



Florida Department of Transportation
District II

DRAFT
DESIGN-BUILD MAXIMUM BID PRICE
REQUEST FOR PROPOSAL
WITH OPTIONS
for
SR 9B (I-95 to US 1)

Duval County, Florida

Financial Projects Number(s):
209294-9-52-01 and 209294-9-56-01

Federal Aid Project Number(s): 4892-007-P
Contract Number: E2Q62

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ATTACHMENTS

The attachments listed below are incorporated and made a part of this RFP:

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

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 in this RFP. 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.

- Bridge Development Reports
- CADD Files
- Concept Plans – FIN 209294-9
- Contamination Reports
- Design Documents for Concept Plans
- Environmental Documents
- Florida East Coast (FEC) Railroad Parameters
- Geotechnical Information
- Permit Information
- Plans – FIN 209294-1-52-01
- Plans – FIN 209294-4-52-01
- Plans – FIN 209294-7-52-01
- Plans – FIN 213274-1-52-01
- Plans – FIN 213274-5-52-01
- Right of Way Files
- Utility Information
- Survey Data

I. Introduction.

The Florida Department of Transportation (Department) has issued this Request for Proposal (RFP) to solicit competitive Technical Proposals and Price Proposals from Design-Build Firms for the design and construction of SR 9B from I-95 (SR 9) to US 1 (SR 5). This Project will include extending SR 9B from I-95 to US 1, a new interchange at SR 9B and I-95, widening of I-95 in the vicinity of the SR 9B interchange, new loop ramps at the SR 9B/US 1 interchange, additional turn lanes at the SR 9B/US 1 ramp termini, widening of US 1 in the vicinity of the SR 9B interchange, an inside lane addition along SR 9B from US 1 to Rudin Street, and an exit ramp from SR 9B southbound to Durbin Boulevard. The Project components consist of roadway, drainage, stormwater ponds, structures, signing & pavement markings, signals, lighting, utilities, sound barriers, and Intelligent Transportation Systems (ITS).

Alternative Technical Concepts (ATC's) will be considered for this Project as specified in Section V.C. of this RFP.

The Department has set a Maximum Bid Price of \$ 104,626,299.00 for this Project, which includes a Maximum Bid Price of \$750,000.00 for JEA utility work. A portion of this Maximum Bid Price will be financed by the Design-Build Firm according to the Cash Availability Schedule provided in this RFP.

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

- A. Add capacity, safety and mobility to the corridor within the limits described.
- B. Minimize the inconvenience to the traveling public.
- C. Meet Project environmental commitments.

Each Design-Build Firm is to develop design approaches with corresponding schedules that maximize the amount of scope up to and including the complete scope contained in the RFP (Option One) that can be designed and built without exceeding the Maximum Bid Price for the Project. The scope of the Project may be modified in accordance with the Options as described in this RFP. If Option One (see description below) cannot be designed and built without exceeding the Maximum Bid Price, then Option Two, or successive Options may be bid until the Maximum Bid Price is no longer exceeded. If this Maximum Bid Price is exceeded for all options, the Design-Build Firm's price proposal shall be found non-responsive and the firm will not be considered for Final Selection.

The scope of the Project is described as Option One, Option Two, Option Three, and Option Four which range in priority from highest priority (Option One) to lowest priority (Option Four). The following summarizes the work scope for each Option.

Option One (Priority 1) includes all elements described in this RFP.

Option Two (Priority 2) includes all of the elements of Option One (complete scope), with the following deletions:

- Delete the requirement for widening of I-95 from 6 to 8 through lanes and reconstruction

of the I-95 median.

Option Three (Priority 3) includes all of the elements of Option One (complete scope), with the following deletions:

- Delete the requirement for widening of I-95 from 6 to 8 through lanes and reconstruction of the I-95 median.
- Delete the requirement to provide a SR 9B/ I-95 Ramp B-1 structure over I-95.

Option Four (Priority 4) includes all of the elements of Option One (complete scope), with the following deletions:

- Delete the requirement for widening of I-95 from 6 to 8 through lanes and reconstruction of the I-95 median.
- Delete the requirement to provide a SR 9B/ I-95 Ramp B-1 structure over I-95.
- Delete the requirement for a SR 9B southbound mainline structure over I-95.

Only one Option shall be bid by the Design-Build Firm. The Design-Build Firm shall NOT revise the scoping elements that are deleted from Option One (Priority 1) in order to make up Option Two (Priority 2), Option Three (Priority 3) or Option Four (Priority 4) unless approved as part of the ATC process.

With the Maximum Bid Price and the use of Options, the Department's goal is to maximize the construction within the available funding with the top priority being the construction of Option One. To accomplish this goal, the evaluation criteria for this project are different than other Design-Build projects. The Design-Build Firm that proposes the highest priority Option without exceeding the Maximum Bid Price will be selected. If two or more Design-Build Firms propose the same Option of highest priority, then the Technical Proposal scores, as outlined in the Final Selection Formula in this RFP, will be used in the selection process. The selection process is contained in Section VII of this RFP.

Any changes to requirements of the RFP by a Design-Build Firm must be approved by the Department through the ATC process prior to the information cut-off date. These changes will be shared with other Design-Build Firms. Innovative aspects will not be shared with other Design-Build Firms. An innovative aspect is defined as the Design-Build Firm's means and methods in constructing the project and does not deviate from, or require changes to the requirements of the RFP (see Section V for further information regarding Innovative Aspects and Alternative Technical Concepts).

Description of Work

The scope of work for this Project includes all investigation, design, permitting, coordination, final approved construction documents, and construction activities necessary for the design and construction of the extension of SR 9B from I-95 (SR 9) to US 1 (SR 5), the proposed interchange at I-95, and additional improvements specified herein. Additional requirements are listed in this RFP and the Volume I appendices.

The Department, under separate contract, has produced Concept Drawings for this Project. The

Concept Drawings are included in Volume II of this RFP and are supplied to the Design-Build Firm to relay the intent of the project and are for informational purposes only. The Design-Build Firm, as Engineer of Record, is responsible for providing all final approved construction documents. In addition to final approved 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 Drawings are not consistent with or in compliance with the requirements of this RFP.

General roadway improvements shall consist of the following:

- Construct SR 9B mainline from I-95 to US 1 with Durbin Boulevard exit ramp and auxiliary lanes from I-95 to Rudin Street.
- Provide the following interchange movements at the proposed I-95/ SR 9B interchange:
 - northbound I-95 to northbound SR 9B
 - southbound I-95 to northbound SR 9B
 - southbound SR 9B to northbound I-95
 - southbound SR 9B to southbound I-95
- Widen I-95 from 6 to 8 lanes, plus auxiliary lanes and reconstruction of the median
- SR 9B/ US 1 Improvements
 - Provide for full access (all possible movements except as specified below) between US 1 and SR 9B at the SR 9B southbound and SR 9B northbound ramp termini to US 1.
 - Modify access at the intersection of US 1 and SR 9B southbound exit ramp as follows:
 - a. SR 9B southbound exit ramp: Prohibit the through movement into Gran Bay Parkway.
 - b. Gran Bay Parkway approach: Eliminate the dual left movement, prohibiting left turns out of Gran Bay Parkway.
- The section of US 1 through the interchange shall be converted to an urban section providing pedestrian and bicycle access with a closed drainage system and curb and gutter.
- Access to Structures
 - The Design-Build Firm shall provide access for maintenance of structures that will carry future traffic over I-95 (Ramp B-1 and SR 9B southbound over I-95). At minimum, the Design-Build Firm shall provide the approach slabs, embankment, drainage system and erosion control for 200-ft of roadway approach beyond the end of each of the structures. The 200-ft approaches shall match the planned profile and roadway typical section including side slopes. Maintenance access from existing grade to each approach shall be provided along the future

roadway alignment with a maximum 1:6 slope. It is the responsibility of the Design-Build Firm to provide for the preservation of the integrity of the structures and minimize the potential for erosion of the maintenance access. All work and materials used in constructing the maintenance access shall meet the requirements of FDOT Specifications.

Structures

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

- Ramp D-1 flyover bridge connecting SR 9B southbound to I-95 southbound. The structure will span over Ramp B-1 and I-95.
- SR 9B southbound mainline bridge over I-95. The structure will span over Ramps A, B, C, and D and I-95.
- SR 9B northbound mainline bridge over I-95. The structure will span over Ramps A, B, C, and D and I-95.
- Ramp B-1 flyover bridge connecting future SR 9B northbound to I-95 northbound. The structure will span over Ramp D-1 and I-95.
- SR 9B northbound and southbound mainline structures over Veveras Drive.
- SR 9B northbound and southbound mainline structures over the FEC railroad and US 1.

Sound Barriers

Sound barriers shall be constructed within the limits shown in Appendix E. The sound barriers adjacent to Ramp A-1 shall be approximately 22-ft in height. The sound barriers adjacent to Ramp C-1 and SR 9B shall be approximately 16-ft in height. The final elevations of the noise walls shall be as determined by the Department. It is noted that sound barriers shall not be deleted from the scope of work as part of any Option.

Drainage

The Design-Build Firm shall provide the following drainage features:

- Regardless of the Option proposed by the Design-Build Firm, stormwater ponds and drainage systems shall be sized to accommodate the complete Project (Option One) and future phases of construction as defined in Section VII.A. of this RFP.
- Provide a closed drainage system along US 1 through the SR 9B interchange.
- Replace the existing 42" drainage pipe that traverses the proposed SR 9B alignment at approximately STA 135+50. Pipe replacement shall be a minimum of 150-ft left and 150-ft right or at toe of slope whichever is greater and shall include one manhole at each end and tie-in with the existing system. Pipe replacement also includes removal and disposal of existing pipe.

Geotechnical

The Design-Build Firm shall be responsible for its own geotechnical investigation, reporting, and implementation.

Traffic Control Plan

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

Signing and Pavement Markings

The Design-Build Firm shall be responsible for developing an acceptable signing & pavement marking plan and executing it accordingly. At a minimum, the provisions of the guide signs as presented in the conceptual signing plan as shown in Appendix H shall be provided. The limits of pavement markings at the north end of the Project along SR 9B shall extend to provide proper tie-in with the Project limits of the adjacent SR 9B project (FIN 209294-1).

Traffic Signals

The Design-Build Firm shall be responsible for signalization plans to address the signalized intersections. The existing signal timings will require retiming based on the new traffic patterns and volumes.

The traffic signals at the SR 9B ramp termini at US 1 shall be modified to accommodate the added lanes and modified access. A traffic signal shall be added at the SR 9B /Durbin Boulevard exit ramp intersection with Veveras Drive.

Lighting

The Design-Build Firm shall be responsible for implementing an acceptable lighting plan in accordance with Department guidelines. Conventional, under deck and overhead sign lighting and the accompanying conduit, wiring, load center(s), etc. requisite for a complete and operational lighting system shall be provided within the Project limits.

ITS

The Design-Build Firm shall be responsible for locating and protecting the existing ITS system and for any relocations necessary as a result of the proposed work. The Design-Build Firm shall be responsible for developing an acceptable integrated ITS plan and for executing all work accordingly. All ITS work shall be conducted so that no down-time of the existing system occurs. Coordination with the City of Jacksonville Traffic Signal Engineer and the Department's District Two ITS Engineer shall be the responsibility of the Design-Build Firm.

