



Florida Department of Transportation
District Two

**DESIGN-BUILD MAXIMUM PRICE
REQUEST FOR PROPOSAL**
for
I-95 Interchange at SR 202 (J.T. Butler Boulevard)
Operational Improvements
Duval County, Florida

Financial Project Number(s): 416501-4-52-01 & 416501-4-56-01
Federal Aid Project Number(s): 0955-306-I
Contract Number: E2R91

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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.

- Appendix A – Project Advertisement
- Appendix B – Division I Design-Build Specifications
- Appendix C – Geotechnical Services Requirements/Specifications
 - Contractor Quality Control General Requirements (SP1050813DB)
 - Structures Foundations (SP4550000DB)
- Appendix D – Value Added Specifications
 - Section 475, Value Added Bridge Component
 - Section 725, Value Added Highway Lighting System
- Appendix E – Typical Section Package
- Appendix F – Minimum Pavement Design
- Appendix G – Horizontal Layout
- Appendix H – Design Variations
- Appendix J – Right of Way Maps
- Appendix K – Anticipated Right of Way Delivery Schedule
- Appendix L – Guide Sign Locations and Requirements
- Appendix M – Utility Agreements
- Appendix N – JEA Utility Summary and Scope of Work
- Appendix P – Conceptual Utility Relocation Plan
- Appendix Q – Aesthetics Package
- Appendix R – Department Commitments

REFERENCE DOCUMENTS (VOLUME II)

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
- Aerial Layouts for Interim and Ultimate Concepts
- Geotechnical Information
- Permit Information
- NEPA Documents
- Design Documentation for Concept Plans
- Advance Utility Coordination Information
- Existing Roadway Plans
- Existing Bridge Plans
- Existing Bridge Inspection Reports
- Asbestos Surveys for Existing Bridges

- Contract Plans – FIN 213217-2-52-01
- Contract Plans – FIN 213217-5-52-01
- Jacksonville Transportation Authority Project Information – FIN 416501-2
- CADD Files & Survey Data

DRAFT

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 operational improvements to the existing interchange at I-95 and SR 202 (J.T. Butler Blvd.). This is a full Federal Oversight project.

For the purpose of bidding, the Department has established a maximum price of **\$77,961,859.00** for this project (416501-4-52-01). The JPA utility relocation work (416501-4-56-01) has a maximum bid price of **\$922,645.00**. This amount is not the Department's official cost estimate for the work but is the maximum price constraint established for this contract. Submission of a bid under the maximum price is not a guarantee of contract award and cannot be interpreted as an appropriate or awardable bid amount. For this contract, the Department will reject as non-responsive any Price Proposal in excess of the maximum price amount shown above and the firm will not be considered for Final Selection.

During preparation of the bid, if concerns regarding the Department's maximum price arise, submit a letter of maximum price concern to Robert L. Parks, Director of Transportation Development by March 10, 2014. 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 (Appendix F)**
- **Minimum Clearances (Horizontal and Vertical) for all bridges (Section VI.G of this RFP)**
- **Design Speed and Design Vehicle (Section VI.E of this RFP)**

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

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

Description of Work

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

- Overview
- Roadway
- Structures
- Removal of Existing Structures
- Drainage

- Geotechnical
- Traffic Control
- Utilities
- Right of Way
- Permitting and Environmental
- Intelligent Transportation Systems (ITS)
- Signing & Pavement Markings
- Signalization
- Lighting

Overview

The scope of work includes all investigation, design, permitting, coordination, final approved construction documents, and construction activities necessary for the construction of operational improvements to the existing interchange at I-95 and SR 202 (J.T. Butler Blvd.). The anticipated project limits extend from US 1 (Philips Highway) (Section 72292; milepost 0.000) to approximately 2,800' east of Belfort Road (Section 72292, milepost 1.648). The following sections describe the general work scope of the project. Additional requirements are listed in this RFP and the Volume I Appendices.

The Department, under separate contract, has produced preliminary Concept Plans for this project. The Concept Plans 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, 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 do not comply with all requirements of this RFP.**

Roadway

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

- Perform widening, full reconstruction, and/or milling and resurfacing of SR 202 within the specified limits.
- Perform widening or full reconstruction of I-95 within the specified limits.
- Reconstruct Ramps A1, A2, and B1 to meet current standards for the specified design speeds.
- Reconstruct Ramp C1 to accommodate northbound Ramp C1 to westbound SR 202 turning movements.
- Construct a two-lane flyover from southbound I-95 to eastbound SR 202.
- Construct a roadway configuration so that traffic from westbound SR 202 and Ramp E1 can access northbound I-95, while removing the existing weave interactions for these movements.
- Permanently close the access to Salisbury Road North from Ramp E1.
- Reconstruct the SR 202/Salisbury Road South intersection to provide right-in, right-out movements.
- Perform widening, full reconstruction, and/or milling and resurfacing of Salisbury Road South within the specified limits.

The scope of work required by this RFP is considered the interim condition. The ultimate condition on I-95 north of the SR 202 interchange will consist of three general use lanes and two express lanes (on the

median side) in each direction. A 4-ft. wide paved buffer will separate the general use and express lanes. An exhibit of the ultimate interchange layout depicting the interchange movements and lane configurations required to accommodate the ultimate I-95 condition at the SR 202 interchange has been provided in Volume II. The roadway improvements associated with this project shall be designed to accommodate the ultimate interchange condition.

Structures

The Design-Build Firm shall design and construct the replacement of the following existing bridges:

- Bridge No. 720220 (I-95 SB over SR 202) [Proposed Bridge No. 720814]
- Bridge No. 720330 (I-95 NB over SR 202) [Proposed Bridge No. 720813]

New bridge crossings shall be constructed as required by the approved horizontal layout (corresponding to either the Horizontal Layout in Appendix G or a FDOT approved ATC). The Horizontal Layout in Appendix G incorporates the following new bridge crossings:

- Flyover 1 over I-95/SR 202 WB (Bridge No. 720816)
- Future I-95 SB & Ramp A2 over SR 202 (Bridge No. 720815)
- Flyover 2 over Ramp E1 (Bridge No. 720817)

The bridges carrying I-95 and Ramp A2 over SR 202 shall be constructed to accommodate the ultimate condition on I-95 at this location consisting of three general use lanes and one express lane in each direction. The express lanes will be separated from the general use lanes by a 4-ft. wide (minimum) buffer area. Bridge shoulder widths on I-95 for the ultimate condition will be 10-ft. inside and 12-ft. outside.

Noise walls shall be constructed at the locations depicted in the Horizontal Layout in Appendix G.

