Florida Department of Transportation

District 2

DESIGN-BUILD MAXIMUM PRICE REQUEST FOR PROPOSAL for

University Blvd/Arlington River Bridge, Duval County

Financial Projects Number(s): 212379-3-52-01, 212379-3-56-01, 433253-1-52-01
Federal Aid Project Number(s): 274106P, 8886284A
Contract Number: E2R17

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ATTACHMENTS

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

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

Concept Plans
Bridge Development Report
Bridge Hydraulic Recommendation Sheet
Bridge Hydraulic Report
Environmental Determination Form
Final Preliminary Engineering Report
Geotechnical Data
CADD Files and Survey Data
Permit Information
Advance Utility Coordination Information
Mathews Bridge Detour Plans

I. INTRODUCTION

The Florida Department of Transportation (Department) has issued this Request for Proposal (RFP) to solicit competitive bids and proposals from Proposers for the design and construction of: University Blvd 2-lane bridge over Arlington River; new signalized intersection at University Blvd & Cesery Blvd; new intersection at University Blvd & Clifton Avenue; a modified roundabout at the intersection of University Blvd & Colcord Ave.; New Lighting on the new bridge and on the University Blvd approaches to the modified roundabout.

For the purpose of bidding, the Department has established the following maximum prices:

FPI# 212379-3-52-01	$13,800,000
FPI# 212379-3-56-01	$78,826
FPI# 433253-1-52-01	$1,500,000

These amounts are not the Department's official cost estimates for the work but are the maximum price constraints established for this contract. Submission of a bid under the maximum price is not a guarantee of contract award and cannot be interpreted as an appropriate or awardable bid amount. For this contract, the Department will reject as non-responsive any Price Proposal in excess of the maximum price amount shown above and the firm will not be considered for Final Selection.

During preparation of the bid, if concerns regarding the Department's maximum price arise, submit a letter of maximum price concern to (Mr. Robert L. Parks, P.E.) by (April 26, 2013). The Department will review the letter of maximum price concern and determine its next course of action. This process is established to provide the opportunity for Firms to express maximum price concerns prior to submission of a Proposal.

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

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

Minimum Pavement Design, Minimum Horizontal and Vertical Clearances for Bridge, Minimum Bridge Length, Minimum Span Length, Horizontal Layout, Typical Sections (Road and Bridge), Lane Widths, Design Speeds, Project Commitments.

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

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

Description of Work

The following work description is broken down as follows:

- Overview
- Roadway
- Structures
- Drainage
- Permitting and Environmental
- Geotechnical
- Traffic Control Plan
- Signing and Pavement Markings
- Traffic Signals
- Lighting
- Utilities
- Right-of-Way
- Landscaping and Aesthetics

Overview

The scope of work for this project includes all investigations, design, permitting, coordination, final approved construction documents, and construction activities necessary for the construction of a 2-lane bridge over the Arlington River and for construction of a modified roundabout at the intersection of University Blvd and Colcord Ave.. The Project also includes muck removal and retaining wall construction at the east bridge abutment; demolition and removal of the existing bridge structure (including asbestos containing materials in the bridge scuppers); Construction of a temporary 2-lane detour bridge (with ADA compliant pedestrian accommodations); Construction of all required temporary work platforms; Construction of new intersections and tie-ins to existing roadways at University Blvd. & Cesery Blvd.; University Blvd. & Clifton Avenue and at each leg of the modified roundabout. Permanent signalization will be provided at the University Blvd and Cesery Blvd intersection. Temporary Signalization will be provided as required for construction. At a minimum, temporary signals will be provided at the intersection of the temporary detour structure and Cesery Blvd. Permanent lighting will be constructed on the new bridge, at the Cesery Blvd/University Blvd intersection and on University Blvd from Tanglewood Lane to the south approach of the University Blvd Bridge over Arlington Expressway. Temporary lighting will be provided on the temporary bridge structure. Landscaping will be provided at the new bridge approaches and within the Modified Roundabout. The following sections describe the general work scope for this project. Additional requirements are listed in this RFP and Volume I appendices.

The Department, under separate contract, has produced Concept Plans for the bridge replacement project and Modified Roundabout project. The Concept Plans are included in Volume II of this RFP (Reference Documents) and are supplied to the Design-Build Firm to relay the general intent of the project and are for informational purposes only. Special attention is directed to the fact that the right-of-way and easements shown on the Concept Plans for the bridge are not current. The right-of-way maps contained in Appendix D show the current right-of-way and easements for the project. All work is restricted to these areas. The Design-Build Firm, as Engineer of Record, is responsible for providing all final approved construction documents. In addition to final construction documents, the Design-Build Firm shall provide and furnish all construction activities, utility coordination, tools, equipment, supervision, labor, materials, rentals, subcontractors, profit, overhead and any other costs related to the project. The Concept Plans are not consistent or in compliance with all the requirements of this RFP.

Roadway

General roadway improvement shall consist of the following:

1. Construct curb & gutter, sidewalk, inlets, storm drainage and roadway resurfacing on University Blvd. South from approximate station 34+66 baseline of survey SR-109 University Blvd. south to approximate station 44+85 baseline of survey SR-109. The exact limits of construction will be determined by the Design-Build Firm and will be that required to tie-in all proposed work to existing conditions.
2. Construct new roadway approaches, inlets, storm drainage retaining wall and bridge approach slabs to connect the new bridge structure to Cesery Blvd. on the east and University Blvd. on the west up to Clifton Avenue.
3. Mill and resurface portions of Clifton Avenue and University Blvd. west of Clifton Avenue (to approximate station 35+80 baseline of survey University Blvd.) The exact limits of construction will be determined by the Design-Build Firm and will be that required to tie-in all proposed work to existing conditions.
4. New signalized intersection at University Blvd. and Cesery Blvd. (east end of bridge).
5. Remove conflicting striping and signing from Cesery Blvd Bridge to allow two lanes southbound on Cesery Blvd. The existing free right from University Blvd east onto University Blvd South will be eliminated under the proposed intersection configuration.
6. Construct a modified roundabout at the intersection of University Blvd and Colcord Ave. this will include removal of the loop ramp in the southwest quadrant of the interchange (southbound to eastbound movement) and reconstruction of the eastbound ramp from Arlington Expressway to southbound University Blvd and construction of sidewalks, curb & gutter, inlets, storm drainage, pavement widening, milling & resurfacing, construction of new highway lighting and landscaping.
7. Guardrail protection will be required at the existing sign structure adjacent to the new exit ramp from Arlington Expressway to University Blvd and at the existing pier protection on eastbound Arlington Expressway beneath the University Blvd overpass.
8. Construction of temporary sidewalks and crosswalks may be required to connect pedestrian features on temporary bridge to existing conditions.

The Typical Sections for the roadways and the bridge are included in Appendix B. The lane configuration at the intersections shall be designed and constructed in conformance with the Lane Configurations at Intersections as shown in Appendix A.

The roadway and all associated improvements shall be designed in accordance with all current applicable manuals and guidelines including those by the Department, FHWA, AASHTO, and others as specified in this document. The following Design Speeds and Posted Speeds will be utilized for the project:

Roadway	Limits	Design Speed	Posted Speed
University Blvd	South of University Blvd/Cesery Blvd Intersection	40 mph	35 mph
Cesery Blvd	North of University Blvd/Cesery Blvd Intersection	40 mph	35 mph
University Blvd (Including Bridge)	University Blvd/Cesery Blvd Intersection to 200' West of Clifton Ave	40 mph	30 mph
Temporary Bridge and Roadway Connections	University Blvd/Cesery Blvd Intersection to 200' West of Clifton Avenue	30 mph	30 mph
SR 115 – Arlington Expressway	West of University Blvd Overpass to East of University Blvd Overpass	50 mph	50 mph
Ramp from EB SR 115 – Arlington Expressway to SB University Blvd	SR 115 to 200' East of SR 115 Ramp Terminal	30 mph	30 mph
Ramp from EB SR 115 – Arlington Expressway to SB University Blvd	200' East of SR 115 Ramp Terminal to Modified Roundabout	30 mph	30 mph
Ramp from EB SR 115 – Arlington Expressway to NB University Blvd.	Full Limits	25 mph	25 mph
University Blvd	Approaches to Modified Roundabout	35 mph	30 mph
Colcord Ave	Approach to Modified Roundabout	30 mph	30 mph
Modified Roundabout	-	25 mph	25 mph

Structures

The Design-Build Firm shall design and construct a two-lane bridge over the Arlington River. The design method for both the new and temporary bridge structures shall be Load and Resistance Factor Design Method (LRFD) with HL-93 Design Loading. Attention is directed to the Design Variance in Appendix F which specifies minimum clearances which must be maintained. Minimum low member elevation of the new bridge at the main channel shall be 18'-6" above Mean High Tide (EL 1.79'). Minimum low member elevation of the temporary bridge and any temporary work platform at the main channel shall be 15'-00" above Mean High Tide (el. 1.79'). The Design-Build Firm's temporary bridge design shall include a corrosion protection plan for Department supplied substructure components including bearing elements that will be subjected to high concentrations of river water spray or immersion as determined by the Engineer. The Design-Build Firm's corrosion protection plan shall be submitted to the Department for

review and approval. The Engineer may prohibit the use of Department supplied substructure elements if effective protection of substructure elements is not practical or the Design-Build Firm will be required to replace Department supplied substructure elements that are damaged to a degree that precludes further use or repair. The cost of replacement elements will be at the Design-Build Firm's expense.

