For voided piles, the Foundation Certification Package shall also contain documentation, including underwater video or still photography, which verifies the final integrity of the exposed portion of each pile, from mudline to pile cap. The results of dynamic testing will not be sufficient to meet to this requirement, since dynamic testing does not identify vertical cracking. The certification shall not be contingent on any future testing or approval by the Department.

14. Within two (2) calendar days (excluding weekends and Department observed holidays) 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 verification 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 one (1) per foundation unit) of the production piles (rounded up to the nearest whole number) for dynamic load testing.
15. 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 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. The Department will provide the results of the verification testing and identify additional needs for verification testing within one (1) calendar day (excluding weekends and Department observed holidays) of testing.
16. 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) selected by the Department 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.

NOTE: 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 dynamic testing results, the Department's results will be final and will be used for acceptance.

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 Department standards, policies and procedures. Existing subsurface information may be used. Supplemental subsurface investigation and testing may 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 develop a FP for drilled shaft construction. The FP shall be reviewed and

approved by the Geotechnical Foundation Design Engineer of Record before submitting to the Department. Submit the proposed FP to the Department for review and 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. Include the names of the CTQP qualified inspectors assigned to inspect the drilled shaft installation. The FP shall identify a single representative of the Design-Build Team, independent of field operations personnel, to resolve to the Department's satisfaction conflicts in the drilled shaft installation procedures. This person shall be available within four (4) hours notice, and shall have the authority to refer issues to higher levels (corporate, if needed). 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 Department.

The FP will be used to govern all drilled shaft construction activities. 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 drilled shaft construction FP at any time during production drilled shaft construction. If, as determined by the Department, drilled shaft construction equipment, procedures and/or personnel for the FP are 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 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 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 Department at least forty-eight (48) hours before beginning test shaft construction.
- 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 (1) test hole will be required when there are shafts both on land and in water. When there is more than one (1) 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 (5) feet (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 Department. 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 Department for review and approval at least five (5) calendar days (excluding weekends and Department observed holidays) 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.
- 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 Department within twenty-four (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 three (3) calendar days (excluding weekends and Department observed holidays) for the Department to review the data and select shafts that will require CSL testing.
- Performing Cross-Hole Sonic Logging (CSL) tests on all nonredundant drilled shafts supporting bridges. For redundant drilled shaft bridge foundations, 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 Department within five (5) calendar days (excluding weekends and Department observed holidays) of test completion.
- Submitting the Foundation Certification Packages.
 - Each Foundation Certification package shall include a letter signed and sealed that certifies the foundation drilled shafts have the required axial capacity, lateral stability, integrity, and that the foundation will have tolerable settlements that will not affect the functionality of the structure, 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 the Department.
 - Submit two (2) copies of the Foundation Certification Package signed and sealed by the Geotechnical Foundation Design Engineer of Record to the Department within thirty (30) days of finishing each foundation unit and prior to Verification

Testing. A foundation unit is defined as all the shafts within one (1) 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.
 - The Department may verify the integrity of any shaft by thermal integrity testing, which could be performed within twenty-four (24) hours and seventy-two (72) hours after being poured, and/or by Cross Hole Sonic Logging.

Within two (2) calendar days (excluding weekends and Department observed holidays) 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 five (5) calendar days (excluding weekends and Department observed holidays). 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 develop a Foundation Plan (FP) for drilled shaft construction. The FP shall be reviewed and approved by the Geotechnical Foundation Design Engineer of Record before submitting to the Department. Submit the proposed FP to the Department for review and 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. Include the names of the CTQP qualified inspectors assigned to inspect the drilled shaft installation. If the FP is updated based on the construction of the method shaft(s) (Test Hole), or other changes in circumstances, the update will not be in effect until approved by the Department.

The FP will be used to govern all drilled shaft construction activities. 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 drilled shaft construction FP at any time during production drilled shaft construction. If, as determined by the Department, 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 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
- Constructing the method shaft (test hole) successfully and conducting integrity tests on the shaft using crosshole sonic logging.
- 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 soil borings for all drilled shafts, and recommended production drilled shaft tip elevations. 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 (excluding weekends and Department observed holidays) 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 twenty-four (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 two (2) calendar days (excluding weekends and Department observed holidays) for the Department to review the data before any further construction on the shafts.
- Performing Cross-Hole Sonic Logging (CSL) tests on shafts selected by the Department, on at least 30% of the shafts (rounded up to the next whole number).
- 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 (axial, lateral and torsional) 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 the Department.
 - Submit two (2) copies of the Foundation Certification Package signed and sealed by the Geotechnical Foundation Design Engineer of Record to the Department within thirty (30) days of finishing each foundation unit and prior to Verification Testing. A

foundation unit is defined as all the shafts within one (1) 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 two (2) calendar days (excluding weekends and Department observed holidays) 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 (excluding weekends and Department observed holidays). 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 Testing. In case of disagreement of test results, the Department's results will be final and used for determination of acceptance.

Auger Cast Piles for Sound Barrier Walls

For the design and construction of Auger Cast piles for sound barrier walls, 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 Department reserves the right to observe and perform verification testing on any auger cast pile installation during any phases of the foundation operations. Auger cast Piles are only acceptable for sound barrier wall foundations.

The Design-Build Firm shall develop a FP for auger cast pile construction. Submit the proposed FP to the Department for review and 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 455-47 (Auger Cast Pile Installation Plan), the equipment and procedures for visual inspection and any additional methods to identify and remediate auger cast pile deficiencies. Include in the FP the name of the inspectors assigned to monitor the installation of the auger cast piles, including evidence of the inspectors having taken and passed the CTQP computer based training course for auger cast piles.

The FP will be used to govern all auger cast piling construction activities. 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 auger cast pile construction FP at any time during production auger cast pile construction. If, as determined by the Department, construction equipment, procedures and/or personnel for the FP is deemed inadequate to consistently provide auger cast piles meeting the contract requirements, the Design-Build Firm's FP approval may be withdrawn pending corrective actions. All auger cast piles construction activities shall then cease and not restart until corrective actions have been taken and the FP has been re-approved.