Utilities

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 shall be responsible for determining, through the use of non-destructive means, both the horizontal and vertical location of all existing utilities (including but not limited to Department owned ITS, lighting, and traffic monitoring equipment) above and below ground within the Project limits, and for coordinating with the Utility owner(s) for any necessary relocation and/or adjustment of their utilities through the development of a comprehensive utility work schedule.

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

Right-of-Way

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

Right-of-way for the proposed turn lanes at the SR 9B/US 1 south intersection may not be available until December 2012.

Temporary Construction Easements (TCE's) shall not be used for material laydown or equipment storage except while construction is ongoing within the permanent right-of-way adjacent to the TCE.

A. Design-Build Responsibility

The Design-Build Firm shall be responsible for survey, geotechnical investigation, design, acquisition of all permits, any required modification of permits acquired by the Department, maintenance of traffic, demolition, and construction on or before the Project completion date indicated in the Design-Build Firm's 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. Section VI presents the requirements relative to project management, scheduling, and coordination with other agencies

and entities such as state and local government, utilities and environmental permitting agencies, and the public.

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

B. Department Responsibility

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

II. Schedule of Events.

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

Date	Event
February 21, 2012	Advertisement
March 13, 2012	Expanded Letters of Interest for Phase I of the procurement process due in District Office by 5:00 pm local time
March 29, 2012	Proposal Evaluators submit Expanded Letter of Interest Scores to Contracting Unit 10:00 am local time
April 3, 2012	Public Meeting of Selection Committee to review and confirm Expanded Letter of Interest scores 8:30 am local time
April 3, 2012	Notification to Responsive Design-Build Firms of the Expanded Letter of Interest scores 2:00 pm local time
April 5, 2012	Deadline for all responsive Design-Build firms to affirmatively declare intent to continue to Phase II of the procurement process 5:00 pm local time
April 5, 2012	Shortlist Posting 8:00 am local time
April 12, 2012	Mandatory pre-proposal meeting at 1:30 p.m. local time at: Florida Department of Transportation, District 2 Office Complex 11109 S. Marion Avenue Lake City, Florida 32025 All impacted Utility Agency/Owners are to be invited to the mandatory Pre-proposal meeting.
April 17, 2012	Alternative Technical Concept Meeting No. 1

Date	Event
April 24, 2012	Alternative Technical Concept Meeting No. 2 (optional)
April 30, 2012	Deadline for submittal of Alternative Technical Concept Proposals 5:00 pm local time.
April 30, 2012	Final deadline for submission of Design Exceptions or Variances
May 8, 2012	Information Cut-off date (Last Date Department may provide any information to Design-Build Firms prior to the submittal of Technical Proposals)
May 15, 2012	Technical Proposals due in District Office by 5:00 p.m. local time
May 31, 2012	Question and Answer Session. Times will be assigned during the pre-proposal meeting. One hour will be allotted for questions and responses.
June 7, 2012	Deadline for submittal of Written Clarification letter following Question and Answer Session 5:00 pm local time
June 11, 2012	Final deadline for submission of questions/requests for information
June 19, 2012	Price Proposals and Financial Proposals due in District Office by 2:00 p.m. local time.
June 19, 2012	Public announcing of Technical Scores and opening of Price Proposals at 2:00 p.m. local time at: Florida Department of Transportation, District 2 Office Complex 11109 S. Marion Avenue Lake City, Florida 32025
June 26, 2012	Public Meeting of Selection Committee to determine intended Award
July 10, 2012	FHWA Concurrence to Award
July 11, 2012	Final Letter of Commitment or Credit/Statement of No Change or updated firm commitment letter due in the District Office by 5:00 pm (no later than 48 hours before the posting of the Department's intended decision to award).
July 13, 2012	Anticipated Award Date
Sept 11, 2012	Anticipated Execution Date

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 Chapter 14-75, Florida Administrative Code (F.A.C.), and all qualification requirements of Chapter 14-22, F.A.C., 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, F.A.C., except that for this Project a Joint Venture may also include one or more firms that are not qualified as a “bidder” under Rule 14-22, F.A.C. (i.e., a design consultant, lender, or financier). 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 Expanded Letters of Interest.

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

C. Price Proposal Guarantee

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

D. Pre-Proposal Meeting

Attendance at the Pre-Proposal Meeting is mandatory. Any affirmatively declared Proposer failing to attend will be deemed non-responsive and automatically disqualified from further consideration. The purpose of this meeting is to provide a forum for all concerned parties to discuss the proposed Project, answer questions on the design and construction criteria, CPM schedule, and method of compensation, instructions for submitting Proposals, design exceptions/variances, and other relevant issues. In the event that any discussions or questions at the Pre-Proposal Meeting require, in the Department's opinion, official additions, deletions, or clarifications of the RFP, the Design and Construction Criteria, or any other document, the Department will issue a written summary of questions and answers or an addendum to this RFP 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 Federal Aid (FA) oversight projects, in order to discuss the Project in detail and to clarify any concerns. Utility companies will be invited to discuss utility issues with the Short-Listed Design-Build Firms.

Proposers shall direct all questions to the Department’s Question and Answer website: <http://www2.dot.state.fl.us/construction/bidquestionmain.asp>.

During and after the Pre-Proposal Meeting, it is the responsibility of the Department's Project Manager/Contracting Unit to ensure that each Proposer develops their respective 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. 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 related to the Technical Proposal of the Proposer. The Q & A Session will occur a minimum of two (2) weeks after the date Technical Proposals are 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 Sessions. Such recordings will become part of the Contract Documents in accordance with the Specifications. 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 following 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 its clarification letter that 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 one or more (not necessarily all) proposed questions to each Design-Build Firm as it relates to their respective Technical Proposal approximately twenty four (24) hours before the scheduled Q & A Session. No supplemental materials, handouts, etc. will be allowed to be presented in the Q & A Session.

There will be no limit to the number of staff members who the proposing Design-Build Firms can bring to the Q & A Session; however, it is highly recommended that the staff members be limited to those with knowledge and decision-making authority as to the question and answer topics and those who will actually be providing the services.

F. Protest Rights

Any person who is adversely affected by the specifications contained in this RFP must file a notice of intent to protest in writing within seventy-two (72) hours of the receipt of this RFP. The formal written protest shall be filed within ten (10) 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
Office of the General Counsel
Department of Transportation
605 Suwannee Street, MS 58 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 RFP; and
3. A statement of when and how the RFP 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, Chapter 120, Florida Statutes (F.S.), and Chapter 28-106, F.A.C., including but not limited to Section 120.57, F.S. and Rule 28-106.301, F.A.C., as may be applicable.

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

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

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

G. Non-Responsive Proposals

Proposals found to be non-responsive shall not be considered. Proposals may be rejected if found

to be in nonconformance with the requirements and instructions contained in this RFP. 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.

H. Waiver of Irregularities

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

1. Any design submittals that are part of a Proposal shall be deemed preliminary only.
2. Preliminary design submittals may vary from the requirements of the Design and Construction Criteria. The Department, at its 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 bid/Price Proposal, regardless of the fact 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 the 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. Proposed changes to or variances with 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.

I. 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.

J. Department's Responsibilities

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

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

K. Method of Compensation and Funding

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 with its Price Proposal documents. 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 Price Proposal (time and cost) is to be a Lump Sum bid/Price Proposal for completing the scope of work detailed in the Request for Proposal. Funds are contingent upon annual appropriation. This Contract is subject to Section 334.30, Florida Statutes. Further, while not a statutory requirement, the Department will ensure that the payments contemplated hereunder shall be included in the Department's tentative work program developed pursuant to [Section 339.135](#), Florida Statutes, and the long-range transportation plan for the applicable metropolitan planning organization developed under [Section 339.175](#), Florida Statutes, and also ensure that payments for this Project extending beyond one fiscal year are prioritized ahead of new capacity projects in the development and updating of the tentative work program.

The cash available for reimbursement will be contingent upon annual appropriation; however, subject to annual appropriation, the Department agrees to fund this Contract in accordance with the Cash Availability Schedule set forth below:

Fiscal Year July 1 - June 30	<i>August</i>	<i>November</i>	<i>February</i>	<i>May</i>	FY Total
2013/2014	39,841	193,895	273,578	318,731	826,045
2014/2015	1,781,882	7,722,715	10,904,001	12,448,912	32,857,511
2015/2016	9,912,938	10,892,798	15,524,994	8,253,236	44,583,965
2016/2017	8,717,933	7,137,914	4,894,570	3,670,927	24,421,345
2017/2018	1,937,433	0	0	0	1,937,433
Total					104,626,299

Reimbursement shall be made to the Design-Build Firm by warrant mailed to the Project Specific Escrow Account using a unique vendor number sequence. The Design-Build Firm shall complete form number 700-011-16 Request for Project Specific Escrow Account and submit it to the Department's Comptroller at 605 Suwannee Street, MS 24, Tallahassee, FL 32399-0424 to set up the unique vendor number sequence. This Project Specific Escrow Account payment process shall be irrevocable unless mutual written request to the Department (using form number 700-011-17 Request for Direct Payment to Firm's Primary Vendor) is made by the Design-Build Firm, its Surety(ies) and its Lender(s)/Financier(s), and thereafter approved by the Department. The Design-Build Firm may, with the express written consent of the Surety(ies) and the Lender(s)/Financier(s), sell, assign or pledge any monies paid into the Project Specific Escrow Account by the Department in favor of third parties and including but not limited to the Design-Build Firm's Surety(ies) and Lender(s)/Financier(s); however, any such sale, assignment or pledge must only attach to payments made by the Department after such funds have been paid by warrant mailed to the Project Specific Escrow Account, and no sale, assignment or pledge of any receivable from the Department is authorized nor will be permitted by the Department.

NOTE: THE CASH AVAILABILITY SCHEDULE (MAXIMUM ALLOWED TO BE INVOICED) IS BASED ON THE FUNDING AS ORIGINALLY PROGRAMMED. IN THE EVENT THAT THE BID/PRICE PROPOSAL IS LOWER THAN THE TOTAL

AMOUNT OF FUNDS AVAILABLE FOR PAYMENT, THE ABOVE APPROPRIATE CASH AVAILABILITY SCHEDULE(S) WILL BE MODIFIED WITH THE LAST AVAILABLE FUNDS BEING REDUCED.

Invoicing the Department:

1. Each month, on a predetermined schedule of monthly cut-off dates, the Department shall determine the Design-Build Firm's monthly progress and certify the value of Contract work that the Design-Build Firm has completed.

The amount established by each approved and certified monthly progress estimate of the Department shall not be subject to set-off, deduction, reduction, or withholding for any reason by the Department, including but not limited to defective work, liquidated damages, default, termination, latent defects, or warranty claims. Rather, any set-off, deduction, reduction or withholding of payment shall be applied only to subsequent monthly progress estimates or the final estimate, as such may not yet be certified by the Department. The amount established by the approved and certified final estimate of the Department shall not be subject to set-off, deduction, reduction, or withholding for any reason by the Department, including but not limited to defective work, liquidated damages, default, termination, latent defects, or warranty claims.