Due to the environmental classifications and low vertical clearance at some locations, one or more of the following admixtures will be added to the concrete in all superstructure components and silica fume will be required in all piles, bents and walls within the splash zone: calcium nitrate, silica fume, metakaolin or ultra fine fly ash. Which admixtures will be used will be determined by the FDOT State Materials Office.

Special bridge railing shall be designed and constructed by the Design-Build Firm. The bridge railing shall conform to the aesthetic requirements shown in Appendix G. The Design-Build Firm shall be responsible for designing and constructing the bridge rail to meet all applicable design criteria and design loads. The Design-Build Firm must design the bridge railing system to be equivalent or greater in strength to other safety shape railings which have been crash tested to NCHRP Report 350 Test Criteria.

The bridge shall be designed to accommodate construction within the Right-of-Way and Easements depicted on the Right-of-Way Maps in Appendix D. The bridge length for the new bridge shall not be less than 933 feet. The bridge length for the temporary bridge shall not be less than 1000 feet. Minimum Horizontal Clearance at the main channel span shall be 70'for the new bridge and 50'-0" for the temporary bridge and any temporary work platform. The new bridge shall have minimum span lengths of 74'-6", with the exception of the eastern 188' of the bridge which shall have minimum span lengths of 35'-0". The temporary bridge shall have minimum span lengths of 50'-0". Only concrete structures will be allowed for the new bridge. The temporary bridge will be constructed of ACROW panels furnished by the Department and placed on substructure constructed by the Design-Build Firm. In addition to accommodating vehicular traffic on the ACROW panels, the temporary bridge must be designed and constructed to accommodate pedestrian traffic. A minimum 5' clear width path that is ADA compliant and separated from the travel lanes shall be provided for pedestrian use on the temporary structure. The Design-Build Firm shall describe their methods of providing for pedestrian traffic in their Technical Proposal. The Design-Build Firm shall design and construct the Temporary Bridge in accordance with FDOT Standard Index 21600 and all applicable standards. The Design-Build Firm shall be responsible for transporting the ACROW bridge panels to and from the FDOT facility in Oviedo, Florida.

All pile driving activities shall be restricted to weekdays between the hours of 8 AM and 5 PM. No pile driving will be permitted on weekends, holidays or during special events.

The Design-Build Firm shall be responsible for the removal of the existing bridge and bridge piling and the design and construction of any miscellaneous work platforms and temporary bridge structures necessary for the project. All bridge demolition activities involving the use of pneumatic/impact type equipment shall be restricted to weekdays between the hours of 8 AM and 5 PM. These activities will not be permitted on weekends, holidays or during special events. Existing piles can be cut off two feet below the existing mudline or removed entirely. Piles that may conflict with proposed construction should be completely removed. Off-site detours will not be allowed during bridge construction. The use of temporary bridge structures to maintain traffic should be anticipated.

Approximately 35,400 SqFt (plan area) of existing bridge No. 724214 shall be removed without causing damage to existing bridge beams 3-1, 3-2, 3-4, 4-1, 4-2, 4-3, and 4-4. After removing bridge beams 3-1, 3-2, 3-4, 4-1, 4-2, 4-3, and 4-4, the beams shall be transported to the FDOT Structures Research Center at 2007 E Paul Dirac Drive, Tallahassee, FL 32310. The Design-Build Firm shall notify Sam Fallaha (850-921-7111) at the State Structures Design Office 2 weeks prior to the removal of the beams. The beams shall include 6" of the slab on either side of the beams and the slab shall be saw cut to provide Clean sound and uniform edges. The Design-Build Firm shall also provide for review and approval of a method of removal of the existing beams.

The Design-Build Firm shall Design and Construct a permanent retaining wall at the east bridge abutment. .

Channel Clearance During Construction

The Design-Build Firm will be required to design and construct the new bridge, temporary bridge and all work platforms so that the following minimum clearances for boat traffic are maintained.

Stage 1 – Traffic on Existing Bridge While Temporary Bridge is Constructed

Temporary bridge spans must be of sufficient length to provide a minimum of 50'-0" horizontal clearance adjacent to the existing bridge channel main span (The existing bridge main channel span can be identified visually as it is approximately 15' wider than the other existing bridge spans. Temporary Bridge pile bents (and work platform supports if applicable) must be located in line with (or shoreward) of the extension of the existing bridge main channel span pile bents.

Stage 2 – Traffic on Temporary Bridge While Existing Bridge is Removed and New Bridge is Constructed

New bridge spans adjacent to the main channel span of the temporary bridge must be aligned and be of sufficient length to provide a minimum of 50'-0" horizontal clearance. New bridge pile bents must be located in line with (or shoreward) of the extension of the temporary bridge main channel span pile bents.

A minimum of 18'-6" vertical clearance above mean high tide (El 1.79') shall be maintained within the main channel span of the new bridge.. A minimum of 15'-0" vertical clearance above mean high tide (El. 1.79') shall be maintained within the main channel span of the temporary bridge and any temporary work platforms.

In addition to these main channel requirements, the Design-Build Firm shall provide a second channel opening for small boat traffic with a minimum of 30' clear opening in close proximity to the main channel span. This channel shall provide a minimum of 15'-0" vertical clearance above mean high tide (El 1.79).

The Design-Build Firm shall carefully consider these requirements when locating pile bents of the new and temporary bridge structures, and work platforms and when locating construction barges and staging the bridge construction. Meeting this requirement during all phases of construction may require increased span lengths for the new bridge structure. As a part of their Technical Proposal, the Design-Build Firm shall provide a plan showing the location of existing bridge foundation elements, new and temporary bridge foundation elements and how their design will satisfy these requirements during all phases of construction.

Drainage

The Design-Build Firm shall provide the following:

Storm Water Management System

The permits obtained for the project do not require stormwater ponds for the bridge replacement or for construction of the modified roundabout. Any ponds required due to modifications by the Design-Build Firm will be the responsibility of the Design-Build Firm.

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

Drainage of the bridge deck shall be accomplished through the use of scuppers in accordance with FDOT criteria.

Permitting and Environmental

FDOT has obtained St. Johns River Water Management District (SJRWMD) Permits for the bridge

replacement and for the modified roundabout. FDOT has also submitted a Coast Guard Permit Application for the bridge replacement project which is currently under review. The Design-Build Firm will be responsible for all permit modifications and for all permits required by The City of Jacksonville for construction of the project. Any and all additional permitting efforts required for the bridge replacement and/or the modified roundabout, will be the responsibility of the Design-Build Firm.

An asbestos survey of the existing bridge was completed by the Department and is contained in Appendix I. It was determined that the existing bridge scuppers do contain asbestos. The Design-Build Firm will be responsible for the coordinating with the Department's CAR contractor for removal and proper disposal of the bridge scuppers in accordance with all applicable rules and regulations. Removal of existing scuppers shall be performed by the Department's CAR Contractor and shall not commence until all traffic has been shifted to the temporary bridge.

Geotechnical

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

Traffic Control Plan

The Design-Build Firm is responsible for developing an acceptable traffic control plan and executing it accordingly. Off-site detours will not be allowed for the bridge replacement project. During construction of the modified roundabout and new exit from SR 115 Arlington Expressway eastbound to University Blvd southbound, nighttime detours will be allowed for a total of ten nights. These detours will be allowed only between the hours of 7PM and 6AM.

The Design-Build Firm shall coordinate its activities with State Project No. 209616-3-52-01, Contract T2386, FAP No. 4807033P, Mathews Bridge Painting (Contact Andre Sutherland at (904) 360-5542). It is anticipated that all required lane closures and/or detours for the Mathew Bridge Project will be completed prior to beginning of construction for this project. In any case, the Design-Build Firm shall ensure that coordination occurs prior to commencing operations and to ensure that MOT between these projects (and any other active project) is coordinated. No lane closures or detours will be allowed concurrently with the Mathews Bridge Painting Project lane closures or detours. The current Mathews Bridge Project Detour Plan is included for information only with the Reference Documents of this RFP.

Signing and Pavement Marking

The Design-Build Firm shall be responsible for complete signing and pavement marking plans including any necessary modifications to signs and markings approaching this project. The signing and marking plan shall include all signs and pavement markings necessary to provide appropriate regulatory and guide signing.

Traffic Signals

The Design-Build Firm shall be responsible for complete signalization plans. Signalization improvements include: the design and construction of mast arm signal poles at the University Blvd./Cesery Blvd. intersection. Signal design and equipment shall be compliant with City of Jacksonville requirements and shall be approved by FDOT and The City of Jacksonville. The design and installation of a fully actuated temporary signal will also be required at the intersection of the temporary detour bridge and Cesery Blvd. The temporary signal may utilize mast arms or span wire design.