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

- Evaluating geotechnical conditions and designing the foundations.
- Constructing all auger cast piles to the required tip elevation and socket requirements.
- Inspecting auger cast pile installation.
- Documenting and submitting the field installation logs to the Department within 24 hours of grout placement.
- Submitting the Foundation Certification Packages.
 - Each Foundation Certification package shall include a letter signed and sealed that certifies the auger cast piles have the required axial capacity, lateral stability and integrity, and that the foundation will have tolerable settlements that will not affect the functionality of the structure, and clearly legible copies of all auger cast pile logs and the Department spreadsheet properly completed for every auger cast pile, and the grout strength test results of the lots sampled. All integrity problems and non compliance with the specifications must be properly addressed and corrected to the satisfaction of the Department prior to submitting the certification packages. The certification shall not be contingent on any future testing or approval by the Department.
 - Submit a certification letter signed and sealed by the Engineer of Record to the Department within thirty (30) days of finishing each foundation unit. The foundation unit is defined as a group of piles per wall segment or per full wall. Every auger cast pile must be certified and the certification accepted before continuing with the construction beyond the pile-column installation.
 - Providing safe access, and cooperating with and working with the Department in the visual verification of the auger cast pile installation.
 - The Department will have up to four (4) calendar days (excluding weekends and Department observed holidays) of receipt of the Foundation Certification Package to examine the records and determine the acceptability of the auger cast piles. The Department will reject any certification package that is incomplete or indicates non compliance with the specifications without the situation being corrected to the satisfaction of the Department.
 - If any auger cast pile is found to be deficient, the Design-Build Firm shall correct the deficiency (i.e. repair or replace the auger cast pile) and/or modify the design to compensate for the deficiency. In case of disagreement of test results, the Department's results will be final and used for determination of acceptance.

Cement grout strength deficiencies shall be handled in accordance with the remedial procedures and payment reductions specified in section 455-43.

Spread Footings Foundations

For the design and construction of spread footings, 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 be responsible for the following:

- Evaluating geotechnical conditions and designing the spread footing.
- Constructing the spread footing to the required footing elevation, at the required soil or rock material, and at the required compaction levels.
- Inspecting the construction of the spread footings, verifying that the footing is founded at the proper soil/rock material and that the design requirements are met.
- Submitting the Foundation Certification Packages.
 - Each Foundation Certification package shall include a letter signed and sealed that certifies the spread footing has the required axial capacity, lateral, torsional and overturning stability and integrity, and that the foundation will have tolerable settlements that will not affect the functionality of the structure. All integrity problems and non compliance with the specifications must be properly addressed and corrected to the satisfaction of the Department prior to submitting the certification packages. The certification shall not be contingent on any future testing or approval by the Department.
 - Submit a certification letter signed and sealed by the Geotechnical Foundation Design Engineer of Record to the Department within thirty (30) days of finishing each foundation unit. The foundation unit is defined as a spread footing supporting a column of a bridge pier or bent, or spread footing(s) supporting a miscellaneous structure or a sound barrier segment. Spread footing must be certified and the certification accepted before continuing with the construction beyond the pile-column installation.
- The Department will have up to two (2) calendar days (excluding weekends and Department observed holidays) of receipt of the Foundation Certification Package to examine the records and determine the acceptability of the shallow foundation. The Department will reject any certification package that is incomplete or indicates non compliance with the specifications without the situation being corrected to the satisfaction of the Department.

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 four (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.

UA/O	Eligible for Reimbursement (Y/N)
AT&T Distribution	No
AT&T Transmission	No
Comcast Cable	No
JEA Water and Sewer	No
JEA Electric Distribution	No
JEA Transmission	No
Florida Gas Transmission	No
Level 3 Communications	No
Teco Peoples Gas	No

Design of Utility Work:

- a. Design-Build Firm shall prepare a final engineering design, plans, technical special provisions, permit applications (including, but not limited to, JEA, FDEP and the City of Jacksonville) and a cost estimate for the Utility Work for JEA Water and Sewer in accordance with JEA Water & Sewer Standards manual, August 2008, and other applicable JEA Standards. In the event of a conflict between the JEA Standards and any other Contract Documents, the Department shall determine which provisions apply 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, additional subsurface engineering (as required), utility coordination (telephone, fiber, cable, electrical, gas, etc.) 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, 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 conflict exists.
- f. 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: 60%, 90% and Final plans.
- h. The Department shall furnish the Design-Build Firm such information from the Department's files as requested by the Design-Build Firm; however, the Design-Build Firm shall, at all times, be and remain solely responsible for the 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 (except electric), which are located within the limits of the Project, except those facilities agreed to by

- JEA to be performed by their forces. Their 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 under and pursuant to the Utility Permit to be issued by FDOT or the City of Jacksonville. The Design-Build Firm shall facilitate and comply with all permit conditions, and provide all disinfection, pressure testing, laboratory tests, etc., to obtain regulatory approval and clearance to place the utilities in service.
 - 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. Expired Service Life - If an entirely new Facility is constructed and the old Facility retired, credit for the normally-expected service life of the old Facility applies.
- b. 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.
- c. Salvage Value - FDOT 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.

FDOT 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:

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.

At the toll gantry locations special measures will be required to accommodate loop installation. For a distance of 100' at each toll gantry the FC-5 Friction Course shall be replaced with 1-1/2" of FC-12.5 Friction Course on all mainline lanes. The SP layer shall be adjusted to accommodate the change in friction course thickness.

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. Identify if ARMI layer is required
 3. Minimum lane, shoulder, median widths
 4. Slopes requirements
- Data Sheet
- Design Speed

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

2. 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, side drains, roadway ditches, outfall ditches, storm sewers, 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 Environmental Management section and District 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.

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

The objective is to obtain approved stormwater treatment/attenuation permits and also meet the FDOT design criteria. This service shall include, but is not limited to the following.