Miscellaneous structures for drainage, lighting, signalization, and ITS features shall be constructed as required by design.

Removal of Existing Structures

The Design-Build Firm shall be responsible for removal and disposal of the existing bridges as required by the design. Removal of existing structures shall be performed in accordance with the Specifications.

Drainage

The Design-Build Firm shall be responsible for drainage and stormwater treatment design meeting all project requirements. All systems will be designed to meet the typical and customary FDOT standard level of maintenance.

Geotechnical

The Department, under separate contract, has produced soil borings. The soil borings are included in Volume II of this RFP and are supplied to the Design-Build Firm for information purposes only. The Design-Build Firm is responsible for its own geotechnical investigation, reporting, and implementation.

Traffic Control

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

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 prepare as-built plans for JEA's water and sewer adjustment/relocation work 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.

Advance utility coordination information, including VVH information, is provided in Volume II for information only.

Right of Way

Right of way maps are included in Appendix J. All construction activities shall be performed from within the right of way identified in Appendix J unless the Design-Build Firm proposes additional right of way acquisition and the additional right of way is successfully acquired by the Department. Should the Design-Build Firm propose additional right of way acquisition, the provisions of Section V.X of this RFP shall apply.

Certain right of way parcels may be acquired by the Department after award of the Design-Build contract. An anticipated right of way delivery schedule is provided in Appendix K. The Design-Build Firm shall account for the anticipated parcel delivery dates in the construction staging.

Permitting and Environmental

The Design-Build Firm shall be responsible for all permitting in accordance in Section VI.M of this RFP. The Design-Build Firm is only responsible for permitting necessary to construct the project as required by this RFP and is not responsible for permitting required for the ultimate condition. Special attention is directed to the fact that permit modifications are expected to be required in order to construct the project in accordance with the Horizontal Layout in Appendix G.

Asbestos-containing material surveys have been performed for existing Bridge Nos. 720220 (I-95 SB over SR 202), 720330 (I-95 NB over SR 202), and 720607 (SR 202 WB over Belfort Road). These surveys are provided in Volume II for informational purposes only. Regulated asbestos-containing materials were not found at these bridges.

Intelligent Transportation Systems

The Design-Build Firm will be responsible for developing an acceptable integrated ITS plan and executing it accordingly. A conceptual ITS layout is provided in Volume II for information only.

Signing & Pavement Markings

The Design-Build Firm will be responsible for developing an acceptable signing & pavement marking plan and executing it accordingly. Minimum guide sign requirements are provided in Appendix L – Guide Sign Locations and Requirements.

Signalization

The Design-Build Firm will be responsible for developing an acceptable Signalization plan and executing it accordingly. The Design-Build Firm shall be responsible for signalization plans to address the SR 202 signalized intersections at US 1 (Philips Highway), Bonneval Road, Ramp A1, and Ramp C1.

Lighting

The Design-Build Firm shall be responsible for developing an acceptable lighting plan in accordance with Department guidelines. The type of lighting (high mast or conventional) used at all locations throughout the project shall match the existing conditions. Provide underdeck lighting in accordance with PPM criteria in all bridge spans crossing roadways. Temporary lighting to match the existing lighting levels will be required at all locations where existing lighting is taken out of service.

A. Design-Build Responsibility

The Design-Build Firm shall be responsible for survey, geotechnical investigation, design, preparation of all documentation related to the acquisition of all permits not acquired by the Department, preparation of any and all information required to modify permits acquired by the Department if necessary, maintenance of traffic, demolition, and construction on or before the Project completion date indicated in the Proposal. The Design-Build Firm shall 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 VI.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 the Design-Build Firm has made an examination as described in this provision.

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

B. Department Responsibility

The Department will provide contract administration, management services, construction engineering inspection services, 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 Project 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 authority 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
September 30, 2013	Advertisement
October 21, 2013	Expanded Letters of Interest for Phase I of the procurement process due in District Office by 2:00 pm local time
November 7, 2013	Proposal Evaluators submit Expanded Letter of Interest Scores to Contracting Unit 10:00 am local time
November 12, 2013	Public Meeting of Selection Committee to review and confirm Expanded Letter of Interest scores 8:30 am local time

November 12, 2013	Notification to Responsive Design-Build Firms of the Expanded Letter of Interest scores 2:00 pm local time
November 14, 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 time
November 14, 2013	Shortlist Posting 4:15 pm local time
November 21, 2013	Final RFP provided to Design-Build Firms providing Affirmative Declaration of Intent to continue to Phase II of the procurement process
November 21, 2013	Mandatory Pre-Proposal Meeting at 10:00 am 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.
November 22, 2013	Utility Pre-Proposal Meeting facilitated by the District Utility Engineer. Individual meeting times will be assigned after the Shortlist Posting. The meeting will be located at: Florida Department of Transportation, District 2 Urban Office 2198 Edison Avenue, Jacksonville, Florida 32204
December 6, 2013	Deadline for Design-Build Firm to request participation in One-on-One Alternative Technical Concept Discussion Meeting No. 1
December 10, 2013	Deadline for Design-Build Firm to submit preliminary list of Alternative Technical Concepts prior to One-on-One Alternative Technical Concept Discussion Meeting No. 1
December 11, 2013	One-on-One Alternative Technical Concept Discussion Meeting No. 1. 60 Minutes will be allotted for this Meeting.
December 13, 2013	Deadline for Design-Build Firm to request participation in One-on-One Alternative Technical Concept Discussion Meeting No. 2
December 17, 2013	Deadline for Design-Build Firm to submit preliminary list of Alternative Technical Concepts prior to One-on-One Alternative Technical Concept Discussion Meeting No. 2
December 18, 2013	One-on-One Alternative Technical Concept Discussion Meeting No. 2. 60 Minutes will be allotted for this Meeting.
January 8, 2014	Deadline for submittal of Alternative Technical Concept Proposals 5:00 pm local time.
January 8, 2014	Final deadline for submission of requests for Design Exceptions or Design Variations 5:00 pm local time.
April 14, 2014	Deadline for submittal of questions, for which a response is assured, prior to the submission of the Technical Proposal. All questions shall be submitted to the Pre-Bid Q&A website.
April 18, 2014	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.
April 30, 2014	Technical Proposals due in District Office by 2:00 pm local time
May 5, 2014	Deadline for Design-Build Firm to “opt out” of Technical Proposal Page Turn meeting.
May 12, 2014	Technical Proposal Page Turn Meeting. Times will be assigned during the Pre-Proposal Meeting. 30 Minutes will be allotted for this Meeting.