Lighting

New lighting will be required on the new bridge structure, at the intersection of Cesery Blvd and University Blvd and on University Blvd from Tanglewood Lane to the south approach of the University

Blvd bridge over Arlington Expressway. Existing poles and fixtures on the University Blvd approaches to the modified roundabout may be relocated and incorporated in the Design-Build Firms lighting design. All lighting equipment must come from the current JEA Master Materials List. All lighting design must be approved by FDOT, JEA and the City of Jacksonville.

Utilities

The Design-Build Firm shall be responsible for determining, through the use of non-destructive means, both the horizontal and vertical location of all existing utilities above and below ground within the project limits, and for coordinating with the Utility 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 JEA water and sewer relocations as approved by JEA and FDOT. The Design-Build Firm will be responsible for acquiring all permits required for the utility work. All water and sewer design, construction, tie-ins to existing water and sewer system and resolution of conflicts with existing water and sewer systems shall be in accordance with the current JEA standards and shall be scheduled with, and coordinated through, the Department and JEA. See Section VI.C for more details regarding utilities.

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

Right-of-Way

The Department has acquired all right-of-way and/or easements 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 additional right-of-way and the Design-Build Firm will be responsible for all costs (including Department personnel costs) and time associated with the acquisition. The right-of-way maps for the project are included in Appendix E of this RFP.

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

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

the acquisition of additional right-of-way will be borne solely by the Design-Build Firm. The Department will have sole discretion with respect to the entire acquisition process of the additional right-of-way.

If the Design-Build Firm's Technical Proposal requires additional right-of-way, the acquisition of any such right-of-way shall be at no cost to the Department, and all costs associated with securing and making ready for use such right-of-way for the Project shall be borne solely by the Design-Build Firm as a part of the Design-Build Firm's Lump Sum Price Bid. The Department will not advance any funds for any such right-of-way acquisition and the Design-Build Firm shall bear all risk of delays in the acquisition of the additional property, regardless of cause or source.

The Department will provide to the successful Design-Build Firm an estimate of all costs related to the acquisition and use of the additional right-of-way for the project. At the time the Design-Build Firm returns the executed contract to the Department, the Design-Build Firm will provide the Department funds equal to the amount of the Department's estimate along with a Letter of Credit approved by the Department in an amount equal to 100% of the Department's estimate. If additional funds beyond the Department's estimate are anticipated, the Design-Build Firm shall be solely responsible for all such costs and provide the same to the Department upon ten (10) days written notice from the Department. The Letter of Credit is for the purpose of securing the obligations of the Design-Build Firm with respect to the acquisition and use of additional right of way. The Letter of Credit will be released upon the Department's determination that all costs related to the acquisition of and making ready for use of the additional right-of-way have been satisfied. Any remaining funds provided will be returned to the Design-Build Firm. Any additional right-of-way must be acquired prior to the commencement of any construction on the Project. The Design-Build Firm waives any and all rights or claims for information, compensation, or reimbursement of expenses with respect to the Design-Build Firm's payment to the Department for costs associated with the acquisition of the additional right-of-way. The additional right-of-way cannot be used for any construction activity or other purpose until the Department has issued an applicable parcel clear letter or a Right-of-Way Certification for Construction.

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

Landscaping and Aesthetics

Landscaping, tree protection and ground cover will be required for both the bridge and modified roundabout projects. At a minimum, the plant material shown in Appendix K shall be planted and established for the bridge project. The Design-Build Firm will also be required to design and implement a low maintenance landscape plan for the modified roundabout and its approaches. No permanent irrigation systems will be installed.

Aesthetic treatments to be furnished on the new bridge include decorative lights and decorative bridge railing. Low maintenance aesthetic treatment of the modified roundabout should also be designed and implemented by the Design-Build Firm. Details of the proposed landscaping (including a tabulation of plant material to be provided for both projects) and aesthetic treatments to be provided for both projects should be furnished with the Design-Build Firm's Technical Proposal.

A. Design-Build Responsibility

The Design-Build Firm shall be responsible for survey, geotechnical investigation, design, acquisition of all permits not acquired by the Department, any and all information required to modify permits acquired

by the Department, maintenance of traffic, demolition, and construction on or before the Project completion date indicated in the Proposal. The Design-Build Firm will coordinate all utility relocations.

The Design-Build Firm shall be responsible for compliance with Design and Construction Criteria (Section VI) which sets forth requirements regarding survey, design, construction, and maintenance of traffic during construction, requirements relative to Project management, scheduling, and coordination with other agencies and entities such as state and local government, utilities and the public.

The Design-Build Firm shall be responsible for reviewing the approved Environmental Document of the PD&E Study.

The Design-Build Firm is responsible for coordinating with the District Environmental Office any engineering information related to Environmental Reevaluations. The Design-Build Firm will not be compensated for any additional costs or time associated with Reevaluation(s) resulting from proposed design changes.

The Design-Build Firm may propose changes which differ from the approved Interchange Proposal Report (if applicable) and/or the Project Development & Environment (PD&E) Study. Proposed changes must be coordinated through the Department. If changes are proposed to the configuration, the Design-Build Firm shall be responsible for preparing the necessary analyses and documentation required to satisfy requirements to obtain approval of the Department and , if applicable, FHWA. The Design-Build Firm shall provide the required documentation for review and processing. Approved revisions to the configuration may also be required to be included in the Reevaluation of the National Environmental Policy Act (NEPA) document or State Environmental Impact Report (SEIR) Reevaluations, per Section M (Environmental Services/Permits/Mitigation) of the RFP. The Design-Build Firm will not be compensated for any additional costs or time resulting from proposed changes.

The Design-Build Firm shall examine boring data, where available, and make their own interpretation of the subsoil investigations and other preliminary data, and shall base their bid on their own opinion of the conditions likely to be encountered. The submission of a proposal is prima facie evidence that he Design-Build Firm has made an examination as described in this provision.

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

B. Department Responsibility

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

In accordance with 23 CFR 636.109 of the FHWA, in a Federal Aid project, the Department shall have oversight, review, and approval of the permitting process.

The Department will determine the environmental impacts and coordinate with the appropriate agencies during the preparation of NEPA or SEIR Reevaluations. For federal projects, the Department will coordinate and process Reevaluations with FHWA.

II. SCHEDULE OF EVENTS

Below is the current schedule of the events that will take place in the procurement process. The Department reserves the right to make changes or alterations to the schedule as the Department determines is in the best interests of the public. Proposers will be notified sufficiently in advance of any

changes or alterations in the schedule. Unless otherwise notified in writing by the Department, the dates indicated below for submission of items or for other actions on the part of a Proposer shall constitute absolute deadlines for those activities and failure to fully comply by the time stated shall cause a Proposer to be disqualified.

Date	Event
December 31, 2012	Project placed on Planned Advertisement Web Site
January 14, 2013	Advertisement
February 5, 2013	Expanded Letters of Interest for Phase I of the procurement process due in District Office by 2:00 pm local time
February 28, 2013	Proposal Evaluators submit Expanded Letter of Interest Scores to Contracting Unit 10:00 am local time
March 5, 2013	Public Meeting of Selection Committee to review and confirm Expanded Letter of Interest scores 8:30 am local time
March 5, 2013	Notification to Responsive Design-Build Firms of the Expanded Letter of Interest scores 2:00 pm local time
March 7, 2013	Deadline for all responsive Design-Build Firms to affirmatively declare intent to continue to Phase II of the procurement process 2:00 pm local
March 7, 2013	Shortlist Posting 4:15 pm local time
March 12, 2013	Shortlist Posting Ends 5:00 pm local time
March 14, 2013	Mandatory Pre-proposal meeting at 10:00 a.m. local time at: Florida Department of Transportation, District 2 Complex 1109 South Marion Avenue Lake City, Florida 32025 **All impacted Utility Agency/Owners are to be invited to the mandatory Pre-proposal meeting.**
March 18, 2013	Deadline for Design-Build Firm to request participation in Alternative Technical Concept Discussion Meeting No. 1
March 20, 2013	Deadline for Design-Build Firm to submit preliminary list of Alternative Technical Concepts prior to Alternative Technical Concept Discussion Meeting No. 1
March 21, 2013	Alternative Technical Concept Meeting No. 1
March 25, 2013	Deadline for Design-Build Firm to request participation in Alternative Technical Concept Discussion Meeting No. 2
March 27, 2013	Deadline for Design-Build Firm to submit preliminary list of Alternative Technical Concepts prior to Alternative Technical Concept Discussion Meeting No. 2
March 28, 2013	Alternative Technical Concept Meeting No. 2
April 11, 2013	Deadline for submittal of Alternative Technical Concept Proposals and for submission of Design Exceptions or Variances 5:00 pm local time.
May 6, 2013	Deadline for Design-Build Firm to submit questions prior to submittal of Technical Proposal.
May 10, 2012	Deadline for the Department to post responses to the Pre-Bid Q&A website for questions submitted by the Design-Build Firms prior to the submittal of the Technical Proposal.
May 15, 2013	Technical Proposals due in District Office by 2:00 p.m. local time
May 24, 2013	Deadline for Design-Build for to “opt out” of Technical Proposal Page Turn meeting.
May 28, 2013	Thirty-minute "Page Turn" of Design-Build Firm's Technical Proposal