Identification of and provision for a stormwater management system to meet State water quality and quantity standards within the Departments existing right-of-way. Generally, stormwater facilities shall be designed so as not to require fencing, however, facilities not in infield areas but adjacent to the Limited Access right of way shall be fenced with Type A fence in accordance with the Department's Design Standards.

Location of maintenance access and gates for stormwater facilities shall be approved by the Department.

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.

There are two specific offsite drainage concerns that must be addressed by the Design-Build Firm.

In the northeast quadrant of the SR 134 (103rd Street) interchange there is a wetland area that drains towards the west. This wetland system drainage is not mixed with the project storm water in the concept plans, drainage calculations or SJRWMD permit. The Design Build Firms should be aware of this situation and shall coordinate with adjacent property owners.

In the southwest quadrant of the SR 228 (Normandy Blvd.) interchange there is an offsite area that drains to the northeast. The Design-Build Firm should be aware of this condition and consider off site drainage patterns during the development of the design of the drainage system.

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 fifteen (15) calendar days (excluding weekends and Department observed holidays) 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:

The Design-Build Firm shall design the geometry 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 (PPM).

The Design-Build Firm shall be advised that the concept plans are not entirely compliant with the requirements of the RFP.

The horizontal layouts shall be in conformance with the alignments shown in Appendix F or an approved Alternative Technical Concept (ATC) as described in Section V.B. of this RFP. In order to be approved, the ATC must meet the following minimum requirements.

- The Department will not allow a reduction in the number of travel lanes, collector distributor lanes, auxiliary lanes, ramp lanes or storage lengths specified in Appendix F of this RFP.
- The capacity level of service of the proposed geometric layout must remain as designed in the Horizontal Layout presented in Appendix F, or improved. The Department will conduct a traffic analysis on any modified geometric layout and compare it to the traffic analysis of the Department's Horizontal layout to confirm the adequacy of the ATC traffic capacity/level of service. The traffic analysis for the Department's concept plans will be made available to all proposers. The Department has established the minimum number of lanes for each mainline and ramp movement and will not consider any reductions in the number of lanes provided.
- The required number of lanes shall be as indicated in Section VI.E of this RFP.

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

SR 23 (Toll 23) Mainline

- The Design Speed shall be 70 mph for the entire limits of the Project.
- The Design Vehicle shall be WB-62FL.
- SR 23 (Toll 23) shall be designed to FDOT interstate standards.
- Mill and Resurface all existing pavement not requiring reconstruction due to design.
- Construct cross slope correction of existing southbound pavement between southern project terminus and SR 134 (103rd Street). Remove crown from lane line and construct standard cross slope per the typical section package.
- Fence shall be constructed along all limited access Right of Way.

Southbound CD (CD1)

- The Design Speed shall be 60 mph.
- The Design Vehicle shall be WB-62FL.

Ramps

- The Design Speed shall be as listed in the table below.

- The Design Vehicle shall be WB-62FL.

Minimum Required Ramp Design Speeds			
RAMP (As shown in Appendix F)	Design Speed	Limits	Chain Name
K	50 mph	Entire Ramp	RAMPK
L	50 mph	Entire Ramp	RAMPL
M	50 mph	Entire Ramp	RAMPM
N-2	50 mph	STA 500+00.00 - 514+50.81	RAMPN2
	35 mph	STA 514+50.81 - 528+42.15	
N-1	50 mph	STA 400+00.00 - 425+19.57	RAMPN1
	60 mph	STA 425+19.57 - 442+39.41	
O	45 mph	Entire Ramp	RAMPO
P	50 mph	Entire Ramp	RAMP P
Q	50 mph	Entire Ramp	RAMPQ
R-2	35 mph	Entire Ramp	RAMPR2
R-1	50 mph	STA 400+00.00 - 421+70.86	RAMPR1
	60 mph	STA 421+70.86 - 438+45.65	
S	50 mph	Entire Ramp	RAMPS
T-1	50 mph	Entire Ramp	RAMPT1
U	50 mph	Entire Ramp	RAMPU
V	50 mph	Entire Ramp	RAMPV
T-2	35 mph	STA 500+00.00 - 515+46.52	RAMPT2
	50 mph	STA 515+46.52 - 551+87.83	

SR 134 (103rd Street)

- The Design Speed shall be 45 mph.
- The Design Vehicle shall be WB-62FL.
- Roadway is classified as Urban Minor Arterial
- All roadway pavement between Sta. 156+30 (CL Const. 103rd St.) and Sta. 199+85 (CL Const. 103rd St.) shall be milled and resurfaced if reconstruction is not required by design.
- Close median openings per Appendix F.
- Provide new median openings per Appendix F.
- Sidewalk shall be provided between Sta. 166+60 and Sta. 199+85 (RT) (CL Const. 103rd St.) and between 164+58 and Sta. 199+85 (LT) (CL Const. 103rd St.).
- The following turn lane movements shall be provided:
 - A single right turn lane from 103rd St. Eastbound to the SR 23 Southbound entrance ramp. (Ramp K)
 - A single right turn lane from 103rd St. Westbound to the SR 23 Northbound entrance ramp. (Ramp M)

- A single right turn lane from 103rd St. Westbound to the SR 23 Southbound loop ramp. (Ramp N-2)
- Single left turn lanes at three access roads (NW, NE and SE quadrants of the interchange).
- A double left turn lane from 103rd St. Eastbound to the SR 23 Northbound entrance ramp. (Ramp M)

SR 228 (Normandy Boulevard)

- The Design speed shall be 50 mph.
- The Design Vehicle shall be WB-62FL.
- Roadway is classified as Urban Other Principal Arterial.
- All roadway pavement between Sta. 518+19 (BL Const. Normandy Blvd.) and Sta. 548+60 (BL Const. Normandy Blvd.) shall be milled and resurfaced if reconstruction is not required by design.
- Close median openings per Appendix F.
- Provide new median openings per Appendix F.
- The following turn lane movements shall be provided:
 - A single right turn lane from Normandy Blvd. Eastbound to the SR 23 Southbound entrance ramp. (Ramp O)
 - A single right turn lane from Normandy Blvd. Westbound to the SR 23 Northbound entrance ramp. (Ramp Q)
 - A single right turn lane from Normandy Blvd. to the SR 23 Southbound loop ramp. (Ramp R-2)
 - A double left turn lane from Normandy Blvd. Eastbound to the SR 23 Northbound entrance ramp. (Ramp Q)