2. Each month, the Department's monthly estimate shall include:
 - a. The total value of Contract work to-date
 - b. The total value of any adjustments
3. The Design-Build Firm may invoice the Department as frequently as monthly for actual work completed and the delivery of certain materials as authorized by this Contract and per the monthly progress estimate, but only up to the amount established and remaining available for the then-current quarter in the applicable Cash Availability Schedule (Fiscal Year is July to June). A submitted monthly invoice will be reduced by the amount the cumulative payments and current invoice are in excess of the then-current quarter's Cash Availability Schedule funds plus any prior quarter's cash not previously paid. Any such reduction should be billed by the Design-Build Firm on the next monthly invoice, or as otherwise outlined above.
4. Section 337.145, Florida Statutes, providing for offsetting payments, is not applicable to this Contract.
5. Nothing contained in this provision constitutes a waiver or release of the Design-Build Firm's responsibility to properly perform all of its obligations under this Contract.
6. Once the project is complete and has been final accepted by the Department, the Design-Build Firm may begin or continue invoicing on a quarterly basis (at the beginning of the quarter) an amount equal to the applicable Cash Availability Schedule plus any prior quarters' cash not previously paid.

Extra Work Costs and Delay Costs:

The Department shall compensate the Design-Build Firm for amounts due for Extra Work Costs or Delay Costs through either (a) monthly progress payments invoiced as the Extra Work is completed or Delay Costs incurred and also acknowledged by the Department, (b) as periodic payments pursuant to a separate Cash Availability Schedule for such Extra Work Costs or Delay Costs, or (c) a combination of the above, in each instance as may be determined in the Department's sole discretion. For this Contract, it is the Department's desire to look first to funding any such Extra Work Costs or Delay Costs compensation obligations through monthly progress payments invoiced as the Extra Work is completed or Delay Costs incurred and also acknowledged by the Department. If the Department chooses to pay such Extra Work Costs or Delay Costs pursuant to a separate Cash Availability Schedule, the reasonable and actual cost of financing incurred by the Design-Build Firm due to such delayed payment shall be compensated for by the Department in addition to the compensation for such Extra Work Costs or Delay Costs as otherwise provided pursuant to the Contract.

L. Financial Qualifications and Project Financial Plan (Financial Proposal)

1. On the due date for Price Proposals and Financial Proposals as shown in the Schedule of Events in Section II of this RFP, each Design-Build Firm will deliver to the Department five (5) hard copies, and five (5) digital copies of its Financial Proposal, including the Project Financial Plan in Microsoft Excel. The Financial Proposal is required so the Department can be assured that the Design-Build Firm has sufficient financial resources to construct the Project within the allotted Contract Time, based on the Cash Availability Schedule set forth in the "Method of Compensation and Funding" in Section III.K. of this RFP.

2. The minimum required documents the Design-Build Firm must submit to the Department as part of the Design-Build Firm's Financial Proposal shall include, but may not be limited to, the following:

- a. Project Financial Plan, including at a minimum:
 - i. A narrative describing all financial elements to finance the Project as proposed.
 - ii. Provision for total projected costs that equal the Price Proposal amount.
 - iii. Project Sources and Uses of Funds. A statement sufficient to serve as a cash flow needs analysis for the Project.
- b. Financial Statements of members of the Design-Build Firm or any partners of the joint venture that make-up the Design-Build Firm that will be responsible for the repayment of financial support related to the Project or directly provide financial support related to the Project. Lenders that are not members of the Design-Build Firm or partners of the joint venture that make up the Design-Build Firm are not required to provide financial statements. Financial Statements shall include:
 - i. For the most recent two (2) fiscal years in which audited Financial Statements are available, audited Financial Statements prepared in accordance with U.S.

- Generally Accepted Accounting Principles. Required Financial Statements shall include:
1. Opinion Letter (Auditor's Report);
 2. Balance Sheet;
 3. Income Statement;
 4. Statement of Retained Earnings or Changes in Stockholders Equity;
 5. Statement of Cash Flows; and
 6. Notes to Financial Statements (Footnotes)
- ii. If audited Financial Statements are unavailable for the most recently completed fiscal year, unaudited Financial Statements, prepared in accordance with U.S. Generally Accepted Accounting Principles, shall be provided for such fiscal year. An affirmative statement shall be provided indicating that the Financial Statements for the most recently completed fiscal year are still being audited. These unaudited Financial Statements shall be certified as true, correct and complete by the Chief Financial Officer. Requirements for unaudited Financial Statements are the same as for audited Financial Statements, except an Opinion Letter (Auditor's Report) is not required.
 - iii. If the fiscal year end of the most current annual audited or unaudited Financial Statements is more than four (4) months prior to the date of the submission of the Financial Proposal, then Interim Financial Statements through the most recently completed quarter shall be submitted. Interim Financial Statements do not have to be submitted for a quarter if the completion of that quarter is within thirty (30) days prior to the submission of the Financial Proposal. Interim Financial Statements shall be prepared in accordance with U.S. Generally Accepted Accounting Principles. Interim Financial Statements may be audited or unaudited. Unaudited Interim Financial Statements shall be certified as true, correct, and complete by the Chief Financial Officer. Requirements for unaudited Financial Statements are the same as for audited Financial Statements, except an Opinion Letter (Auditor's Report) is not required.
 - iv. If Financial Statements are prepared in accordance with principles other than U.S. Generally Accepted Accounting Principles, a letter from a Certified Public Accountant must be included addressing in detail the areas of the Financial Statements that would be impacted by a conversion to U.S. Generally Accepted Accounting Principles and the financial impact thereof.
- c. Preliminary Letter(s) of Commitment and/or a Demonstration of Line(s) of Credit shall be submitted, if the Financial Proposal requires debt financing as a source of funds or guarantee.
 - i. Each Letter(s) of Commitment from a Lender submitted with the Financial Proposal shall contain, at a minimum:
 - a) An interest in providing financial support for the Project;
 - b) Indication that the Lender has reviewed the financial elements associated with the Project;
 - c) The amount the Lender intends to lend; and
 - d) Any conditions the Letter of Commitment is subject to.
 - ii. Demonstration of Line(s) of Credit from Lenders submitted with the Financial

Proposal shall contain, at a minimum:

- a) An interest in providing financial support for the Project;
- b) Indication that the Lender has reviewed the financial elements associated with the Project;
- c) The amount of the Line of Credit;
- d) The outstanding balance on the Line of Credit, if any;
- e) Any conditions the Line of Credit is subject to that may impede the Design-Build Firm's ability to use the Line of Credit;
- f) Whether the Line of Credit will only be used for the Project or if the Line of Credit is used to finance working capital; and
- g) The expiration of the Line of Credit and any renewal clauses.

The Letter(s) of Commitment and/or Demonstration of Line(s) of Credit should meet the required amount identified in the Project Financial Plan.

- d. Attestation by the Chief Financial Officer as to accuracy and completeness of all financial information provided.
- e. Ownership and Organizational structure of all entities involved in the Project, including financial relationships with other entities included or involved in the delivery of this Project.
- f. An affidavit from a bonding company that certifies the Design-Build Firm has the financial means and capacity to bond 100% payment and performance for the face amount of \$104,626,299 for the Project.
- g. Any and all financial warranties, bonds, sureties, certifications and other commitments for the financial security of the Project, as may be appropriate.

3. The Department's review of the Financial Proposal shall neither create, modify nor activate any legal rights or obligations of the Department. The Department's evaluation of a Financial Proposal is solely for the benefit of the Department and not for the benefit of the Design-Build Firm, any entity related thereto, the public or any member thereof, nor create any third party rights. A claim for damages may not be maintained against the Department based on or arising out of the Department's review of the Financial Proposal. The Department's evaluation of each Financial Proposal will be on a pass/fail basis. Analysis of the Design-Build Firm's Financial Proposal by the Department will include, but not be limited to, the following:

- a. Review of the Design-Build Firm's Project Financial Plan to determine if the Plan includes all financial elements to finance the Project as proposed;
- b. Review and determination if the Design-Build Firm's Project Financial Plan demonstrates the Design-Build Firm's ability to meet the cash flow needs of the Project consistent with the Department's Cash Availability Schedule;
- c. Review of the Financial Statements and Interim Financial Statements;
- d. Review of the Lender Letter(s) of Commitment or Demonstration of Line(s) of Credit to determine if it meets the financing needs established in the Project Financial Plan;
- e. Review of the attestation by the Design-Build Firm's Chief Financial Officer as to accuracy and completeness of all financial information provided;
- f. Review of the financial relationships and responsibilities of Ownership and

- Organizational Structure of all of the entities involved;
- g. Review of bonding company certification of Design-Build Firm's capacity for \$104,626,299 payment and performance bond; and
 - h. Review of any and all financial warranties, bonds, sureties, certifications and other commitments for the financial security of the Project, as may be appropriate.

The Department reserves the right to request any additional information or pursue other actions required to meet its obligation to complete the financial due diligence.

4. No later than fourteen (14) days following the Department's Selection Committee Meeting at which the Adjusted Scores are determined, the Lowest Adjusted Score Design-Build Firm shall submit:

- a. Final Letter(s) of Commitment, each of which shall contain at a minimum:
 - i. A statement from the Lender stating that the Lender is providing financial support for the Project;
 - ii. The amount the Lender intends to lend; and
 - iii. Any conditions the Final Letter of Commitment is subject to.
- b. Final Demonstration of Line(s) of Credit, which shall contain at a minimum:
 - i. The amount of the Line of Credit;
 - ii. The outstanding balance on the Line of Credit, if any;
 - iii. Any conditions the Line of Credit is subject to that may impede the ability to use the Line of Credit;
 - iv. Whether the Line of Credit will only be used for the Project or if the Line of Credit is used to finance working capital; and
 - v. The expiration of the Line of Credit and any renewal clauses.
 - vi. Statement indicating there has been no changes with the letters submitted with the Financial Proposal.

IV. Disadvantaged Business Enterprise (DBE) Program.

A. DBE Availability Goal Percentage:

The Department has an overall eight and six tenths percent (8.6%) race-neutral DBE goal. This means that the Department'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 Design-Build Firm initially planned to utilize the company. Each month the Design-Build Firm 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 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 to the 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 USDOT-assisted contracts. The list must include all firms that bid on prime contracts or bid or quote subcontracts on USDOT-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 those of the Department, FHWA, AASHTO, and additional requirements specified in this RFP. Except to the extent inconsistent with the specific provisions in this RFP, 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 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 RFP.