June 5, 2013	Question and Answer Session. Times will be assigned during the pre-proposal meeting. One hour will be allotted for questions and responses.
June 12, 2013	Deadline for submittal of Written Clarification letter following Question and Answer Session 5:00 pm local time
June 13, 2013	Final deadline for submission of questions/requests for information by 5:00 pm local time
June 18, 2013	Deadline for the Department to post responses to the Pre-Bid Q&A website for questions submitted by the Design-Build Firms prior to the submittal of the Price Proposal.
June 20, 2013	Price Proposals due in District Office by 2:00 p.m. local time.
June 20, 2013	Public announcing of Technical Scores and opening of Price Proposals at 2:00 p.m. local time at: Florida Department of Transportation, District 2 Complex 1109 South Marion Avenue Lake City, Florida 32025
June 25, 2013	Public Meeting of Selection Committee to determine intended Award
June 25, 2013	Posting of the Department's intended decision to Award (will remain posted for 72 hours)
July 1, 2013	Anticipated Award Date
July 16, 2013	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 Florida Administrative Code (F.A.C.) Chapter 14-75 and all qualification requirements of F.A.C. Chapter 14-22, based on the applicable category of the Project, must be satisfied.

B. Joint Venture Firm

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

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

C. Price Proposal Guarantee

A Price Proposal guaranty in an amount of not less than five percent (5%) of the total bid amount shall accompany each Proposer's Price Proposal. The Price Proposal guaranty may, at the discretion of the Proposer, be in the form of a cashier's check, bank money order, bank draft of any national or state bank, certified check, or surety bond, payable to the Department. The surety on any bid bond shall be a company recognized to execute bid bonds for contracts of the State of Florida. The Price Proposal guaranty shall stand for the Proposer's obligation to timely and properly execute the contract and supply all other submittals due therewith. The amount of the Price Proposal guaranty shall be a liquidated sum, which shall be due in full in the event of default, regardless of the actual damages suffered. The Price Proposal guaranty of all Proposers' shall be released pursuant to 3-4 of the Division I Design-Build Specifications.

D. Pre-Proposal Meeting

Attendance at the pre-proposal meeting is mandatory. Any affirmatively declared proposer failing to attend will be deemed non-responsive and automatically disqualified from further consideration. The purpose of this meeting is to provide a forum for the Department to discuss with all concerned parties the proposed Project, the design and construction criteria, CPM schedule, and method of compensation, instructions for submitting proposals, design exceptions/variances, and other relevant issues. In the event that any discussions at the pre-proposal meeting require, in the Department's opinion, official additions, deletions, or clarifications of the Request for Proposal, the Design and Construction Criteria, or any other document, the Department will issue a written addendum to this Request for Proposals as the Department determines is appropriate. No oral representations or discussions, which take place at the pre-proposal meeting, will be binding on the Department. FHWA will be invited on oversight Projects, in order to discuss the Project in detail and to clarify any concerns. Proposers shall direct all questions to the Departments Question and Answer website: http://www2.dot.state.fl.us/construction/bidquestionmain.asp.

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

E. Page-turn Meeting

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

F. Question and Answer Session

The Department may meet with each Proposer, formally, for a Question and Answer session**.** FHWA shall be invited on FA Oversight Projects. The purpose of the Q & A session is for the Technical Review Committee to seek clarification and ask questions, as it relates to the Technical Proposal, of the Proposer. The Department may terminate the Q & A session promptly at the end of the allotted time. The Department may audiotape record or videotape all or part of the Q & A session. All audiotape recordings or videotape recordings will become part of the Contract Documents. The Q & A session will not constitute "discussions" or negotiations. Proposers will not be permitted to ask questions of the Department except to ask the meaning of a clarification question posed by the Department. No supplemental materials,

handouts, etc. will be allowed to be presented in the Q & A session. No additional time will be allowed to research answers.

Within one (1) week of the Q & A session, the Design-Build Firm shall submit to the Department a written clarification letter summarizing the answers provided during the Q & A session. The Design-Build Firm shall not include information in the clarification letter which was not discussed during the Q&A session. In the event the Design-Build Firm includes additional information in the clarification letter which was not discussed during the Q&A session and is not otherwise included in the Technical Proposal, such additional information will not be considered by the Department during the evaluation of the Technical Proposal.

The Department will provide some (not necessarily all) proposed questions to each Design-Build Firm as it relates to their technical proposal approximately 24 hours before the scheduled Q & A session.

G. Protest Rights

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

Clerk of Agency Proceedings
Department of Transportation
605 Suwannee Street, MS 58, Room 562
Tallahassee, Florida 32399-0458

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

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

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

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

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

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

6. A demand for relief; and

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

A formal hearing will be held if there are disputed issues of material fact. If a formal hearing is held, this matter will be referred to the Division of Administrative Hearings, where witnesses and evidence may be presented and other witnesses may be cross-examined before an administrative law judge. If there are no

disputed issues of material fact, an informal hearing will be held, in which case the person filing the protest will have the right to provide the Department with any written documentation or legal arguments which they wish the Department to consider.

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

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

H. Non-Responsive Proposals

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

Other conditions which may cause rejection of proposals include evidence of collusion among Proposers, obvious lack of experience or expertise to perform the required work, submission of more than one proposal for the same work from an individual, firm, joint venture, or corporation under the same or a different name (also included for Design-Build Projects are those proposals wherein the same Engineer is identified in more than one proposal), failure to perform or meet financial obligations on previous contracts, employment of unauthorized aliens in violation of Section 274A (e) of the Immigration and Nationalization Act, or in the event an individual, firm, partnership, or corporation is on the United States Comptroller General's List of Ineligible Design-Build Firms for Federally Financed or Assisted Projects.

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

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

I. Waiver of Irregularities

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

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

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

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

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

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

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

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

J. Modification or Withdrawal of Technical Proposal

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

K. Department's Responsibilities

This Request for Proposal does not commit the Department to make studies or designs for the preparation of any proposal, nor to procure or contract for any articles or services.

The Department does not guarantee the details pertaining to borings, as shown on any documents supplied by the Department, to be more than a general indication of the materials likely to be found adjacent to holes bored at the site of the work, approximately at the locations indicated.

L. Design-Build Contract

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

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

IV. DISADVANTAGED BUSINESS ENTERPRISE (DBE) PROGRAM

A. DBE Availability Goal Percentage

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

number of DBE's associated with the different types of work that will be required.

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

B. Anticipated DBE Participation Statement

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

C. Equal Opportunity Reporting System

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

D. DBE Supportive Services Providers

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

E. DBE Affirmative Action Plan

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

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

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

F. Bidders Opportunity List

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

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

V. PROJECT REQUIREMENTS AND PROVISIONS FOR WORK

A. Governing Regulations

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

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

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

3. Florida Department of Transportation Standard Specifications for Road and Bridge Construction (Divisions II & III), Special Provisions and Supplemental Specifications
   http://www.dot.state.fl.us/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 Traffic Engineering Manual
http://www.dot.state.fl.us/TrafficOperations//Operations/Studies/TEM/TEM.shtm

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

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

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

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

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

33. Florida Department of Transportation Project Development and Environment Manual, Parts 1 and 2
http://www.dot.state.fl.us/emo/pubs/pdeman/pdeman1.shtm

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

B. Innovative Aspects

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

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

1. Alternative Technical Concept (ATC) Proposals

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

Each Design-Build Firm with proposed changes may request an ATC discussion meeting to describe the proposed changes. The Design-Build shall provide a preliminary list of ATC proposals, to be reviewed and discussed during the ATC discussion meeting, by the deadline shown in the Schedule of Events of this RFP. This list may not be inclusive of all ATC's to be discussed but it should be comprehensively sufficient to allow the Department to identify appropriate personnel which should attend the ATC discussion meeting. The purpose of the ATC discussion meeting is to discuss the ATC proposals, answer questions that the Department may have related to the ATC proposal, review other relevant information and when possible establish whether the proposal meets the definition of an ATC thereby requiring the submittal of a formal ATC submittal. The meeting should be between representatives of the Design-Build Firm and/or the Design-Build Engineer of Record and District/Central Office staff as needed to provide feedback on the ATC proposal.

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

- Horizontal alignment of the new bridge
- Minimum vertical clearance of the new bridge and temporary bridge
- Typical Sections
- Number of lanes provided
- Minimum Pavement Design
- Minimum bridge lengths and bridge span lengths for new bridge and temporary bridge structures
- Minimum clearances for boat traffic during construction.