New World Avenue

- The Design speed shall be 45 mph.
- The Design Vehicle shall be WB-62FL.
- Roadway is classified as Urban Minor Arterial.
- All roadway pavement between Sta. 236+65 (CL Const. New World Ave.) and Sta. 259+77 (CL Const. New World Ave.) shall be milled and resurfaced if reconstruction is not required by design.
- Close median opening per Appendix F.
- Provide new median openings per Appendix F. ,
- Sidewalk shall be provided between Sta. 236+55 (CL Const. New World Ave.) and Sta. 259+81 (CL Const. New World Ave.) on both north and south sides of New World Ave.
- The following turn lane movements shall be provided:
 - A single right turn lane from New World Ave. Eastbound to the SR 23 Southbound entrance ramp. (Ramp S)
 - A single right turn lane from New World Ave. Westbound to the SR 23 Northbound entrance ramp. (Ramp U)
 - A single right turn lane from New World Ave. Eastbound Blvd. to the SR 23 Northbound loop ramp. (Ramp T-2)
 - A single left turn lane from New World Ave Westbound to the SR 23 Southbound entrance ramp. (Ramp S)

Samaritan Way

- The Design Speed shall be 40 mph.
- The Design Vehicle shall be WB-62FL.
- The Design-Build Firm shall construct an urban section (two-12' traffic lanes, two- 4 foot bicycle lanes, curb, gutter and sidewalk) from Sta. 39+33 (CL Const. Samaritan Way) to Sta. 73+02.31 (CL Const. Samaritan Way).

Sarroca Lane

- The Design Speed shall be 30 mph.
- The Design Vehicle shall be SU.
- The Design-Build Firm shall construct a rural section (two-10' lanes) from Sta. 13+18 (BL Const. Sarroca Lane) to Sta. 19+00 (BL Const. Sarroca Lane).

SR 134 (103rd St.) Access Roads (3 Required)

- The Design speed shall be 20 mph.
- The Design Vehicle shall be SU.
- The Design-Build Firm shall construct a rural section (two-12' lanes) from Sta. 700+00 (CL Const. 103 SE Access) to Sta. 710+26 (CL Const. 103 SE Access). Construct cul-de-sac at western terminus.
- The Design-Build Firm shall construct a rural section (two-12' lanes) from Sta. 600+00 (CL Const. 103 NE Access) to Sta. 608+10 (CL Const. 103 NE Access). Construct cul-de-sac at western terminus.
- The Design-Build Firm shall construct a rural section (two-12' lanes) from Sta. 800+00 (CL Const. 103 NW Access) to Sta. 809+86 (CL Const. 103 NW Access). Construct cul-de-sac at northern terminus. The Design-Build Firm shall be advised that JEA will require access to a proposed transmission line along this corridor during construction. JEA will construct two transmission poles within the right-of-way. These poles will not be relocated as part of the project.
- The Design-Build Firm shall construct a two lane asphalt driveway due west from the NE Access Road cul-de-sac to the right of way line for future access to the adjoining property. The Design-Build Firm shall be responsible for the construction of a 5 foot wide sidewalk connection from the NE access road to the existing Millennium Christian School driveway. Removal of the existing driveway connection at 103rd Street is included in the project. The Design-Build Firm shall notify the school two weeks prior to the construction of the new driveway access.

Minimum Required Ramp / CD Road Movements

Unless modified by an approved Alternative Technical Concept as described in Section V.B. of this RFP, the following traffic movements shall be required in the final condition:

Minimum Required Traffic Movements					
From	To	Station		Minimum No. Lanes	Ramp Desig.
		From	To		
SR 23 SB	SR 134	400+00.00	416+84.67	3	N-1
		416+84.67	442+39.41	2	N-1
	SR 228	400+00.00	403+12.75	3	R-1
		403+12.75	425+89.32	1	R-1
		425+89.32	438+45.65	2	R-1
	New World Ave.	400+00.00	405+31.79	3	V
		405+31.79	410+93.35	2	V
410+93.35		420+76.78	1	V	
SR 23 NB	SR 134	200+00.00	219+74.85	1	L
		219+74.85	231+51.19	3	L
	SR 228	200+00.00	221+75.03	1	P
		221+75.03	231+98.32	3	P
	New World Ave.	200+00.00	220+52.71	1	T-1
		220+52.71	231+87.15	3	T-1
SR 134 SB	SR 23	100+00.00	114+34.31	1	K
		114+34.31	123+29.75	2	K
		123+29.75	134+08.49	1	K
		500+00.00	528+42.15	1	N-2
SR 134 NB	SR 23	300+00.00	307+29.97	2	M
		307+29.97	327+09.84	1	M
SR 228 SB	SR 23	113+82.08	124+33.73	1	O
		500+00.00	513+80.66	1	R-2
SR 228 NB	SR 23	300+00.00	307+44.89	2	Q
		307+44.89	332+39.09	1	Q
New World Avenue SB	SR 23	100+00.00	123+24.59	1	S
New World Avenue NB	SR 23	300+00.00	315+93.34	1	U
		500+00.00	529+85.86	1	T-2
		529+85.86	534+05.71	2	T-2
		534+05.71	551+87.83	1	T-2
CD SB	SR 23	600+00.00	606+83.28	1	
		606+83.28	641+88.64	2	
		641+88.64	663+02.79	2	

Vertical Geometry Requirements (All Facilities)

Vertical profiles proposed for all facilities shall conform to the requirements of the Florida Department of Transportation Plan Preparation Manual.

Other Requirements:

The Design-Build Firm shall provide Type A fencing at all limited access right of way.