May 22, 2014	Question and Answer Session. Times will be assigned during the Pre-Proposal Meeting. One hour will be allotted for questions and responses.
May 29, 2014	Deadline for submittal of Written Clarification letter following Question and Answer Session 5:00 pm local time
May 29, 2014	Deadline for submittal of questions, for which a response is assured, prior to the submission of the Price Proposal. All questions shall be submitted to the Pre-Bid Q&A website.
June 3, 2014	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 5, 2014	Price Proposals due in District Office by 2:00 pm local time.
June 5, 2014	Public announcing of Technical Scores and opening of Price Proposals at 2:00 pm local time at: Florida Department of Transportation, District 2 Complex 1109 South Marion Avenue, Lake City, Florida 32025
June 10, 2014	Public Meeting of Selection Committee to determine intended Award
June 10, 2014	Posting of the Department's intended decision to Award (will remain posted for 72 hours)
June 24, 2014	FHWA Concurrence in Award
June 25, 2014	Anticipated Award Date
July 10, 2014	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, Critical Path Method (CPM) schedule, and method of compensation, instructions for submitting proposals, design exceptions/variations, 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 Department's Question and Answer website:

<https://www3.dot.state.fl.us/BidQuestionsAndAnswers/Proposal.aspx/SearchProposal>

E. Technical Proposal 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 Proposal. 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 the 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.

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.

B. 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.

C. 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.

A Bid Opportunity List should be submitted through the Equal Opportunity Compliance system which is available at the [Equal Opportunity Office Website](#). This information should be returned to the Equal Opportunity Office within three days of submission.

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 Revised Index Drawings. 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 Revised Index Drawings 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 (as amended in 2012). 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/collection_detail.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 Americans 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/Bulletin/Default.shtm>
21. Florida Department of Transportation Utility Accommodation Manual
<http://www.dot.state.fl.us/specificationsoffice/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/rddesign/PM/publicationS.shtm>
24. Florida Department of Transportation Rigid Pavement Design Manual
<http://www.dot.state.fl.us/rddesign/PM/publicationS.shtm>
25. Florida Department of Transportation Pavement Type Selection Manual
<http://www.dot.state.fl.us/rddesign/PM/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. AASHTO Guide for the Development of Bicycle Facilities
https://bookstore.transportation.org/collection_detail.aspx?ID=116
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 Department of Transportation Driveway Information Guide
<http://www.dot.state.fl.us/planning/systems/sm/accman/pdfs/driveway2008.pdf>
35. AASHTO Highway Safety Manual
<http://www.highwaysafetymanual.org/Pages/default.aspx>
36. 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. 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 scope, quality, performance, or reliability should not be proposed. A proposed concept is not an ATC if it is contemplated by the RFP.

One-on-One ATC discussion meetings may be held in order for the Design-Build Firm to describe proposed changes to supplied basic configurations, Project scope, design criteria, and/or construction criteria. Each Design-Build Firm with proposed changes may request a One-on-One ATC discussion meeting to describe the proposed changes. The Design-Build Firm shall provide, by the deadline shown in the Schedule of Events of this RFP, a preliminary list of ATC proposals, to be reviewed and discussed during the One-on-One ATC discussion meeting. This list may not be inclusive of all ATC's to be discussed but it should be sufficiently comprehensive to allow the Department to identify appropriate personnel to participate in the One-on-One ATC discussion meeting. The purpose of the One-on-One

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 following requirements described by this RFP shall not be modified by the Design-Build Firm:

- **Minimum Pavement Design (Appendix F)**
- **Minimum Clearances (Horizontal and Vertical) for all bridges (Section VI.G of this RFP)**
- **Design Speed and Design Vehicle (Section VI.E of this RFP)**

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 sequentially numbered and include the following information and discussions:

- a) **Description:** A description and conceptual drawings of the configuration of the ATC or other appropriate descriptive information, including, if appropriate, product details and a traffic operational analysis;
- b) **Usage:** The locations where and an explanation of how the ATC would be used on the Project;
- c) **Deviations:** References to requirements of the RFP which are inconsistent with the proposed ATC, an explanation of the nature of the deviations from the requirements and a request for approval of such deviations 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;
- h) **Operations:** Any changes in operation requirements associated with the ATC, including ease of operations;
- i) **Maintenance:** Any changes in maintenance requirements associated with the ATC, including ease of maintenance;

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

3. Review of ATC Submittals

After receipt of the ATC submittal, the District Design Engineer (DDE), or designee, 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 days 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.

Prior to approving ATC's which would result in the issuance of an Addendum as a result of a Design Exception and/or Design Variation, the Design-Build Firm will be given the option to withdraw previously submitted ATC proposals.

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.

Approved Design Exceptions or Design Variations required as part of an approved ATC will result in the issuance of an addendum to the RFP notifying all Shortlisted Design-Build Firms of the approved Design Exception(s) or Design Variation(s). Such a change will be approved by FHWA, as applicable.

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

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. A noise wall will be provided at the Windsor Falls complex. The location of the required noise wall is defined on the Horizontal Layout in Appendix G.
2. The grading plan provided in Appendix R will be adhered to within the temporary construction easement at the Best Western property on Salisbury Road.

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:

The Design-Build Firm shall be responsible for modifying the issued permits as necessary to accurately depict the final design. The Design-Build Firm shall be responsible for any necessary permit time extensions or re-permitting in order to keep the environmental permits valid throughout the construction period. The Design-Build Firm shall provide the Department with draft copies of any and all permit applications, including responses to agency Requests for Additional Information, requests to modify the permits and/or requests for permit time extensions, for review and approval by the Department prior to submittal to the agencies.

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. Preparation of all documentation related to the acquisition of all applicable permits will be the responsibility of the Design-Build Firm. Preparation of complete permit packages will be the responsibility of the Design-Build Firm. The Design-Build Firm is responsible for the accuracy of all information included in permit application packages. As the permittee, 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. Once the Department has approved the permit application, the Design-Build Firm is responsible for submitting the permit application to the environmental permitting agency. A copy of any and all correspondence with any of the environmental permitting agencies shall be sent to the District Environmental Permits Office. 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 application is approved.

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

Wetland mitigation as shown in the permits obtained by the Department (based on the Permit Plans in Volume II) will be the responsibility of the Department. If any permit applications completed by the Design-Build Firm propose to increase the amount of wetland impact that requires mitigation, the Design-Build Firm shall be responsible for providing to the Department an update on the amount and type of wetland impacts as soon as the impacts are anticipated (including temporary impacts and/or any anticipated impacts due to construction staging or construction methods). The Department will direct the use of a mitigation site, private mitigation bank or the use of the water management district per 373.4137 F.S. The mitigation costs of any additional impacts proposed in permit applications completed by the Design-Build Firm shall be the responsibility of the Design-Build Firm. If the Department directs use of a private mitigation bank, the Design-Build Firm shall pay the appropriate fee directly to the bank. If the Department directs use of 373.4137, F.S., the Design-Build Firm shall provide appropriate funds to the Department at the time of permit issuance and the Department will then transfer the mitigation funds to the St. Johns River Water Management District (SJRWMD).