1. Florida Department of Transportation Roadway Plans Preparation Manuals (PPM)
<http://www.dot.state.fl.us/rddesign/PPMManual/PPM.shtm>
2. Florida Department of Transportation Design Standards
<http://www.dot.state.fl.us/rddesign/DesignStandards/Standards.shtm>
3. Florida Department of Transportation Standard Specifications for Road and Bridge Construction (Divisions II & III), Special Provisions and Supplemental Specifications
<http://www.dot.state.fl.us/specificationsoffice/Default.shtm>
4. Florida Department of Transportation Surveying Procedure
<http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/550030101.pdf>
5. Florida Department of Transportation EFB User Handbook (Electronic Field

- Book)
<http://www.dot.state.fl.us/surveyingandmapping/regulations.shtm>
6. Florida Department of Transportation Drainage Manual
<http://www.dot.state.fl.us/rddesign/dr/Manualsandhandbooks.shtm>
 7. Florida Department of Transportation Soils and Foundations Handbook
<http://www.dot.state.fl.us/structures/Manuals/SFH.pdf>
 8. Florida Department of Transportation Structures Manual
<http://www.dot.state.fl.us/structures/manlib.shtm>
 9. Florida Department of Transportation Current Structures Design Bulletins
<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 Intelligent Transportation System Guide Book
http://www.dot.state.fl.us/TrafficOperations/Doc_Library/Doc_Library.shtm
 28. Federal Highway Administration Checklist and Guidelines for Review of Geotechnical Reports and Preliminary Plans and Specifications
<http://www.fhwa.dot.gov/engineering/geotech/pubs/reviewguide/checklist.cfm>
 29. Florida Department of Transportation Bicycle and Pedestrian Policies and Standards
http://www.dot.state.fl.us/safety/ped_bike/ped_bike_standards.shtm
 30. Federal Highway Administration Hydraulic Engineering Circular Number 18 (HEC 18).
http://www.fhwa.dot.gov/engineering/hydraulics/library_arc.cfm?pub_number=17
 31. Florida Department of Transportation Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways
<http://www.dot.state.fl.us/rddesign/FloridaGreenbook/FGB.shtm>
 32. Florida Statutes
<http://www.leg.state.fl.us/Statutes/index.cfm?Mode=View%20Statutes&Submenu=1&Tab=statutes&CFID=14677574&CFTOKEN=80981948>

B. Innovative Aspects:

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

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

C. Alternative Technical Concept (ATC) Proposals:

The ATC process allows innovation, flexibility, time and cost savings on the design and construction of Design-Build projects. ATC's allow the Department to obtain the best value for the public. ATC Meeting(s) may be held (maximum of two (2) meetings per Design-Build Firm), in order for the Design-Build Firm to propose changes to supplied basic configurations, Project

scope, design criteria, or construction criteria. The proposed changes shall provide a solution that is equal or better than what is required by the RFP as determined by the Department. A concept is not an ATC if it reduces quality, performance, reliability or scope or if the proposed concept is contemplated or not specifically prohibited by the RFP.

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

Any deviation from the Department's design criteria will require a design variation and any deviation from AASHTO will require a design exception. If a Design-Build firm requests a design variation or exception during the technical proposal phase, it must be discussed during the pre-bid process and prior to the information cut-off date. All such variations and exceptions must be approved or disapproved prior to the information cut-off date and approved variations and exceptions will be disclosed to all the Design-Build Firms.

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

- Typical Section Package (Appendix A)
- Minimum Rigid Concrete Pavement Design (Appendix A)
- Minimum Flexible Pavement Design (Appendix A)
- Minimum Bridge Lengths, and Minimum Clearance (horizontal and vertical)
- Operational capacity and throughput provided by the geometry and number of lanes as shown in Appendix E

1. Submittal and Review of ATC'S

After the ATC Meeting, the District Design Engineer (DDE) will communicate with the appropriate staff (i.e. District Structures Engineer, District Construction Engineer, District Maintenance Engineer, State Structures Engineer, State Roadway Design Engineer, FHWA, as applicable) as necessary, and respond to the Design-Build Firm in writing within two (2) weeks of the ATC Meeting as to whether the ATC is acceptable, not acceptable, needs additional information or does not qualify as an ATC. If the DDE or his designee determines that more information is required for the review of an ATC, questions should be prepared by the DDE or his designee to request and receive responses from the Design-Build Firm. The review should be completed within two (2) weeks of the receipt of the ATC. If the review will require additional time, the Design-Build Firm should be notified in advance with an estimated timeframe for completion.

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

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

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

2. Contents of ATC Submittal

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

- a) Description: A description and conceptual drawings of the configuration of the ATC or other appropriate descriptive information, including, if appropriate, product details and a traffic operational analysis;
- b) Usage: The locations where and an explanation of how the ATC would be used on the Project;
- c) Deviations: References to requirements of the RFP which are inconsistent with the proposed ATC, an explanation of the nature of the deviations from the requirements and a request for approval of such deviations or a determination that the ATC is consistent with the requirements of the RFP;
- d) Analysis: An analysis justifying use of the ATC and why the deviation, if any, from the requirements of the RFP should be allowed;
- e) Impacts: A preliminary analysis of potential impacts on vehicular traffic (both during and after construction), environmental impacts, community impacts, safety, and life-cycle Project and infrastructure costs, including impacts on the cost of repair, maintenance, and operation;
- f) Risks: A description of added risks to the Department or third parties associated with implementation of the ATC;
- g) Quality: A description of how the ATC is equal or better in quality and performance than the requirements of the RFP; and
- h) Operations: Any changes in operation requirements associated with the ATC, including ease of operations;
- i) Maintenance: Any changes in maintenance requirements associated with the ATC, including ease of maintenance;
- j) Anticipated Life: Any changes in the anticipated life of the item comprising the ATC;

After the ATC meetings, the Contracting Unit, along with the Project Manager, will update the

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

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

3. Incorporation into Proposal

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

D. Geotechnical Services:

1. General Conditions:

The Design-Build Firm shall submit qualification statements for the geotechnical and 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. 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. All geotechnical investigations for deep foundations shall include at least one piezocone sounding at each bridge structure. Perform piezocone soundings per ASTM D5778. All results shall be included in the final geotechnical report for structures.

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

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

2. Pile Foundations

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

- 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. Dynamic testing equipment operators must have experience testing 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 be obtained while working under the supervision of another qualified operator. The Professional Engineer in responsible charge of the dynamic pile testing must be a State of Florida Registered Professional Engineer and 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 experience using the test methods that will be utilized on the Project such as static, Osterberg Cell and/or Statnamic load tests, collection and analyses of Embedded Data Collectors (EDC), dynamic load testing with signal matching, and/or WEAP computer analysis. Production pile lengths and driving criteria shall be authorized in a letter signed and sealed jointly by the Engineer responsible for the dynamic testing and the Geotechnical Foundation Design Engineer of Record.
- When EDCs will be used to monitor piles and/or test piles, EDC monitoring shall be performed by an Operator who has completed the SmartPile EDC training course administered by Applied Foundation Testing (AFT). The Operator shall work under the supervision of a State of Florida Registered Professional Engineer. This Engineer must have been in responsible charge of the geotechnical foundation construction engineering and dynamic testing work on at least 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 and WEAP computer program experience.
 - When a dynamic monitoring system utilizing externally attached gauges will be used to monitor piles and/or test piles, the monitoring shall be performed by an Operator experienced and proficient with the equipment. The Operator shall work under the supervision of a State of Florida Registered Professional Engineer. This Engineer must have been in responsible charge of the geotechnical foundation construction engineering and dynamic testing work on at least 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-certified 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.

3. Drilled Shaft Foundations for Bridges and Major Structures

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

- Use professional engineers registered in the State of Florida with at least 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.
- 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 is responsible for identifying and performing all geotechnical investigation, analysis, and design required for the Project in accordance with Department guidelines, procedures, and specifications. The Design-Build Firm shall employ geotechnical and drilled shaft testing consultants with the following minimum qualifications:

- Use professional engineers registered in the State of Florida with at least 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. This “responsible charge” experience shall include at least three (3) Department projects with drilled shaft foundations of similar size.

5. Auger Cast Piles for Sound Barriers

The Design-Build Firm is responsible for identifying and performing all geotechnical investigation, analysis, and design required for the Project in accordance with Department guidelines, procedures, and specifications. The Design-Build Firm shall employ geotechnical and auger cast pile consultants with the following minimum qualifications:

- Use professional engineers registered in the State of Florida with experience in design and construction using the same type of sound barrier foundation. This Engineer must have been in responsible charge of the geotechnical foundation construction engineering work on at least two (2) Department sound barrier projects. Site specific designs must be signed and sealed by the Geotechnical Foundation Design Engineer of Record.
- The sound barrier foundation installation shall be supervised and certified by the Geotechnical Foundation Design Engineer of Record. These services shall include providing foundation installation inspectors in the numbers necessary to comply with Department specifications for inspecting spread footing and/or auger cast pile construction. Inspectors shall complete and pass the CTQP computer based training class for auger cast piles. Provide foundation installation logs to the Department within twenty four (24) hours of concrete placement.
- Use augercast pile installation superintendents in responsible charge of drilling operations experienced in auger cast pile installation and testing in the State of Florida. The superintendent’s experience shall include at least three (3) Department projects with augercast pile foundations of similar size and length.

6. Spread Footings

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

- 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.

E. Environmental Permits:

1. Storm Water and Surface Water:

Plans shall be prepared in accordance with Chapter 62-25, Regulation of Storm water Discharge, F.A.C.

2. Permits:

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

The Design-Build Firm will be required to pay all permit fees. Any fines levied by permitting agencies shall be the responsibility of the Design-Build Firm.

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

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

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

F. Railroad Coordination:

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

Any encroachments into the railroad rights-of-way, including construction scheduling involving the railroad, must be coordinated with the District Railroad Office prior to commencement. The contact will be the District Railroad Coordinator at (904) 360-5665.

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

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

- The procurement of Railroad Protective Liability Insurance and Commercial General Liability Insurance limits as required in the Division I Design-Build Specifications and Special Provisions.
- Compliance with F.E.C. Railroad Construction Submission Criteria including required submissions of signed and sealed Demolition, Excavation & Shoring, and Erection Procedures that are prepared and submitted by a Professional Engineer and compliance with whatever requirements an authorized representative of the railroad company deems necessary in order to safeguard the railroad's property and operations.
- Prior to commencing work in the railroad right of way, a 30 day advance notification to the District Railroad Office is required for the scheduling of a railroad flagman and for the review of the Railroad Protective Liability and Commercial General Liability Insurance requirements. All work to be performed within the railroad right of way

shall be contingent upon approval by F.E.C. Railroad. This is to be coordinated by the District Railroad Office.

- In the event of an Emergency, safety or security situation involving railroad operations, contact the F.E.C. Dispatch Center at 1-800-342-1131, Ext. 8800.

G. 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, F.A.C., pursuant to Section 472.027, 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 survey has been provided in Volume III of this RFP for informational purposes only. The Design-Build Firm shall be fully responsible for verifying and updating the existing survey, especially along SR 5/US 1 within the limits of work described in this RFP.

JEA water and sewer utilities within the SR 9B/US 1 interchange area have been plotted into the CADD file from hand drawn sheets to approximate locations.

H. 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.

I. 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 Department Structures Design 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

5 sets of 11” X 17” roadway plans
5 sets of 11” X 17” structure plans
5 sets of 11” X 17” each component set, except ITS plans
2 sets of 11” X 17” ITS plans
1 copies of Final Geotechnical Report
1 copies of Final Bridge Hydraulic Report
2 sets of documentation – roadway/drainage
2 set of documentation - structures
1 copy of Technical Special Provisions*
Bridge Load Rating
Independent Peer reviewer’s comments and comment responses

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

Final Component Plans

5 sets of 11” X 17” roadway plans
5 sets of 11” X 17” structure plans
5 sets of 11” X 17” each component set, except ITS plans
2 sets of 11” X 17” ITS plans

2 sets of final documentation
1 signed and sealed copy of Specifications Package*
2 sets of electronic copies of Technical Special Provisions on CD
Independent Peer Reviewer's signed and sealed cover letter that all comments have been addressed and resolved.

* The Specification Office requires a PDF version for review.

Construction Set:

1 set of 11"X 17" copies of the signed and sealed plans for the Department to stamp "Released for Construction".