There are three existing wildlife crossings that will require extension under this contract. These crossings are located at Sta. 2264+27, Sta. 2275+27 and at Sta. 2293+27. The Design-Build Firm shall provide Type A fencing from the box culvert endwalls to the LA fence so that wildlife cannot access the roadway.

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
6. Design Analysis Reports for electrical, mechanical, plumbing systems

G. Structure Plans:

This section establishes the structural design criteria to be used for bridges, box culverts, retaining walls, and miscellaneous highway structures.

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 and hydraulic 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 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. The Design-Build Firm shall evaluate scour on all bridges over water using the procedures described in HEC 18.
- 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 all bridges and retaining walls, apply a Class 5 Applied Finish Coating to the concrete surfaces listed here:
 - i. All exposed surfaces of traffic barriers (bridge and retaining wall mounted).
 - ii. External edge of deck slab (coping) and underside of deck overhang at exterior beams.
 - iii. External face of exterior beams.
 - iv. All exposed surfaces of piers.
 - v. All exposed surfaces of bents.
 - vi. All exposed surfaces of wall copings.
 - vii. All exposed surfaces of wall facing, including MSE wall panels.
 - g. All permanent retaining walls shall have a concrete facing. Retaining wall and MSE wall panel finish shall be Ashlar Stone.
 - h. Sound Barrier aesthetics shall match the existing sound barriers used elsewhere in the District. The panels shall consist of panels with a Type “H” finish per Standard Index 5201 (Trapezoid 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. 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.
 - i. Cheek walls shall be provided at the following locations:
 - i. Exposed ends of all end bents.
 - ii. Exposed ends of piers where the ends of exterior beams in adjacent spans are offset in plan.
 - iii. Edges of beam ledges for Inverted-T pier caps.
 - j. On multi-span bridges the exterior beams/girders for all spans shall be the same depth.
 - k. Lightweight concrete will not be permitted for any pretensioned concrete superstructure elements.
 - l. Prestressed, pretensioned concrete beams shall consist of those types contained in section 4.3.1 of the current Structures Design Guidelines. The use of prestressed concrete slabs (pretensioned or post-tensioned) is not permitted.
 - m. Each bridge shall be of a single superstructure type and material.
 - n. The minimum environmental classification for the all bridges are as follows:

Bridge No.	Description of Location	Superstructure	Substructure
720728	NB SR 23 over 103rd St/SR 134	Slightly Aggressive	Extremely Aggressive
720731	SB SR 23 over 103rd St/SR 134	Slightly Aggressive	Extremely Aggressive
720732	On-ramp to SB SR 23 over 103rd St/SR 134 (Ramp N-2)	Slightly Aggressive	Extremely Aggressive
720733	NB SR 23 over Normandy Blvd	Slightly Aggressive	Extremely Aggressive
720734	SB SR 23 over Normandy Blvd	Slightly Aggressive	Extremely Aggressive
720795	On-ramp(CD) to SB SR 23 over Normandy Blvd	Slightly Aggressive	Extremely Aggressive
720796	On-ramp to NB SR 23 over New World Ave (Ramp T-2)	Slightly Aggressive	Extremely Aggressive
720797	NB SR 23 over New World Ave	Slightly Aggressive	Extremely Aggressive
720798	SB SR 23 over New World Ave	Slightly Aggressive	Extremely Aggressive

- o. Nominal Bearing Capacity of piles shall not exceed 95% of the values shown in Table 3.5.12-1 of the Structures Design Guidelines.
- p. Partial height walls such as perched walls or toe-walls are not permitted at the mainline bridges.
- q. Unless specified elsewhere in this RFP, horizontal clearances to bridge substructures and walls and minimum vertical clearances shall conform to the requirements of the Plans Preparation Manual (PPM). *Applicable approved current and future typical sections are provided in Appendix A.*
- r. All bridge substructure construction, walls and culverts must meet clear zone requirements. The Department will not approve the use of permanent barrier wall or guardrail to protect bridge substructure construction, walls and culverts within the clear zone.
- s. The LRFD Operational Importance Factor shall be 1.0 for all bridges.
- t. All elements of permanent bridge drainage systems shall be hidden from view.
- u. Where fill slopes are used, the magnitude of the slope shall not exceed 1V:2H.
- v. Provide utility conduits in all bridge railing in accordance with Index No. 21210.
- w. Horizontal conduits for drainage and/or utilities shall not be placed within the bridge deck.
- x. Intermediate pile bents shall not be permitted.
- y. All bridge columns shall have flared tops and rustication to match the appearance of the I-10/Chaffee Rd. Bridge.
- z. For intermediate piers, provide symmetrical footing pile arrangements.
- aa. Minimize the use of integral caps unless necessary.
- bb. Expansion material shall be Low Modulus Silicone Joint Material, (SS 932).
- cc. Minimum vertical clearance of 16'-6" will be provided for all overpass structures per section 2.10 of the Florida Department of Transportation Plan Preparation Manual.

Unless an Alternative Technical Concept, as described in Section V.B. of this RFP, is approved by the Department, the following criteria specific to each structure shall be incorporated by the Design-Build Firm into the design of the structure:

Bridge No.	Description of Location	Minimum Horizontal Clearance	Minimum Vertical Clearance
720728	NB SR 23 over 103rd St/SR 134	52.0' Left and 81.5' Right of Baseline of Construction of 103 rd St.	As specified in the PPM
720731	SB SR 23 over 103rd St/SR 134	52.0' Left and 81.5' Right of Baseline of Construction of 103 rd St.	As specified in the PPM
720732	On-ramp to SB SR 23 over 103rd St/SR 134 (Ramp N-2)	52.0' Left and 81.5' Right of Baseline of Construction of 103 rd St.	As specified in the PPM
720733	NB SR 23 over Normandy Blvd	137.0' Left and 48.0' Right of Baseline of Construction of Normandy Blvd.	As specified in the PPM
720734	SB SR 23 over Normandy Blvd	137.0' Left and 48.0' Right of Baseline of Construction of Normandy Blvd.	As specified in the PPM
720795	On-ramp (CD) to SB SR 23 over Normandy Blvd	137.0' Left and 48.0' Right of Baseline of Construction of Normandy Blvd.	As specified in the PPM
720796	On-ramp to NB SR 23 over New World Ave (Ramp T-2)	73.5' Left and 69.5' Right of Baseline of Construction of New World Ave.	As specified in the PPM
720797	NB SR 23 over New World Ave	73.5' Left and 69.5' Right of Baseline of Construction of New World Ave.	As specified in the PPM
720798	SB SR 23 over New World Ave	73.5' Left and 69.5' Right of Baseline of Construction of New World Ave.	As specified in the PPM

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. Bridge Widening: In general, match the existing as per the Department Structures Manual.
- c. 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.