2. Submittal of ATC Proposals

All ATC submittals must be in writing and may be submitted at any time following the Shortlist Posting but shall be submitted prior to the deadline shown in the Schedule of Events of this RFP.

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

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

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

c) Deviations: References to requirements of the RFP which are inconsistent with the proposed ATC, an explanation of the nature of the deviations from the requirements and a request for approval of such deviations along with suggested changes to the requirements of the RFP which would allow the alternative proposal;

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

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

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

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

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

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

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

* These submittal requirements will be needed for Public Private Partnership (PPP) Projects only.

3. Review of ATC Submittals

After receipt of the ATC submittal, the District Design Engineer (DDE) will communicate with the appropriate staff (i.e. District Structures Engineer, District Construction Engineer, District Maintenance Engineer, State Structures Engineer, State Roadway Design Engineer, FHWA, as applicable) as necessary, and respond to the Design-Build Firm in writing as to whether the ATC is acceptable, not acceptable, or requires additional information within 14 calendar days of receipt of the ATC submittal. If the DDE or designee determines that more information is required for the review of an ATC, questions should be prepared by the DDE or designee to request and receive responses from the Design-Build Firm. The review should be completed within 14 calendar of the receipt of the ATC submittal. If the review will require additional time, the Design-Build Firm should be notified in advance with an estimated timeframe for completion.

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

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

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

The Department will issue an addendum to the RFP subsequent to acceptance of any ATC. Such a change will be approved by FHWA, as applicable. Approved Design Exceptions or Design Variances will result in an addendum to the RFP.

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

4. Incorporation into Proposal

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

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

C. Geotechnical Services

1. General Conditions

The Design-Build Firm shall be responsible for identifying and performing any geotechnical investigation, analysis and design of foundations, foundation construction, foundation load and integrity testing, and inspection dictated by the Project needs in accordance with Department guidelines, procedures and specifications. All geotechnical work necessary shall be performed in accordance with the Governing Regulations. The Design-Build Firm shall be solely responsible for all geotechnical aspects of the Project.

D. Department Commitments

The Design-Build Firm will be responsible for adhering to the project commitments identified below:

1. The Design-Build Firm shall not permit any construction debris to be deposited in the river. Appropriate precautions shall be taken to ensure that debris does not enter the river. Any debris that is inadvertently deposited into the river shall be located and removed immediately.
2. The Design-Build Firm will ensure that construction does not result in sedimentation of the river channel. Pre and post construction bathymetric surveys shall be performed by the Design-Build Firm and furnished to the Department to document channel conditions. The surveys shall extend a minimum of 300' upstream and downstream of the proposed bridge.
3. The minimum main channel vertical clearance of the new bridge must meet or exceed the existing clearance of the Cesery Blvd Bridge (No. 720264). Survey information of the existing Cesery Blvd Bridge clearance is located in Volume II of this RFP (Reference Documents).
4. A minimum of two unobstructed spans shall be open to boat traffic at all times during construction. Vertical and horizontal clearances as specified in this RFP shall be provided at all times.
5. The locations of the existing bridge, temporary bridge, work platforms, construction barges and the new bridge must be coordinated by the Design-Build Firm to ensure that the channels for boat traffic referenced in #4 above remain aligned and unobstructed throughout the project and all phases of construction.
6. The detour bridge and/or work platform must not block the small boat channel from Wateredge subdivision which passes beneath the south end of the Cesery Blvd Bridge. Survey information of the existing channel is located in Volume II of this RFP (Reference Documents).
7. Pile driving and bridge demolition involving pneumatic/impact equipment will be allowed only on weekdays between 8 AM and 5 PM. These activities will not be allowed on weekends, holidays or during special events.

E. Environmental Permits

1. Storm Water and Surface Water:

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

2. Permits:

All applicable data shall be prepared in accordance with Chapter 373 and 403, Florida Statutes, Chapters 40 and 62, Florida Administrative Code; Rivers and Harbors Act of 1899, Section 404 of the Clean Water Act, 23 CFR 771, 23 CFR 636, 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. As the permitee, the Department is responsible for reviewing, approving, and signing, the permit application package including all permit modifications, or subsequent permit applications. This applies whether the project is Federal or state funded. 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.

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

F. Survey

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

G. Verification of Existing Conditions

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

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

H. Submittals

1. Plans:

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

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

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

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

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

90% Component Plans

1 complete set of *.pdf of documents listed below
5 sets of 11" X 17" roadway plans
5 sets of 11" X 17" structure plans
5 sets of 11" X 17" each component set
2 copies of Final Geotechnical Report
2 sets of documentation – roadway/drainage
2 set of documentation – structures
2 copies of Specifications with Workbook
1 copy of Technical Special Provisions*
Original Signed and Sealed Bridge Load Ratings
Independent Peer reviewer's comments and comment responses
1 set of check prints & certification from QA/QC review

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

Final/100% Component Plans

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

* The Specification Office requires a PDF version for review.

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

Construction Set

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

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

Record Set:

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

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

The Design-Build Firm shall complete the record set as the Project is being constructed. The record set becomes the as-builts at the end of the Project. All changes shall be signed/sealed by the EOR. The record set shall reflect all changes initiated by the Design-Build Firm or the Department in the form of revisions. The record set shall be submitted on a Final Project CD upon Project completion.

The CEI shall do a review of the record set prior to final acceptance in order to complete the record set.

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

2. Milestones:

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

- Utility Clearance Submittals
- Permits Procurement
- Typical Section Package
- Pavement Design Package

I. Contract Duration

The Design-Build Firm shall establish the contract duration for the subject Project. In no event shall the contract duration exceed 840 calendar days. The schedule supporting the proposed contract duration will be submitted with the Technical Proposal and should identify if the work activity durations are based on calendar days or working days. The Proposed Contract Time (PCT) reflected in the schedule may not be amended in the bid proposal. The official PCT will be the one submitted with the Technical Proposal.

J. Project Schedule

The Design-Build Firm shall submit a Project schedule, in accordance with Subarticle 8-3.2 (Design-Build Division I Specifications), which supports the established contract duration submitted as part of the Proposal. The Design-Build Firm's schedule should allow for a fifteen (15) calendar days (excluding weekends and Department observed Holidays) review time for the Department's review of all submittals with the exception of Category II structures. The review of Category II structures requires Central Office involvement and the schedule shall allow twenty (20) calendar days (excluding weekends and Department observed Holidays) for these reviews.

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

- Thursday before through the close of the TPC Golf Tournament
- Friday before through the Sunday after the Florida-Georgia football game
- The day of the Jaguar home football games (Preseason, Regular including Monday and Thursday Night and postseason)
- The day before through the day after the Gator Bowl
- The day before through the day after the Greater Jacksonville Agricultural Fair
- Stanton-River Bank Rowing Races

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

- Anticipated Award Date
- Design Submittals
- Design Survey
- Design Reviews by the Department and FHWA
- Design Review / Acceptance Milestones
- Materials Quality Tracking
- Geotechnical Investigation
- Start of Construction
- Clearing and Grubbing
- Construction Mobilization
- Embankment/Excavation
- Environmental Permit Acquisition
- Temporary Bridge Design
- Temporary Bridge Construction
- Removal of Existing Bridge Structure

- Foundation Design
- Foundation Construction
- Substructure Design
- Substructure Construction
- Superstructure Design
- Superstructure Construction
- Walls Design
- Walls Construction
- Removal of Temporary Bridge Structure
- Roadway Design
- Roadway Construction
- Signing and Pavement Marking Design
- Signing and Pavement Marking Construction
- Lighting Design
- Lighting Construction
- Signal Design
- Signal Construction
- Landscape Design
- Landscape Construction
- Maintenance of Traffic Design
- Permit Submittals
- Maintenance of Traffic Set-Up (per duration)
- Erosion Control
- Holidays and Special Events (shown as non-work days)
- Additional Construction Milestones as determined by the Design-Build Firm
- Final Completion Date for All Work

K. Key Personnel/Staffing

The Design-Build Firm's work shall be performed and directed by key personnel identified in the expanded letter of interest and/or technical proposal by the Design-Build Firm. Any changes in the indicated personnel shall be subject to review and approval by the Department's Project Manager. The Design-Build Firm shall have available a professional staff that meets the minimum training and experience set forth in Florida Statute Chapter 455.

L. Meetings and Progress Reporting

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

- Department technical issue resolution
- Permit agency coordination
- Local government agency coordination
- Scoping Meetings

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

During construction, the Design-Build Firm shall meet with the Department's Project Manager on a

weekly basis and provide a one-week look ahead for activities to be performed during the coming week.

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

M. Public Involvement

1. General:

Public involvement is an important aspect of the Project. Public involvement includes communicating to all interested persons, groups, and government organizations information regarding the development of the Project. A Public Involvement Consultant will be utilized by the Department to carry out a Public Involvement Campaign. The Design-Build Firm will continue to be part of the Public Involvement effort 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
- Metropolitan Planning Organization (MPO) Citizens Advisory Committee Meetings
- MPO Transportation Technical Committee Meetings
- MPO Meetings
- Public Information Meetings
- Elected and appointed officials
- Special interest groups (private groups, homeowners associations, environmental groups, minority groups and individuals)
- Construction Open House

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

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

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

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

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

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

5. **Public Involvement Data:**

The Design-Build Firm is responsible for the following:

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

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

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

N. Quality Management Plan (QMP)

1. **Design:**

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

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

conducted.