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

Record Set:

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

- 1 set of 11" X 17" signed and sealed plans
- 2 sets of 11 "X 17" copies of the signed and sealed plans
- 1 As-Built Bridge Load Rating Summary Form (Excel format) based on as-built conditions, stating that the rating will function As-Built, signed and sealed. Provide full Report if rating adjustments occur subsequent to the 90% or Construction Set submittals
- 1 sets of final documentation (if different from final component submittal)
- 2 (two) Final Project CD's

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

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

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

2. Milestones:

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

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

3. Railroad Coordination:

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

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

J. Contract Duration:

The Design-Build Firm shall establish the contract duration for the subject Project. In no event shall the Contract duration exceed one thousand one hundred (1,100) calendar days for the Base Project. The optional length Contract Time shall not exceed eighty (80) calendar days per mile. The schedule supporting the Proposer's 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 proposed schedule may be amended in the Price Proposal. The official PCT will be the one submitted with the Proposer's Price Proposal.

K. 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 Price Proposal. The Design-Build Firm's schedule should allow for a fifteen (15) calendar day (excluding Holidays as defined in section 1-3 of the Specifications) review time for the Department's review of all submittals with the exception of Department

Structures Design Category II bridge structures. The review of Department Structures Design Category II bridge structures requires Central Office involvement and the schedule shall allow twenty (20) calendar days (excluding Holidays as defined in section 1-3 of the Specifications) for these reviews.

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

- Anticipated NTP 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
- Intelligent Transportation System Design
- Intelligent Transportation System Construction
- Landscape Design
- Landscape Construction
- Maintenance of Traffic Design
- Maintenance of Traffic Set-Up (per duration)
- Erosion Control
- Additional Construction Milestones as determined by the Design-Build Firm
- Final Completion Date for All Work

L. Key Personnel/Staffing:

The Design-Build Firm's work shall be performed and directed by key personnel identified in the

Design-Build Firm's Expanded Letter of Interest (ELOI) or the 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 Chapter 455, F.S.

M. 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

During design, the Design-Build Firm shall meet with the Department's Project Manager on a regular basis and provide a look ahead of the upcoming activities.

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 in a Department approved format.

N. 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)
- Monthly Business Owner Meetings

The Design-Build Firm shall include attendance at two (2) meetings for the term of the Contract to support the Public Involvement Program.

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

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

4. Public Workshops, Information Meetings:

The Design-Build Firm shall provide all the support services listed in No. 3 above. All legal/display ads announcing workshops, information meetings, and public meetings will be prepared and paid for by the PIC.

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

5. Public Involvement Data:

The Design-Build Firm is responsible for the following:

- Coordinating with the PIC.
- 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 its 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.

6. **Project Website:**

The Design-Build Firm shall be responsible for maintaining the Project website, including all associated costs, at the following address: www.sr9b.com. Information to be maintained on the website shall include:

- Project Name and Financial Project ID Number
- Project Location Map
- Project Description
- Project Aerial
- Contact Information for FDOT Project Manager
- Project Milestones and anticipated completion dates
- Progress Photos
- Traffic Information including current traffic patterns, traffic alerts, and off-site detour routes
- Frequently Asked Questions
- Other information as directed by the Department

These items shall be updated on the website when they become available and are approved for posting on the website by the Department.

O. **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 its 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 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 the Standard Specifications which describes its 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 the 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.

P. 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.

Q. Engineers Field Office

The Design-Build Firm will provide a 1,500 square foot Engineers Field Office in accordance with Special Provision 109. If the Design-Build Firm sets up a field office, the Engineer's Field Office shall be co-located with the Design-Build Firm's office.

R. Schedule of Values:

The Schedule of Values approved by the Department will be the basis for determining each monthly progress estimate and the final estimate. The quantities will be compared with the Project schedule to determine the percentage earned. The percentage shall be that portion of the work completed as compared to the total work contracted. The Design-Build Firm shall assign the Schedule of Values to the activities in the CPM schedule. The assignment of values to scheduled activities must be approved by the Department prior to the first monthly progress estimate and prior to any invoicing by the Design-Build Firm pursuant to the Cash Availability Schedule for the Project. The monthly progress estimates cut-off date will be the first Sunday of the month.

Prompt Payment Law:

Participants providing goods and services to the Department should be aware of the following time frames. The Department has five (5) working days from the date the monthly progress estimate is created to inspect and approve the goods and services. The Department has twenty (20) days to deliver a request for payment (voucher) to the Department of Financial Services once an invoice is received that is payable pursuant to the Cash Availability Schedule for the Project. The twenty (20) days are measured from the latter of the date the payable invoice is received or the goods or services are received, inspected, and approved.

Invoices will be reduced for amounts invoiced and earned but in excess of the amounts available per the Cash Availability Schedules as outlined in Sections III. K.

If a payment is not available within forty (40) days of the Department's receipt of an invoice payable pursuant to the Cash Availability Schedule for the Project, a separate interest penalty at a rate as established pursuant to **Section 55.03(1), F.S.**, will be due and payable, in addition to the payable invoice amount, to the Design-Build Firm. Interest penalties of less than one (1) dollar will not be enforced unless the Design-Build Firm requests payment. Invoices that have to be returned to a Design-Build Firm because of Design-Build Firm preparation errors will result in a delay in payment. The invoice payment requirements do not start until a properly completed invoice pursuant to the Cash Availability Schedule is provided to the Department.

A Vendor Ombudsman has been established within the Department of Financial Services. The duties of this individual include acting as an advocate for contractors/vendors who may be experiencing problems in obtaining timely payment(s) from a state agency. The Vendor

Ombudsman may be contacted at (850)413-5516 or by calling the Department of Financial Services Division of Consumer Services, 1-877-693-5236.

S. Computer Automation:

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

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

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

T. 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.

U. 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.

V. Value Added:

The Design-Build Firm may provide 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 Value Added features proposed by the Design-Build Firm.

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

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

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

W. 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. There is an adjacent Department project to the south that is the widening of I-95.

X. 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.

Y. 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) working days to answer, resolve or address the issue. This three (3) day window is a response time and does not infer resolution. Questions may be expressed verbally and followed up in writing. The Department Project Manager will respond in a timely manner but not to exceed three (3) working days. The Design-Build Firm shall provide any available supporting documentation.

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

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

Z. 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 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) working days. The District Resident Engineer will either concur with the proposed solution or, if the District Resident Engineer has concerns, the issue will be escalated as described in the process below.
- If the resolution does alter the original intent of the Technical Proposal/RFP then the EOR will develop the proposed solution, copy in the District Resident Engineer, and send it to the District Construction Office for review and response through the Department Project Manager. The District Construction Office will respond to the proposed solution within ten (10) working days. The District Construction Office will either concur with the proposed solution or, if the District Resident Engineer has concerns, the issue will be escalated as described in the process below. Changes to the original intent of the Technical Proposal/RFP will require a Contract change order and FHWA approval.
- The Department has established the issue escalation process for construction questions and conflict resolution that the Design-Build Firm shall follow unless revised by the Partnering agreement. All issues are to be directed to the Department Project Manager. If the issue cannot be resolved at this level the Department Project Manager shall forward the issue to the next level in the process. The escalation process begins with the District Construction Engineer, followed by the Director of Transportation Operations, and finally to the District Secretary. Each level shall have a maximum of three (3) working days to answer, resolve or address the issue. This three (3) day window is a response time and does

not infer resolution. Questions may be expressed verbally and followed up in writing. The Department Project Manager will respond in a timely manner but not to exceed three (3) working days. The Design-Build Firm shall provide any available supporting documentation.

The Design-Build Firm shall provide a similar chain of command for its 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 as described in the Design and Construction criteria. 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 may 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 Structures Design Category II bridge plans shall have a peer review analysis in accordance with PPM Volume I Chapter 26.

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

B. Geotechnical Services

Driven Pile Foundations for Bridges and Major Structures

The Design-Build Firm shall perform a subsurface investigation, analysis, and design for all aspects of the Project in accordance with Department standards, policies, and procedures.

Existing subsurface information may be used. Supplemental subsurface investigation and testing will be required to ensure all aspects of the Project are covered.

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

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 titles “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:

- Pile tip is deeper than the Minimum Penetration Elevation stated in this RFP
- EOID resistance exceeds 1.10 times the Factored Design Load for the pile bent/pier
- 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	0.6
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			

- 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:
 - 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.
 - 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. 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.
6. Selection of production pile lengths.
7. Selection of one of the following Production Pile acceptance options and notifying the Department of the selection before driving Test Piles:
 - a. Standard pile driving criteria with PDA test pile(s), CAPWAP, and Wave Equation Analysis in accordance with specifications
 - b. Standard pile driving criteria with EDC monitored test piles and Wave Equation Analysis in accordance with the specifications
 - c. 100% EDC monitoring based of Test Piles and Production Piles
 - d. 100% full drive monitoring by PDA in Test Piles and Production Piles, 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
8. Development of the driving criteria in accordance with the specifications, when required.
9. Development of a Foundation Plan (FP) for the Installation of Piles.
10. Upon completion of the test pile program, selection of the production pile lengths and driving criteria development, the Department shall be given one copy of the dynamic testing data, EDC data, engineering analysis and Production Pile acceptance criteria. At least one (1) working day 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.

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 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. When EDC is selected as the dynamic testing method, installing and monitoring all EDCs.
14. 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 Department.
15. Within two (2) working days of receipt of the Foundation Certification Package, the Department will examine the certification package and determine whether piles in that foundation unit will be selected for dynamic testing. For bridge widening, the Department may select a maximum of 10% (minimum of two (2) per bridge) of the total number of piles (rounded up to the nearest whole number) for dynamic load testing. For new bridges, the Department may select a maximum of 10% (minimum one (1) per foundation unit) of the production piles (rounded up to the nearest whole number) for dynamic load testing.
16. For piles selected by the Department for verification testing, the Department shall provide the dynamic load test equipment and personnel for the Pile Verification Testing. The Design-Build Firm shall provide the driving equipment and pile driving crew(s) for the Pile Verification Testing

and provide support as needed to 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) working day of testing

17. If the capacity or integrity of any pile is found to be deficient, the Design-Build Firm shall correct the deficiency (i.e. re-drive or replace) and/or modify the design to compensate for the deficient pile capacity. After the Design-Build Firm corrects the deficiency, the pile shall be retested. If the capacity or integrity of a verification pile is found to be deficient, an additional pile (not considered part of the 10% maximum) 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. Piles shall not be cut-off nor bent/pier caps placed prior to successful completion of the Pile Verification Testing Program for that foundation unit. In case of disagreement of PDA test results, the Department's results will be final and will be used for acceptance.

After the Pile Verification Testing for a foundation unit is performed, the Department will provide the results and, as necessary, provide requirements for additional verification testing within two (2) working days.

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, performing 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) working days. If, as determined by the Department, pile driving equipment, procedures and/or personnel for the FP is deemed inadequate to consistently provide undamaged driven piling meeting the contract requirements, the Design-Build Firm's FP approval may be withdrawn pending corrective actions. Production driving shall then cease and not restart until corrective actions have been taken and the FP re-approved.

Drilled Shaft Foundations for Bridges and Major Structures

The Design-Build Firm shall perform a subsurface investigation, analysis, and design for all aspects of the project in accordance with 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 drilled shafts during any phases of the foundation operation.