- d. Toll Gantries: There are specific structural design requirements for the toll gantries. See Appendix L for additional information.

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. Appendix L contains additional Department specifications that relate to the toll equipment buildings, tolling infrastructure, and toll equipment gantry structures. A separate set of Technical Special Provisions will be provided for Toll Equipment Building and Tolling Infrastructure Requirements to accompany the building permits.

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, signed and sealed by the Design-Build Firms Engineer of Record who has successfully completed the mandatory Specifications Package Preparations Training.

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

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

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.

Specifications related to tolling infrastructure are included in Appendix L.

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.

The Design-Build Firm shall submit tolling infrastructure shop drawings as shown in the Florida's Turnpike Enterprise "Electronic" Shop Drawing Review Process For Design Build Projects which is included as part of Attachment L.

For tolling infrastructure shop drawing coordination, please contact Robin Hathaway, Shop Drawing Coordinator for Florida's Turnpike Enterprise, Headquarters, Ocoee, FL, 407-264-3426

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.

K. Stormwater Pollution Prevention Plans (SWPPP):

The Design-Build Firm shall prepare a Storm Water Pollution Prevention Plan (SWPPP) as required by the National Pollution Discharge Elimination System (NPDES). The Design-Build Firm shall refer to the PPM and Florida Department of Environmental Protection (FDEP) Rule 62-621.300(4)(a) for information in regard to the SWPPP. This SWPPP shall be submitted along with the Design-Build Firm's Certification (FDEP Form 62-621.300(4)(b) **NOTICE OF INTENT (NOI) TO USE GENERIC PERMIT FOR STORMWATER DISCHARGE FROM LARGE AND SMALL CONSTRUCTION ACTIVITIES**) at least 15 calendar days (excluding Holidays as defined in Section 1-3 of the Specifications) prior to beginning construction activities.

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. 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. The SR 23 (Toll 23) project shall be considered a significant project.

For significant Projects a TMP will consist of three (3) 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.

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:

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

- SR 23 – NO LANE CLOSURES ALLOWED between 6:00 am. and 9:00 am and between 4:00 pm and 6:30pm weekdays at the Normandy Blvd. (SR 228) and at the 103rd St. (SR 134) intersections.

No complete closure of the mainline roadway or intersecting side roads will be allowed. A lane may only be closed during active work periods. Rolling barricades will be allowed during the approved lane closure hours. All lane closures, including ramp closures, must be reported to the local emergency agencies, the media and the District 2 information officer. 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 following additional traffic control restrictions apply:

1. There shall be no lane closures or detours except as described in this RFP.

NO LANE CLOSURES are allowed on the Project during the times shown below so as to minimize potential impacts to the following events:

1. Friday before through the Sunday after the Florida-Georgia football game
2. The day of the Jaguar home football games (Preseason, Regular including Monday and Thursday Night and postseason)
3. The day before through the day after the Gator Bowl.

M. Environmental Services/Permits/Mitigation:

The Design-Build Firm will be responsible for preparing designs and proposing construction methods that are permissible. 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. An extensive guide sign program is required as part of this project. The Design-Build Firm shall design and construct signage in accordance with Appendix K - Guide Sign Locations and Requirements.

O. Lighting Plans:

The Design-Build Firm shall prepare lighting plans in accordance with Department criteria. Lighting will only be required at the interchanges (including cross roads within interchange areas) and along Samaritan Way. The existing corridor lighting shall remain. If the Design-Build Firm elects to remove these systems for construction then they shall be replaced in kind. Temporary lighting will be required at all locations where existing lighting is taken out of service. High mast lighting will not be allowed under this Contract.

P. Signalization Plans:

The Design-Build Firm shall prepare signalization plans in accordance with Department criteria. Signalization will be required at ramp intersections, two each, at the SR 134, SR 228 and New World Avenue interchanges. These signals shall be interconnected with the ITS System described within Section VI-Q of this RFP. Each signal shall include a pole mounted CCTV camera with pan, tilt and zoom capability interconnected to the ITS System.

Q. ITS Plans:

The Design-Build Firm shall prepare Intelligent Transportation System (ITS) plans in accordance with Department criteria and shall coordinate with the District Two ITS Engineer prior to development of these plans.

The Design-Build Firm shall submit the following documentation to the Department during the design and construction of the ITS system. The contents of each submittal shall be in accordance with the requirements outlined in Florida's Statewide Systems Engineering Management Plan. Prior to proceeding with the ITS design, the Design-Build Firm shall meet with the District ITS Engineer to review and discuss the minimum requirements and scheduling for each submittal. This meeting is mandatory and shall take place at least 15 working days prior to any submittals containing ITS components.

1. System/Subsystem Requirements Specification
http://www.floridait.com/SEMP/Files/PDF_Report/ApxG.pdf
2. System Test Plan

- http://www.floridait.com/SEMP/Files/PDF_Report/ApxJ.pdf
3. Test Procedures
http://www.floridait.com/SEMP/Files/PDF_Report/ApxK.pdf
 4. Test Report
http://www.floridait.com/SEMP/Files/PDF_Report/ApxL.pdf
 5. Quality Management Plan
http://www.floridait.com/SEMP/Files/PDF_Report/ApxN.pdf

All ITS equipment shall conform to the requirements of Sections 780-786 of the Specifications and shall consist of those items found on the Traffic Engineering Research Lab's (TERL) Department Approved Products List (<http://www3.dot.state.fl.us/trafficcontrolproducts/>).