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

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

2. **Construction:**

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

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

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

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

O. Liaison Office

The Department and the Design-Build Firm will designate a Liaison Office and a Project Manager who shall be the representative of their respective organizations for the Project.

P. Engineers Field Office

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

Q. Schedule of Values

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

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

complete against actual work accomplished.

R. Computer Automation

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

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

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

S. Construction Engineering and Inspection

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

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

T. Testing

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

U. Value Added

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

- Roadway features
- Roadway drainage systems,
- Approach slabs
- Superstructure
- Substructure

- Concrete defects
- And any other products or features the Design-Build Firm desires.

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

V. Adjoining Construction Projects

The Design-Build Firm shall be responsible for coordinating construction activities with other construction Projects that are impacted by or impact this Project. This includes Projects under the jurisdiction of local governments, the Department, or other regional and state agencies. Adjoining construction projects include but are not limited to:

- Mathews Bridge Rehabilitation Project (FIN 209616-3-52-01)

W. Use of Department Owned Right of Way

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

X. Design Issue Escalation

The Department has established the issue escalation process for design questions and conflict resolution that the Design-Build Firm shall follow unless revised by the Partnering agreement. All issues are to be directed to the Department Project Manager. If the issue cannot be resolved at this level the Department Project Manager shall forward the issue to the next level in the process. The escalation process begins with the District Design Engineer, followed by the Director of Transportation Operations, and finally to the District Secretary. Each level shall have a maximum of three (3) calendar days (excluding weekends and Department observed holidays), to answer, resolve or address the issue. The three (3) calendar day (excluding weekends and Department observed holidays) period is a response time and does not infer resolution. Questions may be expressed verbally and followed up in writing. The Department Project Manager will respond in a timely manner but not to exceed three (3) calendar days (excluding weekends and Department observed holidays). The Design-Build Firm shall provide any available supporting documentation.

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

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

Y. Construction Clarification, Conflict Resolution, and Issue Escalation

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

- If the resolution does not change the original intent of the technical proposal/RFP, then the Design-Build Firm Engineer of Record (EOR) will be responsible for developing the design solution to the construction problem and

the District Resident Engineer will be responsible for review and response within ten (10) calendar days (excluding weekends and Department observed holidays). The District Resident Engineer will either concur with the proposed solution or, if the District Resident Engineer has concerns, the issue will be escalated as described in the process below**.**

- If the resolution does alter the original intent of the technical proposal/RFP then the EOR will develop the proposed solution, copy in the District Resident Engineer, and send it to the District Construction Office for review and response through the Department Project Manager. The District Construction Office will respond to the proposed solution within ten (10) calendar days (excluding weekends and Department observed holidays). The District Construction Office will either concur with the proposed solution or, if the District Resident Engineer has concerns, the issue will be escalated as described in the process below. Changes to the original intent of the technical proposal/RFP will require a contract change order and FHWA approval.

- The Department has established the issue escalation process for construction questions and conflict resolution that the Design-Build Firm shall follow unless revised by the Partnering agreement. All issues are to be directed to the Department Project Manager. If the issue cannot be resolved at this level the Department Project Manager shall forward the issue to the next level in the process. The escalation process begins with the District Construction Engineer, followed by the Director of Transportation Operations, and finally to the District Secretary. Each level shall have a maximum of three (3) calendar days (excluding weekends and Department observed holidays) to answer, resolve or address the issue. The three (3) calendar day (excluding weekends and Department observed holidays) period is a response time and does not infer resolution. Questions may be expressed verbally and followed up in writing. The Department Project Manager will respond in a timely manner but not to exceed three (3) calendar days (excluding weekends and Department observed holidays). The Design-Build Firm shall provide any available supporting documentation.

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

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

VI. DESIGN AND CONSTRUCTION CRITERIA

A. General

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

conformity with the Design and Construction Criteria requirements, approved preliminary layout and concept as provided in the Technical Proposal.

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

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

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

B. Geotechnical Services

Driven Pile Foundations for Bridges and Major Structures

The Design-Build Firm shall determine whether the resistance factors used for pile design will be based on static/statnamic load testing. Prepare a Technical Special Provision (TSP) for tests other than the Modified Quick Test, such as Osterberg Cell Load Test or Statnamic Load Test. For Osterberg Cell Load Tests use the same loading and unloading intervals, as well as the same loading times specified for the Modified Quick Test. Comply with the instrumentation requirements of 455-2.4. Before the resistance factors for static/statnamic load testing may be used for pile foundations in any of the following areas of the Project, a minimum number of successful load tests must be performed in representative locations of that area:

- Station 22+22 to Station 31+35 (BL of Survey), (minimum 2 tests)(one in water; one on land)

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

1. Selection of pile type and size.
2. Selection of test pile lengths, locations and quantity of test piles.
3. Selection of pile testing methods.
4. Determining the frequency of such testing unless otherwise stated herein.
5. Performance of the selected test pile program, including dynamic load test personnel and equipment. The Department may observe the installation of test piles and all pile testing.
6. Preparing and submitting Pile Installation Plan for Department's acceptance.
7. Selection of production pile lengths.
8. Development of the driving criteria.
9. Driving piles to the required capacity and minimum penetration depth.

10. Inspecting and Recording the pile driving information.
11. Submitting Foundation Certification Packages.
12. Providing safe access, and cooperating with the Department in verification of the piles, both during construction and after submittal of the certification package.

Drilled Shaft Foundations for Bridges and Miscellaneous Structures

The Design-Build Firm shall determine whether the resistance factors used for drilled shaft design will be based on static/statnamic load testing. Prepare a Technical Special Provision (TSP) for tests other than the Modified Quick Test, such as Osterberg Cell Load Test or Statnamic Load Test. For Osterberg Cell Load Tests use the same loading and unloading intervals, as well as the same loading times specified for the Modified Quick Test. Comply with the instrumentation requirements of 455-2.4. Before the resistance factors for static/statnamic load testing may be used for drilled shafts in any of the following areas of the Project, a minimum number of successful load tests must be performed in representative locations of that area:

- Station 22+22 to Station 31+35 (BL of Survey), (minimum 2 tests)(one in water; one on land)

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

1. Evaluating geotechnical conditions to determine the drilled shaft diameter and length and construction methods to be used.
2. Performing the subsurface investigation and drilling pilot holes prior to establishing the drilled shaft tip elevations and socket requirements. For redundant drilled shaft bridge foundations, perform at least one test boring in accordance with the Soils and Foundations Handbook at each bent/pier.
3. Determining the locations of the load test shafts and the types of tests that will be performed.
4. Performing pilot borings for test holes (also known as test shafts or method shafts) and load test shafts and providing the results to the Department at least one (1) working day before beginning construction of these shafts.
5. Preparing and submitting Drilled Shaft Installation Plan for Department's acceptance.
6. Constructing the method shaft (test hole) and load test shafts successfully and conducting integrity tests on these shafts.
7. Providing all personnel and equipment to perform a load test program on the load test shafts.
8. Determining the production shaft lengths.
9. Documenting and providing a report that includes all load test shaft data, analysis, and recommendations to the Department.
10. Constructing all drilled shafts to the required tip elevation and socket requirement in accordance with the specifications.
11. Inspecting and documenting the construction of all drilled shafts in accordance with the specifications.
12. Performing Cross-Hole Sonic Logging (CSL) tests on all non redundant drilled shafts supporting bridges. For redundant drilled shaft bridge foundations and drilled shafts for miscellaneous structures, perform CSL on any shaft suspected of containing defects.
13. Repairing all detected defects and conducting post repair integrity testing using 3D tomographic imaging and gamma-gamma density logging.
14. Submitting Foundation Certification Packages in accordance with the specifications.
15. Providing safe access, and cooperating with the Department in verification of the drilled shafts, both during construction and after submittal of the certification package.

C. Utility Coordination

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

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

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

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

The 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)
JEA Water	N
JEA Sewer	N
JEA Electric	N
Comcast	N

AT&T	N

JEA Utility Summary:

A summary of JEA utility requirements and scope of work is provided in Appendix J.

D. **Roadway Plans**

General:

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

Design Analysis:

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

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

These packages shall include the following:

1. **Typical Section Package:**

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

2. **Pavement Design Package:**

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

3. **Drainage Analysis:**

The Design-Build Firm shall be responsible for designing the drainage and stormwater management systems. All design work shall be in compliance with the Department's Drainage Manual; Florida Administrative Code, chapter 14-86; Federal Aid Policy Guide 23 CFR 650A; and the requirements of the regulatory agencies. This work will include the engineering analysis necessary to design any or all of the following: cross drains, roadway ditches, outfall ditches, storm sewers, retention/detention facilities 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 Drainage Design section will be required from the outset. Full documentation of all meetings and decisions are to be submitted to the District Drainage Design section. These activities and submittals should be coordinated through the Department's Project Manager.