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

The Design-Build Firm shall develop a FP for drilled shaft construction and submit the proposed FP to the CEI Geotechnical Engineer for review and recommendation to the District Geotechnical Engineer for approval. The FP is intended to establish process control standards and quality assurance for drilled shaft construction. Include in the FP the items required in Specification 455-15.1.2 (Drilled Shaft Installation Plan), the equipment and procedures for visual inspection of drilled shaft excavations, and any additional methods to identify and remediate drilled shaft deficiencies. 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 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 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 District Geotechnical Engineer 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 and the end bearing component. Provide a caliper tool or system to measure accurately and continuously the actual shape of test shafts prior to placing concrete.
 - Determining the production shaft lengths. Production shaft lengths may be based on the load transfer characteristics measured during the load test. End bearing characteristics may be based on load test results if the properties of the material below the tips of the production shafts meet or exceed the strength of the materials below the tip of the test shaft. If the theoretical bearing strength of the material below the tips of the production shafts is less than the theoretical bearing strength of the materials below the tip of the test shaft, the production shafts shall be extended to meet design capacity by side shear only, unless the end bearing resistance of the weaker material is verified by additional load testing.

- Documenting and providing a report that includes all test shaft data, analysis, and recommendations to the District Geotechnical Engineer. The report should include but not be limited to the following: results of the load testing program, crosshole sonic logging, gamma-gamma density logging, pilot borings for all drilled shafts, and recommended production drilled shaft tip elevations and socket requirements. This report shall be signed and sealed by a Florida licensed Professional Engineer and shall be submitted to the District Geotechnical Engineer for review and approval at least five (5) working days prior to beginning production of shaft construction. Additional data or analysis may be required by the Engineer.
- Constructing all drilled shafts to the required tip elevation and socket requirements.
- Verifying level and clean hole bottom conditions and properties of the drilling fluid at the time of concrete placement.
- Furnishing and using an underwater television camera or any other approved Shaft Inspection Device to continuously videotape the inspection of each excavation for a drilled shaft bridge foundation after final cleaning. By audio or other means, recordings shall clearly identify the location and items being observed.
- Documenting and submitting the drilled shaft excavation and concreting logs to the District Geotechnical Engineer within 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) working days for the District Geotechnical Engineer to review the data before any further construction on the tested shafts.
- Performing Cross-Hole Sonic Logging (CSL) tests on all non-redundant drilled shafts supporting bridges. For redundant drilled shaft bridge foundations and drilled shaft foundations for miscellaneous structures, perform CSL on at least 30% of the shafts (rounded up to the next whole number) on shafts selected by the Department.
- Repairing all detected defects and conducting post repair integrity testing using 3D tomographic imaging and gamma-gamma density logging. Submitting all results to the District Geotechnical Engineer within five (5) days 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 three (3) weeks 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) working days of receipt of a Foundation Certification Package, the Department will examine the Certification Package and determine whether shafts in that foundation unit will be selected for Verification Testing. The Department may select every shaft for Verification Testing, if defects are suspected. The Department will provide equipment and personnel as needed for Verification Testing. Methods used for Verification Testing of a completed shaft are at the discretion of the Department and may include coring, cross-hole sonic logging, gamma-gamma density logging, low-strain dynamic integrity testing, or other methods.

After Verification Testing for a foundation unit is performed, the Department will provide the results within five (5) working days. Integrity testing access tubes shall not be grouted and construction of footings, caps, columns or any superstructure elements shall not occur until the Department has notified the Design-Build Firm that additional Verification Testing is not required.

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

Drilled Shaft Foundations for Miscellaneous Structures

The Design-Build Firm shall 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 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.
- Utilizing the services of a specialty engineer to perform Engineering Analysis Reviews (EAR's) to evaluate and address non-conformance issues, and submitting the report to the Department for approval.
- 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) working days for the Department to review the data before any further construction on the shafts.
- Performing Cross-Hole Sonic Logging (CSL) tests on at least 30% of the shafts (rounded up to the next whole number) selected by the Department.
- 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 three (3) weeks of finishing each foundation unit and prior to Verification Testing. A foundation unit is defined as all the shafts within one intersection/interchange or for each phase of an intersection/interchange.

- Providing safe access and needed equipment, and cooperating with and working with the Department in verification of the drilled shafts, both during construction of shafts and after submittal of the certification package.
 - The Department may verify the bottom cleanliness of all drilled shaft excavations prior to and at the time of concreting. The Department may verify bottom cleanliness by over the shoulder review of the Design-Build Firm's inspection methods and/or by independent means.
 - The Department may verify properties of drilling fluid at the time of concreting. The Department shall determine whether verification of drilling fluid properties shall be accomplished by over the shoulder review of the Design-Build Firm's slurry testing and/or by independent means.

Within two (2) calendar days of receipt of a Foundation Certification Package, the Department will examine the Certification Package and determine whether shafts in that foundation unit will be selected for Verification Testing. The Department may select every shaft for Verification Testing, if defects are suspected. The Department will provide equipment and personnel as needed for Verification Testing. Methods used for Verification Testing of a completed shaft are at the discretion of the Department and may include coring, cross-hole sonic logging, gamma-gamma density logging, low-strain dynamic integrity testing, or other methods.

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

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

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 such work 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 recommendation to the District Geotechnical Engineer for approval. The FP is intended to establish process control standards and quality assurance for auger cast pile 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 course certificate must have been issued less than two (2) months prior to the submittal of the FP.

The FP will be used to govern all auger cast pile 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, auger cast pile 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 pile 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 the installation of the auger cast piles.
- Documenting and submitting the field installation logs to the Department within 24 hours of grout placement.
- Submitting the Foundation Certification Packages.
 - o 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 FDOT 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.
 - o Submit a certification letter signed and sealed by the Engineer of Record to the Department within three weeks 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) working days 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.

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.
 - o Each Foundation Certification package shall include a letter signed and sealed that certifies the spread footing has the required axial capacity, lateral 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.
 - o Submit a certification letter signed and sealed by the Geotechnical Foundation Design Engineer of Record to the Department within one (1) week of finishing each foundation unit. The foundation unit is defined as

a spread footing supporting a column of a bridge or bent, 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) working days 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 for completion of the Project work. 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 in this RFP. 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)
ATT FLORIDA	N
LEVEL 3 COMMUNICATIONS	N
TECO PEOPLE GAS	N
COMCAST CABLE	N
DEDICATED FIBER	N
JEA WATER-SEWER-ELECTRIC	N

Design of Utility Work

- a. The Design-Build Firm shall prepare final engineering design, plans, technical special provisions, and a cost estimate for the Utility Work for JEA Water and Sewer in accordance with JEA Water & Sewer Standards Manual, October 2011. In the event of a conflict between the JEA Standards and any other Contract Documents, the Department shall determine which provisions 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, 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 Department's Utility Accommodation Manual and the Department's Plans Preparation Manual in effect at the time the Plans Package is prepared, and the Department's Contract documents for the Project. If the Department's Plans Preparation Manual is updated and conflicts with the Department's Utility Accommodation Manual, the Utility Accommodation Manual shall apply where such conflicts exist.
- f. The Design-Build Firm shall prepare the utility work's technical special provisions which are a part of the Plans Package in accordance with the Department's guidelines on preparation of technical special provisions and shall not duplicate or change the general contracting provisions of the Department's Standard Specifications for Road and Bridge Construction and any Supplemental Specifications, Special Provisions, or Developmental Specifications of the Department 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: conceptual, 60%, 90%, Final Plans, and As-Built 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 proper preparation of the Plans Package and for verifying all information necessary to properly prepare the Plans Package, including survey information as to the location (both vertical and horizontal) of the Utility Facilities. The providing of information by the Department shall not relieve the Design-Build Firm of this obligation nor transfer any of that responsibility to the Department.
- i. The Utility Work will include all utility facilities of JEA which are located within the limits of the Project, except those facilities agreed to by JEA to be performed by their forces. These exceptions shall be handled by separate arrangement by the Department.
- j. The Design-Build Firm shall fully cooperate and coordinate the Utility Work with all other right of way users in the preparation of the Plans Package. Any conflicts that cannot be resolved through cooperation shall be resolved in the manner determined by the Department.
- k. Upon completion of the Utility Work, the facilities shall be deemed to be located on the public road or publicly owned rail corridor under and pursuant to the Utility Permit to be issued by the Department.
- l. As part of the final submittal of the Plans Package, the Design-Build Firm shall also submit an estimate of the amount of the cost of the Utility Work that should be based on the credit required for any increase in the value of the new Facility and for any salvage derived from the old Facility. These credits shall be determined as follows:

Increase in Value Credit

- a. Upgrading - A percentage of the total cost of the Relocation Work based on the extent of the betterment obtained from the new Facilities will be applied.
- b. Salvage Value – The Department shall receive fair salvage value credit for any salvage, which will become available to the Design-Build Firm as a result of the Utility Work.

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

Performance of Utility Work

- a. The Design-Build Firm shall incorporate the Plans Package into its Contract for construction of the Project.
- b. The Department shall perform all engineering inspection, and monitoring of the Utility Work to insure that it is properly performed in accordance with the Plans Package and will complete daily diary records showing approved quantities and amounts or weekly, monthly, and final estimates in accordance with the format required by The Department.

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:

1. Typical Section Package:

The Department has developed an approved typical section package (an Attachment to this RFP) for this Project. Any deviation from or revision to this approved typical section package is at the risk of the Design-Build Firm and will require approval from the Department and FHWA. A typical section revision is a change to the requirements of the RFP and must be submitted to the Department by the ATC date as shown in Section II, Schedule of Events, of the RFP.

2. Pavement Design Package:

The Department has developed approved minimum pavement designs for asphalt pavements for use on this Project. The minimum pavement designs are included as an Attachment to this RFP. Any modification of the pavement designs provided must be approved by the Department and FHWA. Any modification to the pavement design is a change to the requirements of the RFP and must be submitted to the Department by the ATC date as shown in Section II, Schedule of Events, of the RFP.

a. Milling and Resurfacing:

The existing mainline asphalt pavement and outside shoulder pavement throughout the Project limits shall be milled and resurfaced in accordance with the approved asphalt pavement design provided by the Department.

b. 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; chapter 14-86, F.A.C.; Federal Aid Policy Guide 23 CFR 650A; and the requirements of the regulatory agencies. This work will include the engineering analysis necessary to design any or all of the following: cross drains, French drains, roadway ditches, outfall ditches, storm sewers, retention/detention facilities, interchange drainage and water management, other drainage systems and elements of systems as required for a complete analysis. Full coordination with all permitting agencies, the District 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.

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

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

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

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

- Provide for a drainage design and stormwater management system to meet the FDOT and State water quality and quantity standards within the Department's existing right-of-way.
- Perform design and generate construction plans documenting the permitted systems function to criteria.

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

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

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

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

E. Geometric:

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

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 Department's Plans Preparation Manual for this project except for areas defined in Appendix G – Design Variations and Exceptions.

Any changes to the horizontal alignment shown in Appendix E shall require an ATC. However, approved ATCs for an adjustment in horizontal alignment shall not require a revision to the RFP.

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

- Shoulder gutter shall be constructed for fills above 10’.
- A minimum 20’ wide ditch bottom shall be provided between ramps D1 and A2/A3.
- A maximum vertical slope of 3% shall be provided on ramps B1 and D1 over I-95.
- Proposed Type VI and V traffic separator noses shall be tapered down in height, at a 1:20 ratio, to 2” at the nose. See the Appendix J.