The Design-Build Firm shall be solely responsible for all costs associated with these permitting activities and shall include all necessary permitting activities in their schedule.

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 1 and 2 bridges are limited to the following component submittals: foundation, substructure, and superstructure. Submittals for Category 2 bridges may be further broken down into approach and main spans. 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 1 and 2 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 2 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 files of all documents listed below
- 3 sets of 11" X 17" roadway plans (Duplex required)
- 3 sets of 11" X 17" structure plans (Duplex required)
- 3 sets of 11" X 17" each component set (Duplex required)
- 1 copy of Final Geotechnical Report
- 1 set of documentation – roadway/drainage (PDF only)
- 1 set of documentation – structures (PDF only)
- 1 copy of Specifications with Workbook (PDF only)
- 1 copy of Technical Special Provisions* (PDF & Word only)
- 1 set of 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 files of all documents listed below
- 3 sets of 11" X 17" roadway plans (Duplex only)
- 3 sets of 11" X 17" structure plans (Duplex only)
- 3 sets of 11" X 17" each component set (Duplex only)
- 1 set of final signed and sealed documentation
- 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 Specifications Office requires a Microsoft Word 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 TSPs) for the Department to stamp "Released for Construction"
- 1 set of CADD files on CD
- 1 PDF set of 11" x 17" signed and sealed construction plans and specifications (including any TSPs), plus any other documents such as design documentation, drainage report, typical section package and pavement design package.
- 1 hard copy of 11" x 17" signed and sealed plans
- **Independent Peer Reviewer's signed and sealed cover letter that all comments have been addressed and resolved**

Final signed and sealed plans will be delivered to the Department's Project Manager prior to construction of any component. The Department's Project Manager will send a copy of final signed and sealed plans to the appropriate office for review and comment. Once all comments have been satisfactorily resolved as determined by the Department, the Department's Project Manager will initial, date and stamp each submittal as "Released for Construction". Only signed and sealed plans which are stamped "Released for Construction" by the Department's Project Manager are valid and all work that the Design-Build Firm performs in advance of the Department's release of Plans will be at the Design-Build Firm's risk.

Record Set:

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

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

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

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

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

2. Milestones:

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

- Typical Section Package
- Pavement Design Package

I. Contract Duration:

The Design-Build Firm shall establish the Contract Duration for the subject Project. In no event shall the Contract Duration exceed **780 calendar days**. The Proposed Contract Duration shall be submitted with the Bid Price Proposal.

J. Project Schedule:

The Design-Build Firm shall submit a Schedule, in accordance with Subarticle 8-3.2 (Design-Build Division I Specifications). The Design-Build Firm's Schedule shall 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 2 structures submittals. The review of Category 2 structures submittals 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
- The day of the Daytona 500 and the Coke Zero 400
- The day prior to through the day after Daytona Bike Week
- The Friday through the close of Daytona Speed Weeks
- Advance Auto Parts Monster Jam
- Monster Energy AMA Supercross
- Opening Weekend at the Beaches

The minimum number of activities included in the Schedule shall be those listed in the Schedule of Values and those listed below:

- Anticipated Award Date
- Design Survey
- Geotechnical Investigation
- NEPA Reevaluation (If necessary)
- Revisions to Approved Interchange Modification Report (If necessary)
- Right of Way Acquisition
- Acquisition of additional Right of Way proposed by the Design-Build Firm (If applicable)
- Roadway Design
- Foundation Design
- Substructure Design
- Superstructure Design

- Wall Design
- Signing and Pavement Marking Design
- Intelligent Transportation System Design
- Signalization Design
- Lighting Design
- Maintenance of Traffic Design
- Utility Design
- Design Submittals
- Submittal Reviews by the Department, FHWA, and JEA
- Document Reviews by the Department and FHWA
- Design Review / Acceptance Milestones
- Comment Resolution
- Shop Drawing Submittals
- Environmental Permit Acquisition
- Utility Clearance
- Materials Quality Tracking
- Start of Construction
- Construction Mobilization
- Clearing and Grubbing
- Erosion Control
- Embankment/Excavation
- Roadway Construction
- Foundation Construction
- Substructure Construction
- Superstructure Construction
- Wall Construction
- Signing and Pavement Marking Construction
- Intelligent Transportation System Construction
- Signalization Construction
- Lighting Construction
- Maintenance of Traffic Set-Up (per duration)
- Utility Relocations
- 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
- System Integration Meetings
- Utility Meetings
- Design Kickoff Meeting
- Comment Resolution Meetings
- Pre-Construction Meeting
- Dispute Review Board Meetings

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

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

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.

The Design-Build Firm shall meet with the Department's Project Manager at least thirty (30) calendar days before beginning system integration activities. The purpose of these meetings shall be to verify the Design-Build Firm's ITS and signalization integration plans by reviewing site survey information, proposed splicing diagrams, IP addressing schemes, troubleshooting issues, and other design issues. In addition, at these meetings the Design-Build Firm shall identify any concerns regarding the Integration and provide detailed information on how such concerns will be addressed and/or minimized.

The Design-Build Firm shall provide all documentation required to support system integration meetings, including detailed functional narrative text, system and subsystem drawings and schematics. Also included shall be the documentation to demonstrate all elements of the proposed design which includes, but is not limited to: technical, functional, and operational requirements; ITS/communications; equipment; termination/patch panels; performance criteria; and details relating to interfaces to other ITS subsystems.

System Integration Meetings will be held on mutually agreeable dates.

All action items resulting from the System Integration Meeting shall be satisfactorily addressed by the Design-Build Firm and reviewed and approved by the Department.

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. The Design-Build Firm will continue to be part of the Public Involvement effort but on a limited basis as described below.

2. Community Awareness:

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

3. Public Meetings:

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

- Kick-off or introductory meeting
- North Florida Transportation Planning Organization (NFTPO) Citizens Advisory Committee Meetings
- NFTPO Transportation Technical Committee Meetings
- NFTPO Meetings
- Public Information Meetings including, but not limited to, Public Hearings and Construction Open House
- Elected and appointed officials
- Special interest groups (private groups, homeowners associations, environmental groups, minority groups and individuals)
- Monthly Business Owner Meetings

The Design-Build Firm shall include attendance at two 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 Department 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. The Design-Build Firm shall forward all requests for group meetings to the Department. The Design-Build Firm shall inform the Department 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 Department.