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

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

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

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

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

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

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

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

E. Geometric

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

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

The Design-Build Firm shall use design criteria as specified in the FDOT Plans Preparation Manual for this project.

The Design-build Firm shall be advised that the Concept Plans are not entirely compliant with the requirements of the RFP. Modifications to sag curves at each bridge approach will be required to meet current criteria. Other non-compliant features may be discovered within the Concept Plans. The Design-Build Firm is responsible for developing their own independent design and verifying that it satisfies all applicable requirements.

The horizontal layout of the proposed bridge should closely approximate that of the existing bridge. The horizontal alignment of the modified roundabout should tie smoothly into the existing approach roadway.. All traffic movements specified in Appendix B must be provided. The typical sections shall be per the Typical Sections, in Appendix C.

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 and hydraulic recommendations and reports required for bridge design are submitted with the 90% bridge plans.

c. The Design-Build Firm shall "Load Rate" all bridges in accordance with

the Department Procedure 850-010-035 and the Structures Manual. The bridge load rating shall be submitted to the Department for review with the 90% superstructure submittal. The as-bid load rating (based on the 90% design plans) shall be provided to the Department before any traffic is placed on the bridge. The as-bid load rating shall be signed and sealed by a Professional Engineer licensed in the State of Florida. A final, signed and sealed copy of the Bridge Load Rating, updated for the as-built conditions shall be submitted to the Department's Project Representative and the District Structures Maintenance Engineer with the as-built bridge plans.

d. The Design-Build Firm shall evaluate scour on all bridges over water using the procedures described in HEC 18.

e. Minimum horizontal and vertical clearances as specified in this RFP shall be maintained for permanent and temporary structures. The proposed profiles for both the permanent and temporary structures shall meet all applicable criteria and should approximate that of the existing bridge structure.

f. Any navigational lighting or other features required to meet all applicable coast guard and other agency requirements shall be provided for all new and temporary bridges, work platforms, barges and other equipment

g. 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.

h. For all bridges and retaining walls, apply a Class 5 Applied Finish Coating to the concrete surfaces listed here:

   i. All exposed surfaces of traffic barriers (bridge and retaining wall mounted).
   ii. External edge of deck slab (coping) and underside of deck overhang at exterior beams.
   iii. External face of exterior beams.
   iv. All exposed surfaces of piers.
   v. All exposed surfaces of bent caps.
   vi. All exposed surfaces of wall copings.
   vii. All exposed surfaces of wall facing, including MSE wall panels.

i. Permanent retaining walls shall be designed and constructed by the Design-Build Firm to meet applicable criteria.

j. Cheek walls shall be provided at the following locations:
   i. Exposed ends of all end bents.
   ii. Exposed ends of piers where the ends of exterior beams in adjacent spans are offset in plan.
   iii. Edges of beam ledges for Inverted-T pier caps.

k. Lightweight concrete will not be permitted for any pretensioned concrete

superstructure elements.

l. Prestressed, pretensioned concrete beams shall consist of those types contained in section 4.3.1 of the current Structures Design Guidelines.

m. The minimum environmental classification for the bridge is as follows:

Superstructure:	Moderately Aggressive
Substructure:	Extremely Aggressive

n. Nominal Bearing Capacity of piles shall not exceed 95% of the values shown in Table 3.5.12-1 of the Structures Design Guidelines.

o. Partial height walls such as perched walls or toe-walls are not permitted.

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

q. The LRFD Operational Importance Factor shall be 1.0 for all bridges.

r. Where fill slopes are used, the magnitude of the slope shall not exceed 1V:2H.

s. Coordinate with affected utilities and provide utility conduits as needed to accommodate utilities in bridge railing, in accordance with Index No. 21210.

t. Horizontal conduits for drainage and/or utilities shall not be placed within the bridge deck.

u. Expansion material shall be Low Modulus Silicone Joint Material, (SS 932).

v. Concrete diaphragms between girders will be required at the ends of each girder span.

1. **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.

H. Specifications

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

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

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

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

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

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

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

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

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

I. Shop Drawings

The Design-Build Firm shall be responsible for the preparation and approval of all Shop Drawings. Shop Drawings shall be in conformance with the Departments Plans Preparation Manual when submitted to the Department and shall bear the stamp and signature of the Design-Build Firm's Engineer of Record (EOR) and Specialty Engineer, as appropriate. The Department shall review the Shop Drawing(s) to evaluate compliance with Project requirements and provide any findings to the Design-Build Firm. The Departments procedural review of shop drawings is to assure that the Design-Build Firm's EOR has

approved and signed the drawing, the drawing has been independently reviewed and is in general conformance with the plans. The Departments review is not meant to be a complete and detailed review. Upon review of the shop drawing, the Department will stamp "Released for Construction" or "Released for Construction as noted" and initialed and dated by the reviewer.

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

J. Sequence of Construction

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

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

K. Stormwater Pollution Prevention Plans (SWPPP)

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

L. Temporary Traffic Control Plan

1. Traffic Control Analysis:

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

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

Roadway Plans Preparation Manual.

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

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

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

For significant Projects a TMP will consist of three components:

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

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

2. Temporary Traffic Control Plans**:**

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

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

3. Traffic Control Restrictions:

Lane closures on all roadways are prohibited between the following hours:

- 6:00 AM and 9:00 AM
- 3:00 PM and 7:00 PM.

No complete closure of the mainline roadway, intersecting side roads or temporary detour bridge will be allowed. A lane may only be closed during active work periods. Rolling barricades will be allowed during the approved lane closure hours. All lane closures, including ramp closures, must be reported to the local emergency agencies, the media and the District 2 Public information officer. Also, the Design-Build Firm shall develop the Project to be able to provide for all lanes of traffic to be open in the event of an emergency or if the lane closure causes a driver delay greater than 20 minutes.

The following additional traffic control restrictions apply:

1. Unless approved by the engineer, there shall be no lane closures or detours except as described in this RFP.

2. Modified Roundabout: The following time restrictions shall apply to these detours:
   Location: Exit Ramp from Arlington Expressway
   Maximum Duration: 10 Days, detours will be allowed only between the hours of 7 PM and 6 AM

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

1. Thursday before through the close of the TPC Golf Tournament
2. Friday before through the Sunday after the Florida-Georgia football game
3. The day of the Jaguar home football games (Preseason, Regular including Monday and Thursday Night and postseason)
4. The day before through the day after the Gator Bowl
5. The day before through the day after the Greater Jacksonville Agricultural Fair
6. Stanton-River Bank Rowing Races

M. Environmental Services/Permits/Mitigation

The Design-Build Firm will be responsible for preparing designs and proposing construction methods that are permitable. The Design-Build Firm will be responsible for any required permit fees. All permits required for a particular construction activity will be acquired prior to commencing the particular construction activity. Delays due to incomplete permit packages, agency rejection, agency denials, agency processing time, or any permit violations, except as provided herein, will be the responsibility of the Design-Build Firm, and will not be considered sufficient reason for time extension. As the permitee, FDOT is responsible for reviewing, approving, signing, and submitting the permit application package including all permit modifications, or subsequent permit applications.

If, as a result of design changes proposed by the Design-Build Firm, additional environmental mitigation is required, it shall be the responsibility of the Design-Build Firm to pay for the mitigation.

The United States Fish and Wildlife Services (USFWS) has reviewed the project information and determined that if the recommendations contained in Appendix I are followed, that this project will result in a May Affect but Not Likely to Adversely Affect (MANLAA) determination for the Florida Manatee (Trichechus Manatus Intirostris). The Design-Build Firm shall carefully review and adhere to these recommendations during all phases of the project.

The Design-Build Firm shall be responsible for an assessment of all potential gopher tortoise habitats that could be impacted by the Project. The Department must verify the completeness and accuracy of the assessment. 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 preparing required documentation for the Department to obtain a FWC permit for the relocation of gopher tortoises and commensals from burrows which cannot be avoided. A copy of the permit and any subsequent reports to FWC must be provided to the District Environmental Management Office.

The following Project specific Environmental Services/Permits have been identified as specific requirements for this project:

1. Wildlife and Habitat
2. Contaminated Materials

N. Signing and Pavement Marking Plans

The Design-Build Firm shall prepare signing and pavement marking plans in accordance with Department criteria. Any necessary modifications to signing and marking on the Cesery approach to the Cesery Blvd/University Blvd intersection and on the eastbound Arlington Expressway (SR 115) approach to University Blvd and the southbound University Blvd approach to Arlington Expressway are also included in this project.

O. Signalization

The Design-Build Firm shall prepare signalization plans in accordance with Department criteria. Signalization improvements include: the design and construction of mast arm signal poles and pedestrian signals at the existing University Blvd./Cesery Blvd. intersection.