F. Design Documentation, Computations and Quantities:

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

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

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

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

G. Structure Plans:

1. Bridge Design Analysis:

- a. The Design-Build Firm shall submit to the Department final signed and sealed design documentation prepared during the development of the plans.
- b. The Design-Build Firm shall insure that the final geotechnical recommendations and reports required for bridge design are submitted with the 90% bridge plans.
- c. The Design-Build Firm shall "Load Rate" all bridges in accordance with the Department Procedure 850-010-035 and the Structures Manual. The bridge load rating shall be submitted to the

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

- d. Any erection, demolition, and any proposed sheeting and/or shoring plans that may potentially impact the railroad must be submitted to and approved by the railroad. This applies to areas adjacent to, within and over railroad rights of ways.
- e. The Engineer of Record for bridges shall analyze the effects of the construction related loads on the permanent structure. These effects include but are not limited to: construction equipment loads, change in segment length, change in construction sequence, etc. The Engineer of Record shall review all specialty engineer submittals (camber curves, falseworks systems, etc.) to ensure compliance with the Contract plan requirements and intent.
- f. For bridges with driven pile foundations, Factored Design Loads per pile shall be limited to not exceed 90% of the Maximum Pile Driving Resistance [see Department Structures Design Guidelines, Table 3.5.12-1] for given pile size unless approved by District Two Structures Design Engineer.

2. **Criteria**

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

- a. All plans and designs are to be prepared in accordance with AASHTO LRFD Bridge Design Specifications, Department Standard Specifications, Structures Manual, Plans Preparation Manual, Department Standard Drawings, Supplemental Specifications, Special Provisions, and directions from the State Structures Design Engineer, Temporary Design Bulletins, Structures Design Office and/or District Structures Design Engineer.
- b. **Critical Temporary Retaining Walls:** Whenever the construction of a structural component (such as a wall, footing, or other such component) requires excavation that may endanger the public or an existing structure that is in use the Design-Build Firm must protect

the existing facility and the public. If a critical temporary retaining wall is, therefore, required during the construction stage only, it may be removed and reused after completion of the work. Such systems as steel sheet pilings, soldier beams and lagging or other similar systems are commonly used. In such cases, the Design-Build Firm is responsible for designing detailing the wall in the set of Contract plans. These plans must be signed and sealed by the Structural Engineer in responsible charge of the wall design.

- c. Unless specified elsewhere in this RFP, horizontal clearances to bridge piers and abutments and minimum vertical clearances shall conform to the requirements of the Plans Preparation Manual (PPM).
- d. The following criteria specific to each structure shall be incorporated by the Design-Build Firm into the design of the structure:

Structure No.	Minimum Horizontal Clearance	Minimum Vertical Clearance
720739 (Ramp D-1 over I-95)	131' Left and 155' Right of Baseline of Survey I-95	17' to I-95
720740 (SR 9B southbound over I-95)	124' Left and Right of Baseline of Survey I-95 to face of pier for spans over I-95 and 24' from edge of travel lane to face of end bent for spans over Ramps A-2 and C-2	17' to I-95 16.5' to ramp A-3 16.5' to ramp B-1 16.5' to ramp D-1 16.5' to future ramp C-2
720741 (SR 9B northbound over I-95)	124' Left and Right of Baseline of Survey I-95 to face of pier for spans over I-95 and 24' from edge of travel lane to face of end bent for spans over Ramps A-2 and C-2	17' to I-95 16.5' to ramp A-3 16.5' to ramp B-1 16.5' to ramp D-1 16.5' to future ramp C-2
720742 (Ramp B-1 over I-95)	155' Left and 131' Right of Baseline of Survey I-95	17' to I-95
720767 (SR 9B southbound over US 1 and FEC Railroad)	As specified in the PPM	As specified in the PPM
720768 (SR 9B northbound over US 1 and FEC Railroad)	As specified in the PPM	As specified in the PPM
720769	As specified in the PPM	As specified in the PPM

Structure No.	Minimum Horizontal Clearance	Minimum Vertical Clearance
(SR 9B southbound over Veveras Drive)		
720770 (SR 9B northbound over Veveras Drive)	As specified in the PPM	As specified in the PPM

- e. Structure depth of the fascia girders shall be held constant with no steps for all bridges.
- f. Bridges for the I-95 interchange (Bridge No.s 720739, 720740, 720741 and 720742) will receive Level Two aesthetic considerations. Superstructure types will be U-shaped box girders. Piers will be required in lieu of bents and will be consistent in appearance for all four bridges. Piers will receive aesthetic treatments such as rustications and rounded shapes or hammerheads.
- g. The design of Bridges 720740 and 720741 will accommodate future widening in the median. Provide a drawing in the plans showing typical section (including piers) indicating future widening. Design walls in median for full height necessary to accommodate future widening. Provide piles required for future widening at end bents.
- h. All bridges on the project are not required to be of the same material, but each bridge must be (steel and concrete spans on the same bridge shall not be allowed).
- i. A Class 5 surface finish shall be applied to the following exposed concrete surfaces:
 - Superstructure – sides and top of traffic railing barriers, coping, bottom of deck overhangs, and fascia surface of exterior concrete beams
 - End bents – all exposed surfaces except top of cap and front face of backwall
 - Piers – exposed surfaces of columns and pedestals
 - Approach slabs – exposed surfaces of traffic railing barriers and coping over walls
 - Retaining walls – exposed surfaces of traffic railing barriers and copings
- j. All bridge drainage piping will be hidden from view.
- k. Concrete surfaces of SR 9B / I-95 interchange bridge substructures shall receive a permanent anti-graffiti coating system as follows:

- Superstructure – sides and top of traffic railing barriers and coping
 - End bents – all exposed surfaces except top of cap and front face of backwall
 - Piers – all exposed surfaces of columns
 - Approach slabs – exposed surfaces of traffic railing barriers and coping over walls
 - Retaining walls – all exposed surfaces.
- l. TL-5 traffic railing barriers are required on Ramps D-1 and B-1 (Br No.s 720739 & 720742) from begin approach slab at begin bridge to end approach slab at end bridge.
- m. Environmental classifications for bridges is as follows:
- Bridge Nos 720739, 720740, 720741 & 720742:
Superstructure: Slightly Aggressive
Substructure: Extremely Aggressive (soil pH = 2.3)
- Bridge Nos 720767, 720768, 720769 & 720770:
Superstructure: Slightly Aggressive
Substructure: Moderately Aggressive (soil pH = 5.2)
- n. Open expansion joints are not permitted.
- o. Fill Heights greater than 5 feet shall use MSE walls leading up to bridges.
- p. All retaining walls shall be full height walls. Partial height retaining walls will not be permitted, such as perched walls (walls located within a slope between the toe of slope and the top of slope) and toe-walls (short walls that eliminate only a small portion of embankment at the bottom of the slope).
- q. For structures over I-95 (Bridge No.s 720739 through 720742), the top-of-footing elevations for pier footings within the I-95 median shall be less than or equal to EL. 24.0. Top-of-footing elevations for pier footings adjacent to I-95 shall be less than or equal to EL. 21.5
- r. Sound Barrier aesthetics shall match the existing sound barriers used elsewhere in the District. The panels shall consist of flush panels with a Type “H” finish per Standard Index 5201 (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. All exposed faces of the wall shall be coated with a non-sacrificial anti-graffiti coating. The color shall match the color of the existing Sound

barriers elsewhere within the District. The Design-Build Firm shall submit a color sample to the Department for review and approval prior to application of the coating.

- s. Cheek walls shall be provided at the following locations:
 - Exposed ends of all end bents.
 - Exposed ends of piers where the difference in the exterior beam depth in adjacent spans is greater than 9”.
 - Exposed ends of piers where the ends of exterior beams in adjacent spans are offset in plan.
 - Edges of beam ledges for Inverted-T pier caps.
- t. Lightweight concrete will not be permitted for any pretensioned concrete superstructure elements.
- u. Use of unpainted weathering steel is not permitted.
- v. Prestressed, pretensioned concrete beams shall consist of those types contained in the Department’s Design Standards. The use of prestressed concrete slabs (pretensioned or post-tensioned) is not permitted.
- w. All structural steel shall be painted in accordance with Sections 560 and 975 of the Specifications. Paint all structural steel with a high performance topcoat system. The color of the finish coat shall be as directed by the Department. The Design-Build Firm shall submit paint samples for final approval by the Department prior to application of the coating.
- x. Pile bents shall not be permitted.

**Bridge No.s 720767 & 720768
(SR 9B over US 1 and FEC Railroad)**

- a. The minimum vertical clearance (MVC) over railroads specified in the PPM shall be provided over the entire railroad right of way.
- b. No portion of the proposed structure, above or below ground, shall be located within the FEC Railroad right of way except for those overhead elements that satisfy the MVC requirements specified in the PPM.
- c. Bridge deck and surface drainage at the bridge shall be designed such that all drainage is carried away from the railroad right of way.

- d. The end bridge minimum horizontal clearance to the face of retaining wall shall be 84.75' left of the baseline of survey of US 1.

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 Technical Proposal. Technical Special Provisions shall be written only for items not addressed by Department Specifications, and shall not be used as a means of changing Department Specifications.

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

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

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

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

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

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

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

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

I. Shop Drawings:

The Design-Build Firm shall be responsible for the preparation and approval of all Shop Drawings. Shop Drawings shall be in conformance with the Department's Plans Preparation

Manual when submitted to the Department and shall bear the stamp and signature of the Design-Build Firm's 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 Department's 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 Department's 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 also initialed and dated by the reviewer.

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

J. Sequence of Construction:

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

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

K. Stormwater Pollution Prevention Plans (SWPPP)

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

The following shall be included in the erosion control plan:

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

L. Temporary Traffic Control Plan:

1. Traffic Control Analysis:

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

The Temporary Traffic Control Plan shall address how to assist with maintenance of traffic throughout the duration of the Contract.

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

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

1. A project that, alone or in combination with other concurrent projects nearby, is anticipated to cause sustained work zone impacts.
2. All Interstate system projects within the boundaries of a designated Transportation Management Area (TMA) that occupy a location for more than three (3) days with either intermittent or continuous lane closures shall be considered as significant projects.

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 Volume I, 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 TTC 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 TTC Plan.

3. Traffic Control and Other Restrictions:

SR 9 (I-95) and SR 9B lane closure restrictions:

- Single Lane Closures:
 - Northbound: No lane closures allowed between the hours of 5:30 am to 7:00 pm.
 - Southbound: No lane closures allowed between the hours of 7:00 am to 8:00 pm.
- Double Lane Closures:
 - Northbound: No lane closures allowed between the hours of 5:30 am to 9:30 pm.
 - Southbound: No lane closures allowed between the hours of 7:00 am to 9:30 pm.
- Total lane closure with detour allowed from 12:00 am to 5:00 am.
- The number of detour nights allowed are two per proposed overhead sign over travel lanes and two per proposed girder section over travel lanes.
- Additional detours may be allowed as directed by the Project Engineer.
- Total lane closures are allowed in one direction at a time only.
- SR 9 (I-95) shall not be detoured during a SR 5 (US 1) or SR 9B detour.
- SR 9B shall not be detoured during a SR 9 (I-95) detour.