The Department will be responsible for the legal/display advertisements for design concept acceptance. The Department 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.
- Identifying possible permit and review agencies and providing names and contact information for these agencies to the Department.
- Providing required expertise (staff members) to assist the Department 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 Department for their use and records.

In addition to collecting public input data, the Design-Build Firm may be asked by the Department 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. Schedule of Values:

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

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

Q. Computer Automation:

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

The Design-Build Firm's role and responsibilities are defined in the Department's CADD Manual. The Design-Build Firm will be required to submit final documents and files which shall include complete CADD design and coordinate geometry files in Intergraph / MicroStation 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 (e.g. batch, level symbology, view attributes, and display requirements). A printed directory of the archived submittal shall be included.

R. Construction Engineering and Inspection:

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

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

S. Testing:

The Department or its representative will perform verification and resolution sampling and testing activities at both on site as well as off site locations such as prestress plants, batch plants, structural steel and weld fabrication plants, etc. in accordance with the latest Specifications.

T. Value Added:

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

- Roadway features
- Roadway drainage systems
- Approach slabs
- Superstructure
- Substructure
- Concrete defects

- Structural steel defects
- Post-tensioning systems
- And any other products or features the Design-Build Firm desires.

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

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

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

U. Adjoining Construction Projects:

The Design-Build Firm shall be responsible for coordinating design and 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:

- I-95 from J.T. Butler Blvd. to Atlantic Blvd. (Rigid Pavement Rehabilitation, FIN 213217-2)
- I-95 from South of Greenland Rd. to South of J.T. Butler Blvd. (Rigid Pavement Rehabilitation, FIN 213217-5)

V. 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.

W. 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 Resident Engineer will be responsible for review and response within ten (10) calendar days (excluding weekends and Department observed holidays). The Resident Engineer will either concur with the proposed solution or, if the 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 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 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.

X. Additional Right of Way Acquisition:

It is the Department's intent that all Project construction activities be conducted utilizing the right of way identified in the right of way maps provided in Appendix J. 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 within that additional right of way. 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.

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, lighting 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 2 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 be in accordance with PPM Volume 1, Chapter 26 and 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% and 100% plans submittal. At the Construction 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 work completed under the Contract shall be in accordance with the United States Standard Measures.

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

- The Design-Build Firm shall dispose of all cleared and grubbed material off-site. Burning of material and/or debris is prohibited within the project limits.
- The Design-Build Firm shall identify all proposed stock piling locations prior to use. All locations shall be approved by the Department prior to use. No stock piles shall be placed in wetlands.
- All curb & gutter areas shall be compacted in static mode only.
- All existing pavement (asphalt, base, and subgrade) not incorporated into the final horizontal layout shall be completely removed. The finished grade within these areas shall be harmonized with the existing grade such that positive drainage is achieved. Turf shall be placed in all disturbed areas.

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 for any bridge on the Project, a minimum of one successful load test must be performed at that bridge location. The locations of the load tests shall be approved by the District Geotechnical Engineer and shall be submitted for approval at least 30 days prior to test pile installation.

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 a Pile Installation Plan for the 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 for any bridge on the Project, a minimum of one successful load test must be performed at that bridge location. The locations of the load tests shall be approved by the District Geotechnical Engineer and shall be submitted for approval at least 30 days prior to test shaft installation.

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 a Drilled Shaft Installation Plan for the 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 nonredundant 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.

Spread Footing Foundations

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

1. Evaluating geotechnical conditions and designing the spread footing.
2. Constructing the spread footing to the required footing elevation, at the required soil or rock material, and at the required compaction levels, in accordance with the specifications.
3. Inspecting and documenting the spread footing construction.
4. Submitting Foundation Certification Packages in accordance with the specifications.
5. Providing safe access, and cooperating with the Department in verification of the spread footing, both during construction and after submittal of the certification package.

Auger Cast Piles for Noise Walls

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

1. Evaluating geotechnical conditions and designing the foundations, including diameter and lengths.
2. Constructing all auger cast piles to the required tip elevation and socket requirements, in accordance with the specifications.
3. Preparing and submitting an Auger Cast Pile Installation Plan for the Department's acceptance.
4. Inspecting and documenting the auger cast pile installation.
5. Submitting Foundation Certification Packages in accordance with the specifications.
6. Providing safe access, and cooperating with the Department in verification of the auger cast piles, 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, preparing and distributing minutes of all utility meetings, and ensuring expedient follow-up on all unresolved issues.

4. Distributing all plans, conflict matrices and changes to affected Utility Agency/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.
6. Preparing, reviewing, approving, signing, and coordinating the implementation of and submitting to the Department for review and acceptance, all Utility Work Schedules.
7. Resolving utility conflicts.
8. Obtaining and maintaining all appropriate Sunshine State One Call Tickets.
9. 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.
10. Providing periodic Project updates to the Department Project Manager and District Utility Office as requested.
11. Coordination with the Department on any issues that arise concerning reimbursement of utility work costs.

The following Utility Agency/Owners (UA/Os) 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 along with an identification of whether the UA/O or the Design-Build Firm will be responsible for performing the utility work.

SUMMARY OF CONCEPTUAL UTILITY WORK

<u>UA/O</u>	<u>Utility Relocation Type</u>	<u>Cost Estimate</u>	<u>Lump Sum Bid</u>
AT&T Corp.	No Involvement	N/A	N/A
AT&T Florida	D-B Firm performing non-reimbursable utility work	\$4,000.00	Yes
	UA/O performing non-reimbursable utility work	Unknown	N/A
AT&T NCS	UA/O performing non-reimbursable utility work	Unknown	N/A
CenturyLink/Qwest	UA/O performing non-reimbursable utility work	Unknown	N/A
Comcast	UA/O performing non-reimbursable utility work	Unknown	N/A
Dedicated Fiber Systems	UA/O performing non-reimbursable utility work	Unknown	N/A
FPL FiberNet	UA/O performing non-reimbursable utility work	Unknown	N/A
JEA Electric	UA/O performing non-reimbursable utility work	Unknown	N/A
JEA Water and Sewer	D-B Firm performing non-reimbursable utility work	\$922,645.00	Yes
Level 3	UA/O performing non-reimbursable utility work	Unknown	N/A
Teco Peoples Gas	UA/O performing non-reimbursable utility work	Unknown	N/A

TW Telecom	UA/O performing non-reimbursable utility work	Unknown	N/A
Verizon (MCI)	No Involvement	N/A	N/A

For unaffected existing utilities listed in the table, the Design-Build Firm may request the utility to be relocated to accommodate changes from the conceptual plans; however, these relocations require the Department's approval and the Department will not pay the Utility Agency/Owner (UA/O) or the Design-Build Firm for the utility relocation work regardless of the UA/O's eligibility for reimbursement.