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. 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 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 City of Jacksonville Traffic Engineering Department at least five (5) days before beginning traffic signal related work. Design-Build Firm shall coordinate the final inspection with the Department and 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. No steel or concrete strain poles shall be permitted.
3. Temporary signals will be designed and constructed as required to maintain traffic. At a minimum, temporary signalization will be provided at the intersection of the temporary detour bridge and Cesery Blvd. Temporary Signals may utilize span wires or mast arms

P. Lighting Plans

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

Lighting will be required on the new bridge, at the intersection of University Blvd and Cesery Blvd and on University Blvd from Tanglewood Lane to the south approach of the University Blvd bridge over Arlington Expressway. Relocation of existing decorative lights on the University Blvd approaches to the modified roundabout may be incorporated or the poles can be replaced in kind. Only light poles, fixtures and other material listed in the current JEA Electric Master Material Catalog shall be utilized. All light poles and fixtures shall conform to the details contained in Appendix E. It should be noted that the fixture

shown in the concept plan is no longer listed in the JEA Electric Master Material Catalog and has been replaced with a similar fixture. The Design-Build Firm shall design and construct the lighting system utilizing the currently available fixture and pole shown in Appendix E to meet the following criteria:

Average Initial Intensity:	1.0 Foot Candle or greater
Uniformity Ratio Avg./Min:	4:1 or less
Uniformity Ratio Max/Min:	10:1 or less

It should be noted that additional fixtures with closer spacing than what is portrayed in the Concept Plans may be required to meet this criteria.

All electrical design plans and shop drawings shall be approved by FDOT, JEA and The City of Jacksonville.

Temporary Lighting is required on the temporary bridge structure. Temporary lighting will meet the following requirements:

Minimum Average Luminance:	0.8 Foot Candle or greater
Luminance Ratio Avg./Min:	4:1 or less
Luminance Ratio Max/Min:	10:1 or less

The contractor shall arrange for temporary lighting electric service from JEA. Generators for use as temporary power source will not be allowed.

VII. TECHNICAL PROPOSAL REQUIREMENTS

A. General

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

B. Submittal Requirements

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

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

The maximum number of pages for the Technical Proposal shall be 12 typed pages. This page limitation does not include:

- Section 7 Schedule
- Section 8 Design Support Documents
- Section 9 Preliminary Plans

Paper size shall be 8½" x 11", additional larger charts and graphs may be provided if folded neatly to 8½" x 11"

Submit 5 hard copies and 6 CD's of the Technical Proposal to:

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

The minimum information to be included:

Section 1: Summary of Preliminary Plans

The Design-Build Firm shall present a summary of how their Preliminary Plans address all significant design and construction issues and constraints. Any specialized materials, equipment, construction schemes or techniques required to implement the Preliminary Plans shall be discussed. Specific areas to be addressed include: Aesthetic Landscaping, Bridge construction, Roadway and Drainage, 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 (Including Temporary Bridge)
- Signing and Pavement Markings, Signalization, and Lighting
- Aesthetics & Landscaping
- 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

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 structure elements. Thoroughly address construction methods that:

- Minimize disruption to traffic
- Maintain required channel clearances during construction
- Mitigate impacts to other projects
- Minimize impacts to the environment
- Reduce cost
- Provide worker safety
- Minimize impacts to property owners
- Minimize conflicts with 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 840. 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

The Design-Build Firm shall be prepared to submit to the Department during the Technical Proposal Evaluation phase, any calculations, studies and/or research to support features identified in the Technical Proposal. Technical Special Provisions which apply to the work in the Proposal shall be identified. Technical Special Provisions shall be written only for those items not addressed by the Department's Standard Specifications.

Section 9: Preliminary Plans

Paper size: 11" x 17" or Submit with the Technical Proposal 6 copies of a printed roll plot (6' Maximum Length x 36" Height) of the proposed Project layout. The minimum information to be included in the preliminary plans is as follows:

Roadway

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

Structures

- General Notes
- Plan and elevation
- Begin and end bridge stations
- Proposed Foundation Types and Location
- Proposed Foundation Testing requirements
- Span lengths
- Minimum vertical and horizontal clearances
- Location of expansion and fixed bearings
- Scour analysis
- Basic material properties (concrete strengths, classifications)

- Typical pier(s) and abutment details
- Cross section of proposed superstructure showing type, size and locations of structural elements
- Proposed means and methods of construction
- Proposed method of removal of the existing structure and approaches and final disposition
- Technical special provisions
- Variations and documentation

C. Evaluation Criteria

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

Item		Value
1.	Design	30
2.	Maintenance of Traffic	10
3.	Construction Methods	15
4.	Environmental Impacts	15
5.	Value Added	5
6.	Schedule	5
MAXIMUM SCORE		**80**

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

1. Design (30 Points)

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

- Design coordination and plans preparation schedule
- Construction coordination plan minimizing design changes
- Structure design
- Design considerations that minimize relocation of utilities
- Design considerations that will reduce the intensity and duration of noise and vibrations
- Landscaping and Aesthetic Treatments

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

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

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 (10 Points)

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

3. Construction Methods (15 Points)

   Credit will be given for construction methods that:

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

4. Environmental Impacts (15 points)

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

5. Value Added (5 points)

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

6. Schedule (5 Points)
   Credit will be given for a comprehensive and logical schedule that minimizes contract duration. Proper attention should be provided to the project's critical path elements.

D. Final Selection Formula

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

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

BPP = Bid Price Proposal

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

The firm selected will be that firm whose adjusted score is lowest. The Department reserves the right to consider any proposal as non-responsive if any part of the Technical Proposal does not meet established codes and criteria.

E. Final Selection Process

After the sealed bids are received, the Department will have a public meeting for the announcement of the Technical Scores and opening of sealed bids. This meeting will be recorded. At this meeting, the Department will announce the score for each member of the Technical Review Committee for each Proposer and each Proposer's average Technical Score. Following announcement of the technical scores, the sealed bid proposals will be opened and the adjusted scores calculated. The Selection Committee should meet a minimum of two (2) calendar days (excluding weekends and Department observed holidays) after the public opening of the Technical Scores and Price Proposals. The Department's Selection Committee will review the evaluation of the Technical Review Committee and the Price Proposal of each Proposer as to the apparent lowest adjusted score and make a final determination of the lowest adjusted score. The Selection Committee has the right to correct any errors in the evaluation and selection process that may have been made. The Department is not obligated to award the contract and the Selection Committee may decide to reject all proposals. If the Selection Committee decides not to reject all proposals, the contract will be awarded to the Proposer determined by the Selection Committee to have the lowest adjusted score.

F. Stipend Awards

The Department has elected to pay a stipend to a limited number of non-selected Short-Listed Design-Build Firms to offset some of the costs of preparing the Proposals. The non-selected Short-Listed Design-Build Firms meeting the stipend eligibility requirements of the Project Advertisement and complying with the requirements contained in this section will ultimately be compensated. The stipend will only be payable under the terms and conditions of the Design-Build Stipend Agreement and Project Advertisement, copies of which are included with this Request for Proposal. This Request for Proposal does not commit the Department or any other public agency to pay any costs incurred by an individual firm, partnership, or corporation in the submission of Proposals except as set forth in the Design-Build Stipend Agreement. The amount of the stipend will be $44,000 per non-selected Short-Listed Design-Build Firm that meets the stipend eligibility requirements contained in the Project Advertisement. The stipend is not intended to compensate any non-selected Short-Listed Design-Build Firm for the total cost of preparing the Technical and Price Proposals. The Department reserves the right, upon payment of stipend, to use any of the concepts or ideas within the Technical Proposals, as the Department deems appropriate.

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

A non-selected Short-Listed Design-Build Firm eligible for stipend compensation must submit an invoice for a lump sum payment of services after the selection/award process is complete. The invoice should include a statement similar to the following: "All work necessary to prepare Technical Proposal and Price Proposals in response to the Department's RFP for the subject Project". If a non-selected Short-Listed Design-Build Firm eligible for stipend compensation is deemed to be non-responsive, for reasons other

than the Price Proposal exceeding the Maximum Price as established herein, as determined by the Department, then no stipend will be paid.

VIII. BID PROPOSAL REQUIREMENTS

A. Bid Price Proposal

Bid Price Proposals shall be submitted on the Bid Blank form and shall include one lump sum price for the Project and the number of calendar days within which the Proposer will complete the Project. The lump sum price shall include all costs for all design, geotechnical surveys, architectural services, engineering services, Design-Build Firms quality plan, construction of that portion of the Project, and all other work necessary to fully and timely complete that portion of the Project in accordance with the Contract Documents, as well as all job site and home office overhead, and profit, it being understood that payment of that amount for that portion of the Project will be full, complete, and final compensation for the work required to complete that portion of the Project. One (1) hard copy and two (2) digital copies of the Price Proposal shall be hand delivered in a separate sealed package to the following:

Florida Department of Transportation
District Two
Attention: Ms. Patsy Elkins, MS 2015
1109 S. Marion Avenue
Lake City, Florida 32025

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