SR 5 (US 1) lane closure restrictions:

- Single Lane Closures:
 - Northbound: No lane closures allowed between the hours of 6:30 am to 9:00 am weekdays. No restrictions on weekends.
 - Southbound: No lane closures allowed between the hours of 4:00 pm to 7:00 pm weekdays. No restrictions on weekends.
- Total lane closure with detour allowed from 12:00 am to 5:00 am.
- The number of detour nights allowed are two per proposed overhead sign over travel lanes and two per proposed girder section over travel lanes.
- Additional detours may be allowed as directed by the Project Engineer.
- SR 5 (US 1) shall not be detoured during a SR 9 (I-95) or SR 9B detour.

Veveras Drive lane closure restrictions:

- Flagler Station must be provided access using Veveras Drive.
- Flagger operations shall be used to control vehicle access.
- Emergency vehicles will be allowed to pass as soon as practicable.
- Girder placement is allowed from 12:00 am to 5:00 am.
- Roadway shall not be closed for more than 20 minutes at a time.

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

The Design-Build Firm shall coordinate all lane closures with local agencies. The Design-Build Firm shall be required to place Variable Message Signs advising the traveling public of proposed lane closures. These Variable Message Signs shall be operational for a minimum of seven (7) calendar days prior to the proposed lane closures.

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

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

1. Thursday before through the close of the TPC Golf Tournament
2. The day of the Daytona 500 and the Coke Zero 400
3. The day prior to through the day after Daytona Bike Week
4. The Friday through the close of Daytona Speed Weeks
5. The Friday through the close of Biketober Fest

Other Restrictions

Use of vibratory roller shall be as approved by the Engineer.

The following activities shall be restricted to the hours of 7:00 p.m. to 7:00 a.m. Monday through Friday, from Friday 7:00 p.m. to 10:00 a.m. on Saturdays, and all day on Sunday and holidays

- Pile driving
- Construction of sound barriers

Existing posted speed limits must be maintained during construction unless otherwise approved by the Department.

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 to pay all permit fees and any additional (above what the Department has already received concurrence for) mitigation 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 of this RFP, will be the responsibility of the Design-Build Firm, and

will not be considered sufficient reason for time extension.

Unless specifically identified otherwise, the design and construction of any alternate design approach identified within this RFP is not a requirement of this RFP. The Design-Build Firm is not responsible for any permitting or commenting agency coordination or other impacts to the permit processes that would be associated with any alternate design approach, unless the Design-Build Firm chooses to include the alternate design approach in its Proposal.

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

Dewatering for construction activities located northeast of the FEC Railroad shall be discharged into existing ponds. The discharge water shall be free and clear of all turbidity as normally expected when using a wellpoint system with a filter pack.

N. Signing and Pavement Marking Plans:

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

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

O. Lighting Plans:

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

The Design-Build Firm shall be responsible for providing roadway lighting within the Project limits along I-95, SR 9B, US 1 and ramps.

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

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

P. Signalization Plans:

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

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

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

The Design-Build Firm shall notify the Department and the City of Jacksonville Traffic Engineering Department at least three (3) days before beginning traffic signal related work. Design-Build Firm shall coordinate the final inspection with the Department and the City of Jacksonville Traffic Engineering Department at least ten (10) days in advance of the inspection date.

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

1. All traffic signal structures shall have a galvanized coating as required per Department specifications.
2. All signal structures shall be mast arms, except where overhead structures require alternate mounting details. No steel or concrete strain poles shall be permitted.

Q. ITS Plans:

The Design-Build Firm shall prepare 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 also develop an ITS maintenance and relocation plan to the acceptance of the Department.

Relocation of some ITS components will be required. At NO time will the ITS System be OFF-LINE. The Design-Build Firm shall maintain the ITS to be fully functional at all times throughout the duration of this Project. Notification MUST first be given to the District Two ITS Engineer at 904-360-5463 at least 48 hours prior to any work being performed on the system.

The Design-Build Firms shall provide a continuous (from begin project to end project) two-conduit duct bank consisting of 2" diameter conduit, warning tape and locate wire along each side of SR 9B within the project limits. The intent of the duct banks are for future installation of fiber optic cable. Pull boxes shall be placed at approximately 1000-ft intervals along each duct bank. Two spare conduits 2" in diameter shall also be placed within any constructed outside lane concrete bridge railing along SR 9B mainline including single raceway pull boxes and expansion fittings as required. Each duct shall be pressure tested and sealed to the satisfaction of the Engineer. The exact location of the duct banks and pull boxes shall be coordinated with the District Two ITS Engineer.

VII. Technical Proposal Requirements.

A. General:

Each Design-Build Firm being considered for this project is required to submit a Technical Proposal. The Technical Proposal shall include sufficient information to enable the Department to fully evaluate the Design-Build Firm's proposed design and construction methods. The data shall be relevant to the project and shall be innovative, when appropriate, and practical.

The Technical Proposal and design content shall be based on, and fully address the complete project scope (Option One) and how the Design-Build Firm's proposed design will accommodate and tie-into future phases of construction as identified in the RFP. Future phases of construction shall include the full build-out of the SR 9B/I-95 interchange (indicated as "Future Phase" in Appendix E) and widening of SR 9B to the median (beyond the currently proposed configuration to provide an additional lane in each direction from I-95 to Rudin St.), as well as all work elements of Option One if the Design-Build Firm proposes to Bid any other Option. As such, the proposal shall demonstrate how the proposed work will minimize the amount of rework required to implement the identified future phases of construction, regardless of the Option being bid by the Design-Build Firm.

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.

Submit one (1) original, seven (7) hard copies of the original and five (5) CD's that contain the entire Technical Proposal in PDF format. No macros will be allowed. Graphics and photographs shall be held to a minimum. The Written Technical Proposal shall be typed in not less than twelve (12) point font on standard 8.5" x 11" paper and the number of pages shall not exceed the number stated herein. Charts and exhibits may be 11x17, but must be folded to the standard size and shall count as two pages. Design drawings shall be on Department standard 11" x 17" sheets and shall not be folded. Alternatively, design drawings may be provided on 36" roll plots if agreed to by the FDOT Technical Review Committee. For legibility, lettering size shall be such as to be not less than 11 point font on the drawings. Technical Special Provisions (TSP) shall also be submitted. Proposals will not be returned to the participating firms. All proposal documents shall be identified with the appropriate names and Financial Project Identification (FPID) Numbers as contained in this RFP. **NO SPIRAL BINDINGS.**

The maximum number of pages for the Technical Proposal shall be twenty five (25) pages. This page limitation does not include Sections 7 through 9. Submittals of the Technical Proposal shall be made to:

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

The minimum information to be included:

Section 1: Summary of Preliminary Plans

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

Section 2: Design

- a. Describe General Design Elements including, but not limited to:
 - Roadway Design
 - Structure Design
 - Design coordination and plans preparation schedule
 - Construction coordination plan minimizing design changes
 - Design considerations that will reduce the intensity and duration of noise and vibrations
 - Utility coordination plan
 - JEA utility design
- b. Provide details on Geotechnical Investigations including, but not limited to:
 - Geotechnical investigation plan
 - Ground improvement plan
 - Section VI.B Geotechnical Services
 - Test load programs

Section 3: Maintenance of Traffic

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

Section 4: Construction Methods

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

- Minimize disruption to traffic
- Mitigate impacts to other projects

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

Section 5: Environmental Impacts

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

Section 6: Value Added

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

Section 7: Schedule

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

The proposed schedule shall not exceed the Maximum Allowable Contract Time of one thousand one hundred (1,100) 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

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

Roadway

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

Structures

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

C. Evaluation Criteria:

The Technical Review Committee shall evaluate the written Technical Proposal by each Design-Build Firm based on the complete project (Option One) only. The Design-Build Firm should not

discuss or reveal elements of the Price Proposal in the written Technical Proposals. A Technical Score for each Design-Build Firm will be based on the following criteria:

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

1. Design

a. General Design Elements

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

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

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

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

b. Geotechnical Investigations

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

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

2. Maintenance of Traffic

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

Credit will be given for a MOT scheme and construction sequence that opens the following mainline movements to traffic the soonest:

- I-95 northbound to SR 9B northbound (continuous through US 1)
- SR 9B southbound to I-95 southbound (continuous from US 1)

3. Construction Methods

Credit will be given for construction methods that:

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

4. Environmental Impacts

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

5. Value Added

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

6. Schedule

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

Credit will be given for incorporating construction of sound barriers into the schedule such that they are constructed prior to other construction activities in the same vicinity.

D. Bid Price Proposal:

Each Design-Build Firm shall submit only one Bid Price Proposal on the Bid Blank form attached hereto and shall include one lump sum price for the JEA utility work and one lump sum price for the selected Option and the number of calendar days within which the Proposer will complete the Project. The price bid shall be for the highest priority Option without exceeding the maximum bid price. **The selected Option shall be clearly indicated on the form.** The Lump Sum Prices shall include all costs for all design, geotechnical surveys, architectural services, engineering services, the Design-Build Firm's 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, profit, finance costs, and otherwise, it being understood that payment of that Lump Sum Price amount for that portion of the Project proposed will be full, complete, and final compensation for all of the work required to complete that portion of the Project.

The Price Proposal shall be hand-delivered in a separate sealed package to the following:

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

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

E. Selection Process:

After the sealed Price Proposals are received, the Department will have a public meeting for the announcement of the Technical Scores and opening of sealed Price Proposals. 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 evaluated as follows:

If only one of the Design-Build Firms submits a Bid Price Proposal under the maximum bid price for Option One, then the project will be awarded to that firm. If more than one of the Design-Build Firms submits a Bid Price Proposal under the maximum bid price for Option One, then the adjusted scores will be calculated for the Design-Build Firms with a bid price for Option One, with the project being awarded to the Proposer with the lowest adjusted score.

If none of the Design-Build Firms submit a Bid Price Proposal for Option One, then the Department shall evaluate Bid Price Proposals for Option Two. If only one of the Design-Build Firms submits a Bid Price Proposal under the maximum bid price for Option Two, then the project will be awarded to that firm. If more than one of the Design-Build Firms submits a Bid Price Proposal under the maximum bid price for Option Two, then the adjusted scores will be calculated for the Design-Build Firms with a bid price for Option Two, with the project being awarded to the Proposer with the lowest adjusted score.

This process will continue through Options Three and Four as necessary.

1. Calculation of Adjusted Scores:

The following formula shall be used to calculate adjusted scores:

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

BPP = Bid Price Proposal

TS = Technical Score (Combined Scores from ELOI and Technical Proposal based on Option One)

The Design-Build Firm selected will be that firm whose Adjusted Score is lowest.

F. Final Selection Process:

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 or any Price Proposal that is not reasonably achievable. Also, if the Proposed Contract Time (PCT) is greater than the Maximum Allowable Time (MCT) of 1,100 calendar days, the Proposal will be considered non-responsive.

The Selection Committee should meet a minimum of five (5) working days after the public opening of the Technical Scores and Price Proposals. The Department's Selection Committee will review the evaluation of the Technical Review Committee and the Price Proposal of each Proposer as to the apparent Lowest Adjusted Score and make a final determination of the Lowest Adjusted Score. The Selection Committee has the right to correct any errors in the evaluation and selection process that may have been made, direct further action to do so, and may postpone formal action to a subsequent date. The Department is not obligated to award the Contract and

the Selection Committee may decide to reject any and all Proposals. If the Selection Committee decides not to reject all Proposals, the Contract will be awarded to the Proposer determined by the Selection Committee to have the Lowest Adjusted Score.

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