For a reimbursable utility relocation where the UA/O desires the work to be done by their contractor, the UA/O will perform the work in accordance with the utility work schedule and permit, and bill the Department directly.

DEVIATION FROM THE CONCEPTUAL UTILITY RELOCATION PLAN: If the Design-Build Firm chooses to deviate from the conceptual plans and the scope of the impact to a utility depicted in Appendix P, and thereby causes a greater impact to a utility, the Design-Build Firm shall be solely responsible for all increased costs incurred by the utility owner associated with the increase in the scope of the impact to a utility from that depicted in Appendix P. The Design-Build Firm shall obtain an agreement from the utility owner being impacted which outlines the changes to the scope of the impact to a utility from that depicted in Appendix P. The agreement shall also address the Design-Build Firm's obligation to compensate the utility owner for the additional costs above the costs which would have been incurred without the Design Build Firm's increase in the scope of the impact to a utility from that depicted in Appendix P. The Design-Build Firm shall also provide a draft utility permit application acceptable to the Department for the placement of the utility owner's facilities based on the final design. The Department shall not compensate or reimburse the Design-Build Firm for any cost created by a change in scope of the impact to a utility from that depicted in Appendix P, or be liable for any time delays caused by a change in scope of the impact to a utility from that depicted in Appendix P.

The relocation agreements, plans, work schedules and permit application are to be forwarded to the Department for review by the District Utility Office (DUO) and FDOT Construction Manager. The DUO and FDOT Construction Manager only review the documents and are not to sign them. Once reviewed, the utility permit application will be forwarded to the District Maintenance office for the permit to be signed and recorded or submitted through the Online System Permitting (OSP) system.

AT&T Florida Utility Summary

AT&T Florida valve and manhole adjustments shall be performed by the Design-Build Firm and will be funded under FIN 416501-4-52-01.

JEA Utility Summary

A summary of JEA utility requirements and scope of work is provided in Appendix N. This work will be funded under FIN 416501-4-56-01.

Design of JEA Utility Work

- a. The Design-Build Firm shall prepare a final engineering design, plans, technical special provisions, permit applications (including, but not limited to, JEA, FDEP and the City of Jacksonville) and a cost estimate for the Utility Work for JEA Water and

Sewer in accordance with JEA Water & Sewer Standards manual, October 2011, and other applicable JEA Standards. In the event of a conflict between the JEA Standards and any other Contract Documents, the Department shall determine which provisions apply based on the intent and purpose of the JEA Utility Work.

- b. The Plans Package shall be in the same format as The Department's contract documents for the Project and shall be suitable for reproduction.
- c. Unless otherwise specifically directed in writing, the Plans Package shall include any and all activities and work effort required to perform the Utility Work, including, but not limited to, all clearing and grubbing, permitting, survey work, additional subsurface engineering (as required), utility coordination (telephone, fiber, cable, electrical, gas, etc.) and shall include a traffic control plan.
- d. Construction costs for mobilization, clearing and grubbing and MOT shall not be included in the cost of utility relocations. These construction efforts shall be accounted for in the roadway construction costs only and clearly identified in the schedule of values.
- e. The Plans Package shall be prepared in compliance with the FDOT Utility Accommodation Manual and the FDOT Plans Preparation Manual, and the Department's contract documents for the Project. If the FDOT Plans Preparation Manual is updated and conflicts with the FDOT Utility Accommodation Manual, the Utility Accommodation Manual shall apply where such conflicts exist.
- f. The Design-Build Firm shall prepare the Utility Work's technical special provisions, which are a part of the Plans Package, in accordance with The Department's guidelines on preparation of technical special provisions and shall not duplicate or change the general contracting provisions of the FDOT Standard Specifications for Road and Bridge Construction and any Supplemental Specifications, Special Provisions, or Developmental Specifications of the FDOT for the Project.
- g. The Design-Build Firm shall provide a copy of the proposed Plans Package to the Department, and to such other right of way users as designated by the Department, for review at the following stages: 90% and 100% plans.
- h. The Department shall furnish the Design-Build Firm such information from The Department's files as requested by the Design-Build Firm; however, the Design-Build Firm shall at all times be and remain solely responsible for proper preparation of the Plans Package and for verifying all information necessary to properly prepare the Plans Package, including survey information as to the location (both vertical and horizontal) of the Utility Facilities. The providing of information by The Department shall not relieve the Design-Build Firm of this obligation nor transfer any of that responsibility to The Department.
- i. The Utility Work will include all utility facilities of JEA (except electric and fiber) which are located within the limits of the Project, except those facilities agreed to by JEA to be performed by their forces. These exceptions shall be handled by separate arrangement by the Department.

- j. The Design-Build Firm shall fully cooperate and coordinate the Utility Work with all other right of way users in the preparation of the Plans Package. Any conflicts that cannot be resolved through cooperation shall be resolved in the manner determined by the Department.
- k. Upon completion of the Utility Work, the facilities shall be deemed to be located on the public road or publicly owned rail corridor under and pursuant to the Utility Permit to be issued by FDOT or the City of Jacksonville. The Design-Build Firm shall facilitate and comply with all permit conditions, and provide all disinfection, pressure testing, laboratory tests, etc. to obtain regulatory approval and clearance to place the utilities in service.

Increase in Value Credit

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

- a. Expired Service Life - If an entirely new Facility is constructed and the old Facility retired, credit for the normally-expected service life of the old Facility applies.
- b. Upgrading - A percentage of the total cost of the Relocation Work, based on the extent of the betterment obtained from the new Facilities will be applied.
- c. Salvage Value - FDOT shall receive fair salvage value credit for any salvage, which will become available to the Design-Build Firm as a result of the Utility Work.

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

Performance of Utility Work

- a. The Design-Build Firm shall incorporate the Plans Package into its contract for construction of the Project.
- b. The Department shall perform all engineering inspection, and monitoring of the Utility Work to insure that it is properly performed in accordance with the Plans Package and will complete daily diary records showing approved quantities and amounts or weekly, monthly, and final estimates in accordance with the format required by the Department.
- c. Testing, monitoring and reporting shall be performed by the Design-Build Firm in accordance with standard industry practices for water and wastewater and in accordance with the JEA Water & Sewer Standards Manual, October 2011.