In addition to the design requirements contained in Volume 1, Chapter 7 of the PPM, the Design-Build Firm shall be responsible for the following:

1. Dynamic Message Signs (DMS) shall be constructed at the eastbound and the westbound approach to the SR 23/ I-10 interchange; one in each direction between the Argyle Forrest Blvd, SR 134, SR 228 and New World Avenue interchanges. DMS installations shall be cantilever type structures.
2. Provide walk-in type DMS signs on I-10 and SR 23.
3. Cameras shall provide full coverage of the roadway throughout the limits of the project. ITS Cameras are exclusive of any cameras provided for tolling system and security.
4. Cameras shall have a minimum sight distance of 1 mile and a maximum sight distance of 1 ½ miles.
5. Camera lowering devices will be required for all CCTV installations.
6. Provide field coverage shots for all cameras to the Department for review prior to final design.
7. Vehicle detection systems shall provide coverage from end to end of the project and shall be spaced at a distance no greater than 1/2 mile.
8. Use the Microwave Vehicle Detection System (MVDS) for all vehicle detection equipment.
9. All fiber optic cable and cabinets shall be accessible for routine maintenance.
10. All fiber strands shall be terminated at the cabinets and patch panels shall be used at all locations. There should be a minimum of 300 feet of slack in the fiber at all splice boxes. The Design-Build Firm shall determine the minimum number of fibers needed and then shall coordinate with the ITS Engineer on use of the remaining unused fiber. Pull boxes for the fiber trunk line should be spaced no greater than 250' apart. Pull boxes should be utilized around all cabinets for access to cables.
11. A minimum of four conduits shall be provided. Two conduits shall be dedicated for use by ITS, one conduit shall be dedicated for Turnpike Enterprise and one conduit shall be a spare.
12. Provide a detailed record set of drawings specifying the latitude and longitude location for all devices, pull boxes, splice enclosures, turning points, cabinets, etc. Splice diagrams will be provided at all locations. Splice diagrams shall indicate routing of every cable and identify each cable by user. Detailed information on product type, model, serial number and firmware version shall be provided.
13. 3M locate balls at all pull boxes and splice enclosures shall be provided.

14. Provide fiber optic cable on I-10 (SR 8 – Section No. 72270000) from MP 8.5 to MP 16.4. (Limits are generally the Cecil Commerce Center Parkway interchange to east of the I-295 interchange).
 - i. Locate fiber along the eastbound shoulder no less than 40’ from the travel lane.
 - ii. Provide pull boxes at a maximum spacing of 2,000 ft.
 - iii. Provide splice boxes at a maximum spacing of 5,280 ft.
 - iv. Provide ground wire in a separate conduit.
 - v. Provide pull boxes and 12 strand fiber optic connections to the nearest pull box for the signal system at the Chaffee Road interchange and at the Hammond Boulevard Interchange.
15. Provide fiber optic cable on I-95 (SR 9 – Section No. 72280000) from MP 1.0 to MP 34.0 (Limits are generally the Flagler/St. Johns County Line to the St. Johns /Duval County Line).
 - i. Locate fiber along the southbound shoulder no less than 40’ from the travel lane.
 - ii. Provide pull boxes at a maximum spacing of 2,000 ft.
 - iii. Provide splice boxes at a maximum spacing of 5,280 ft.
 - iv. Provide ground wire in a separate conduit.
 - v. Provide pull boxes and 12 strand fiber optic connections to the nearest pull box for the signal systems at the SR 206, SR 207, SR 16 and CR 210 interchanges.
 - vi. Mileposts are approximate. The intent of the Project is to complete a fiber optic link from Flagler County to Duval County

The Design-Build Firm shall design and construct the proposed fiber optic cable for the Intelligent Transportation System prior to removing the existing infrastructure. The Design-Build Firm shall maintain the existing fiber connection (this includes utilizing temporary fiber) until the proposed fiber optic communication system is constructed.

At NO time will any of the existing ITS System be OFF-LINE. The existing ITS System will be maintained and 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.

Minimum ITS device requirements consist of:

- 96 Strand (All Terminated) Fiber Optic Trunk Line
- 10 Dynamic Message Signs
- 20 CCTV Cameras (Exclusive of installations identified in section VI-P).
- 38 Vehicle Detectors
- 1 Master Hub
- 2 Hub Cabinets

The master Hub will be located at the SR 23 / I-10 Interchange. The Design-Build Firm shall coordinate with the District ITS Engineer for location of cabinet. The second Hub cabinet shall be located near the SR 23 / Argyle Forest Boulevard interchange.

All design efforts shall be based on deploying “open architecture” subsystems, while remaining fully compatible with previous designs (as applicable) and the FDOT ITS Specifications. All ITS devices and support systems shall be designed and located outside of the clear zone, or behind protective barrier, within the right of way. This includes cabinets, poles, and support hardware. Utility conflicts shall be identified and resolved during the design phase.

The Design-Build Firm shall design the project subsystems such that they will be monitored and controlled from the FDOT’s TMC facilities located at Jacksonville. The Design-Build Firm shall ensure

that all ITS field devices and ancillary components comply with the FDOT's Approved Product List (APL) / Qualified Product List (QPL) and the existing list of devices and components supported within the SunGuide software or other specified software, unless otherwise approved by the DEPARTMENT.

R. Tolling Infrastructure Requirements:

The Design-Build Firm is ultimately responsible for the design, post design services, and construction of the Toll Infrastructure as included in Appendix L. The contractor shall also be responsible for all permit applications and fees for obtaining building permits and utility connections, etc.