D. Roadway Plans:**General:**

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

Design Analysis:

The Design-Build Firm shall develop and submit a signed and sealed Typical Section Package, Pavement Design Package and Drainage Analysis Report for review and concurrence by the Department and FHWA on Federal Aid Oversight Projects. A PDF of the Typical Section Package and Pavement Design Package shall be submitted electronically for review prior to submitting a hardcopy. Concrete pavement is required within the limits shown on the Horizontal Layout in Appendix G. As a means of communicating intended and possible design solutions that meet established criteria, a minimum pavement design package is included as a part of this RFP (Appendix F).

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. Roadway Design:

See PPM Volume 2; Chapter 2 for Roadway Design sheets, elements and completion level required for each submittal.

2. 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

3. Pavement Design Package:

- Pavement Design (for permanent pavement and any temporary pavement)
 1. Minimum design period
 2. Minimum ESAL's
 3. Minimum design reliability factors
 4. Roadbed resilient modulus
 5. Minimum depth of concrete pavement/structural asphalt thickness
 6. Cross slope

7. Identify the need for modified binder
8. Pavement coring and evaluation

4. **Drainage Analysis:**

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

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

- Stormwater treatment ponds shall not be located beneath bridges.
- During all traffic control phases, the Design-Build Firm shall comply with the spread standards as published in the Florida Department of Transportation Drainage Manual.
- Ponds shall not be fenced unless required by design, except where fencing is required along the Limited Access right of way line.
- Locations of maintenance access for ponds shall be approved by the Department. Fence gates shall be cantilever/sliding type gates.

E. Geometric:

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

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

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

The horizontal layout shall be per the layout provided in Appendix G or a FDOT approved Alternative Technical Concept (ATC). The typical sections shall be per the Typical Section Package in Appendix E or a FDOT approved ATC. The Department will not allow a reduction in the number of travel lanes, auxiliary lanes, turn lanes, or storage lengths specified in Appendix G of this RFP.

An ultimate horizontal layout must be submitted with any proposed ATC that modifies the interim horizontal layout depicted in Appendix G. An exhibit of the ultimate horizontal layout depicting the interchange movements and lane configurations for the ultimate condition is provided in Volume II.

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

SR 202 (J.T. Butler Boulevard)

- a. Design speed shall be 45 mph for the urban section and 60 mph for the rural section.
- b. The design vehicle shall be WB-62FL.
- c. SR 202 shall be designed to Urban Arterial standards west of I-95 and Freeway standards east of I-95.

- d. Mill and Resurface all existing pavement not requiring reconstruction due to design. The minimum limits of milling and resurfacing are from Sta. 2990+00 to Sta. 3054+35.44 (SR 202 EB) or Sta. 3077+01.23 (SR 202 WB).
- e. Construct a 12-ft. wide concrete sidewalk on the south side of SR 202 from Philips Highway (US1) to Salisbury Road. Crosswalks shall be provided at the locations depicted in Appendix G.

SR 9 (I-95)

- a. Design speed shall be 65 mph.
- b. The design vehicle shall be WB-62FL.
- c. SR 9 (I-95) shall be designed to Interstate standards.

Salisbury Road

- a. Design speed shall be 30 mph.
- b. The design vehicle shall be WB-62FL.
- c. Design criteria shall be as specified in the Florida Greenbook.
- d. All roadway pavement within the project limits shall be milled and resurfaced if reconstruction is not required by design.
- e. Construct 6-ft. wide concrete sidewalks on both sides of the road.
- f. Access from existing Ramp E1 to Salisbury Road North shall be eliminated. Remove all Salisbury Road North pavement located south of the intersection with Southpoint Drive South. Terminate Salisbury Road North at this intersection in accordance with Index No. 17349, Case I.

Ramps

- a. Design speeds shall be a minimum as listed in the following table, Minimum Required Ramp Design Speeds. Curves on ramps that begin or end within 300 ft. of a signalized, stop, or yield condition may be designed for a 25 mph design speed. The remainder of the ramp must be designed using the design speed listed in the table.
- b. The design vehicle for ramps and ramp terminals shall be WB-62FL.

Minimum Required Ramp Design Speeds		
Ramp (As shown in Appendix G)	Design Speed	Limits
Ramp A1	30 - 35 mph	Entire Ramp
Ramp A2	25 - 50 mph	Entire Ramp
Ramp B1	30 - 50 mph	Entire Ramp
Ramp C1	35 mph	Entire Ramp
Ramp E1	45 mph	Entire Ramp
Ramp F1	45 mph	Entire Ramp
Flyover 1	45 mph	Entire Ramp
Flyover 2	45 mph	Entire Ramp

Miscellaneous

- a. Fill heights greater than 5-ft. shall be supported by retaining walls instead of providing roadside slopes.
- b. Excavation material obtained from within Department right-of-way shall only be obtained from roadway and drainage cut areas or from proposed pond areas.
- c. Where roadside slopes are used, the magnitude of the slope shall not exceed the values specified in PPM Table 2.4.1, regardless of whether roadside barriers are provided.
- d. Provide Type B fencing along all limited access right of way lines. The Type B fencing shall be designed and constructed in accordance with FDOT standards.

F. Design Documentation, Calculations and Computations:

The Design-Build Firm shall submit to the Department design documentation, notes, calculations, 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 documentation, notes, calculations and computations 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

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 final 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, original 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 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.

2. Criteria:

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

- a. All plans and designs are to be prepared in accordance with AASHTO LRFD Bridge Design Specifications, Department Standard Specifications, Structures Manual, Plans Preparation Manual, Department Standard Drawings, Supplemental Specifications, Special Provisions, and directions from the State Structures Design Engineer, Temporary Design Bulletins, Structures Design Office and/or District Structures Design Engineer.
- b. Bridge Widening (if required): The minimum deck thickness for bridge widenings shall be 8 ½", which shall include the sacrificial thickness specified in the Structures Design Guidelines.
- c. Critical Temporary Retaining Walls: Whenever the construction of a structural component (such as a wall, footing, or other such component) requires excavation that may endanger the public or an existing structure that is in use, the Design-Build Firm must protect the existing facility and the

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

- d. The LRFD Operational Importance Factor shall be 1.0 for all bridges.
- e. The minimum environmental classifications for all bridges are as follows:

Bridge No.	Superstructure	Substructure	
		Concrete	Steel
720813	Slightly Aggressive	Slightly Aggressive	Moderately Aggressive
720814	Slightly Aggressive	Slightly Aggressive	Moderately Aggressive
720815	Slightly Aggressive	Slightly Aggressive	Moderately Aggressive
720816	Slightly Aggressive	Slightly Aggressive	Moderately Aggressive
720817	Slightly Aggressive	Slightly Aggressive	Slightly Aggressive