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 or .pdf format and must include Bookmarks for each Section. No macros will be allowed. Minimum font size of ten (10) shall be used. Times New Roman shall be the required font type. Graphics, tables, charts and photographs not embedded as part of the text of the Technical Proposal shall be held to a maximum of 15 pages and will be considered as part of the total page count of the Technical Proposal. Internet loading of the Technical Proposal shall place in 15 seconds or less.

The maximum number of pages for the Technical Proposal shall be 15 typed pages. This page limitation does not include Section 7 Schedule, 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", but will count as 2 pages.

Submit 6 hard copies and 6 CD's of the Technical Proposal to:

Florida Department of Transportation District 2
Attention: Patsy Elkins
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: Utilization of Defined Right-of-Way and Accommodation, Relocation and/or Protection of Existing Utilities.

Section 2: Design

Describe General Design Elements including, but not limited to:

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

Utility coordination plan and minimization of utility conflicts

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 for maintaining traffic throughout the work zone.

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 existing 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.

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 as described in Section V.B. of this RFP. Identify if the Schedule is based on Calendar or Working Days.

The proposed schedule shall not exceed the Maximum Allowable Contract Time of one thousand one hundred (1100) calendar days. 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: Submit with the Technical Proposal 6 copies of printed roll plots with the following size parameters: 8' Maximum Length x 36" Height (minimum font size for lettering 11 point). Multiple roll plots shall be provided to adequately illustrate the entire corridor.

The following roll plots shall be provided:

- Proposed Plan Layout of the Project on aerial photography (provided with this RFP) (1" = 200' horizontal scale)
- Proposed Profiles (mainline roadway, ramps, cross roads as required) (1" = 200' horizontal scale, 1" = 20' vertical)
- The Proposed guide sign, toll gantry location and the ITS layout plan (Toll 23 corridor only) (1" = 200' horizontal scale)
- The proposed maintenance of traffic phasing plan (1" = 200' horizontal scale)

At the discretion of the Design-Build Firm, inset details on the roll plots may be used to provide additional detail of:

- Critical maintenance of traffic locations
- Narrative description of maintenance of traffic phasing
- Guide Sign layouts
- Curve Data

Submit 11" x 17" plan sheets only for the following items:

- Typical Sections
- Tolling equipment site plan(s)
- Architectural/MEP layout of equipment buildings
- Bridge Plans and Profiles
- Intersection Details
- Aerial view indicating the location of fiber optic cable runs and directional bores at each interchange along the ITS fiber connection route.
- Critical Cross Section Locations (if applicable)

- Critical Utility Conflict Locations (if applicable)
- Any other specific plan sheets the Design-Build Firm elects to include to provide detail in support of the written narrative described in Sections 1-8 of the Technical Proposal.

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

Roadway

- Project Limits
- Horizontal alignment (including sound barriers)
- 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
- Technical Special Provisions

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
- Scour analysis
- 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
- Proposed means and methods of construction
- Proposed method of removal of the existing structure and approaches and final disposition
- Technical special provisions
- Variations and documentation
- Architectural/MEP

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	15
3.	Construction Methods	10
4.	Environmental Impacts	10
5.	Value Added	10
6.	Schedule	5
MAXIMUM SCORE		80

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

1. Design

a. General Design Elements (20 Points)

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
- Design considerations that minimize relocation of utilities
- Design considerations that will reduce the intensity and duration of noise and vibrations

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 (10 points)

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 (15 Points)

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 (10 Points)

Credit will be given for 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 or reduce detours
- Minimize impacts to property owners
- Minimize visual, noise, vibration and dust impacts

4. Environmental Impacts (10 points)

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 (10 points)

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 (5 Points)

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:

$$\frac{BPP + (PCT * TVC)}{TS} = \text{Adjusted Score}$$

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) (1,100 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 two (2) calendar days (excluding weekends and Department observed holidays) 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.

F. Stipend Awards:

The Department has elected to pay a stipend to a limited number of non-selected Short-Listed Design-Build Firms to offset some of the costs of preparing the Proposals. The non-selected Short-Listed Design-Build Firms meeting the stipend eligibility requirements of the Project Advertisement and complying with the requirements contained in this section will ultimately be compensated. The stipend will only be payable under the terms and conditions of the Design-Build Stipend Agreement and Project Advertisement, copies of which are included with this Request for Proposal. This Request for Proposal does not commit the Department or any other public agency to pay any costs incurred by an individual firm, partnership, or corporation in the submission of Proposals except as set forth in the Design-Build Stipend Agreement. The amount of the stipend will be \$100,000.00 per non-selected Short-Listed Design-Build Firm that meets the stipend eligibility requirements contained in the Project Advertisement. The stipend is not intended to compensate any non-selected Short-Listed Design-Build Firm for the total cost of preparing the Technical and Price Proposals. The Department reserves the right, upon payment of stipend, to use any of the concepts or ideas within the Technical Proposals, as the Department deems appropriate.

In order for a Short-Listed Design-Build Firm to remain eligible for a stipend, the Short-Listed Design-Build Firm must execute with original signatures and have delivered to the Department no later than one (1) week after the Short-List has been posted, four (4) originals of the Design-Build Stipend Agreement, Form No. 700-011-14. The Short-Listed Design-Build Firm shall reproduce the necessary copies. Terms of said agreement are non-negotiable. A fully executed copy of the Design-Build Stipend Agreement will be returned to the Short-Listed Design-Build Firm.

A non-selected Short-Listed Design-Build Firm eligible for stipend compensation must submit an invoice for a lump sum payment of services after the selection/award process is complete. The invoice should include a statement similar to the following: "All work necessary to prepare Technical Proposal and Price Proposals in response to the Department's RFP for the subject Project". If a non-selected Short-Listed Design-Build Firm is deemed to be non-responsive, for reasons other than the Price Proposal exceeding the Maximum Price as established herein, as determined by the Department, then no stipend will be paid.

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. One (1) hard copy and two (2) digital copies of the Price Proposal shall be hand delivered in a separate sealed package to the following:

**Ms. Patsy Elkins
District Two
Florida Department of Transportation
1109 S. Marion Avenue
Lake City, Florida 32025**

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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