- g. Unless specified elsewhere in this RFP, horizontal clearances to bridge piers and abutments and minimum vertical clearances shall conform to the requirements of the Plans Preparation Manual (PPM).
- h. The aesthetic requirements detailed in Appendix Q shall be incorporated into the design of the structures.
- i. Apply a Class 5 Applied Finish Coating to all bridges and retaining walls. The color of the finish coat for all elements (including bridges utilizing uncoated weathering steel) shall conform to Federal Standard No. 595B, Color No. 36622. The following surfaces shall be coated:
 - i. Exterior vertical face of outside traffic barriers.
 - 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 end bents.
 - vi. All exposed surfaces of wall copings.
 - vii. All exposed surfaces of wall facing, including MSE wall panels.
- j. Noise wall panels shall consist of flush panels with a Type "H" finish on the front face. The posts shall have a Type "H" finish on the front face. All exposed faces of the wall shall be coated with a non-sacrificial anti-graffiti coating. The color of the noise walls shall match the existing noise walls constructed under FIN 213217-2-52-01 (I-95 Pavement Rehabilitation from J.T. Butler Boulevard to Atlantic Boulevard). The Design-Build Firm shall submit a color sample to the Department for review and approval prior to application of the coating.

- k. All retaining walls shall have a concrete facing. Retaining wall and MSE wall panel finish shall be fractured fin unless otherwise noted. New walls contiguous with the existing MSE walls at either end of Bridge Nos. 720607 and 720608 shall be constructed utilizing panels to match the existing MSE panels (cruciform panels with a raised surface finish).
- l. Provide full height cheek walls at the following locations:
- i. Exposed ends of all end bents.
 - ii. Exposed ends of piers where the difference in the exterior beam depth in adjacent spans is greater than 9".
 - iii. Exposed ends of piers where the ends of exterior beams in adjacent spans are offset in plan.
 - iv. Edges of beam ledges for Inverted-T pier caps.
 - v. Exposed ends of piers where beams in adjacent spans are of dissimilar materials.
- m. For aesthetic purposes, the exterior beams/girders for all spans of a given bridge shall be the same depth.
- n. Intermediate pile bents shall not be permitted.
- o. Integral abutments shall not be permitted.
- p. All bridge foundations shall be deep foundations.
- q. Each individual pile bent or pile supported footing shall be supported by a minimum of four piles.
- r. Pile driving will **ONLY BE PERMITTED** between the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday and from 10:00 a.m. to 7:00 p.m. on Saturdays. There shall be **NO PILE DRIVING** at all on Sundays and Holidays.
- s. Where conflicts exist between proposed and existing piles, existing piles shall be completely pulled.
- t. For fill slopes in front of end bents or abutments, the magnitude of the slope shall not exceed 1V:2H.
- u. For permanent walls, partial height walls such as perched walls or toe-walls, as defined in the FDOT Structures Manual, shall not be permitted.
- v. All culverts shall meet clear zone requirements where sufficient right of way exists. The Department will not approve the use of permanent roadside barriers to protect culverts within the clear zone where the right of way is sufficient to extend the culvert.

- w. All elements of permanent bridge drainage systems shall be hidden from view.
- x. For multi-beam bridges with concrete beams, expansion joints shall consist of Strip Seals (Index No. 21100) or Poured Joint with Backer Rod (Index No. 21110).
- y. Where a non-standardized superstructure expansion joint is required (e.g. a finger joint or modular joint), a finger joint shall be used. It shall be self cleaning with an elastomeric seal inserted between steel keepers, flush with the underside of the finger joint. The joint shall be designed to allow replacement of the elastomeric seal.
- z. Utility conduits shall not be mounted to the exterior face of MSE walls.
- aa. For curved portions of the southbound ramp flyover bridge (Bridge No. 720816), straight girders chorded from pier to pier or straight girder segments with splices within the spans are not allowed.
- bb. The preliminary height of the noise wall depicted in Appendix G is 20'-0" above the finished ground line and the final height is to be determined.
- cc. Bridge No. 720816 shall have a maximum begin bridge station of 1019+10.00 and a minimum end bridge station of 1033+42.50.
- dd. Specified minimum horizontal and vertical clearances for bridges shall be satisfied for both the interim and ultimate condition.

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 Supplemental 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 Firm's 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 Specifications Package is obtained.

I. Shop Drawings:

The Design-Build Firm shall be responsible for the preparation and approval of all Shop Drawings. Shop Drawings shall be in conformance with the Department’s Plans Preparation Manual when submitted to the Department and shall bear the stamp and signature of the Design-Build Firm’s 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 Department’s procedural review of shop drawings is to assure that the Design-Build Firm’s EOR has approved and signed the drawing, the drawing has been independently reviewed and is in general conformance with the plans. The Department’s review is not meant to be a complete and detailed review. Upon review of the shop drawing, the Department will stamp the drawing “Released for Construction” or “Released for Construction as noted” and the drawing will be initialed and dated by the reviewer.

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

J. Sequence of Construction:

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

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

K. Stormwater Pollution Prevention Plans (SWPPP):

The Design-Build Firm shall prepare a Stormwater Pollution Prevention Plan (SWPPP) as required by the National Pollution Discharge Elimination System (NPDES). The Design-Build Firm shall refer to the Department's Project Development and Environment Manual and Florida Department of Environmental Protection (FDEP) Rule 62-621.300(4)(a) for information in regard to the SWPPP. The SWPPP and 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**) shall be submitted for Department review and approval. Department approval must be obtained 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. Topics to be addressed 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 is 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.

If temporary signals are utilized for traffic control or if existing signals are modified for traffic control they shall be fully actuated. Pre-timed signals will not be allowed.

The Design-Build Firm shall maintain turn lane storage lengths during MOT equivalent to existing conditions. For ramps, existing acceleration and deceleration lengths shall not be reduced during times when lane closures are restricted.

For a given roadway, travel lanes comprising a multi-lane section in one direction shall not be split from each other to facilitate maintenance of traffic unless otherwise noted. The two existing eastbound travel lanes on SR 202 may be split at the existing I-95 overpass during construction of the proposed I-95 overpass to facilitate construction.

All temporary traffic diversions, if they are utilized to maintain traffic during construction operations, shall be designed with a minimum structural number of 2.0. A minimum 2" Type SP Structural Course surface layer shall also be provided. These guidelines are a minimum requirement. The Design-Build Firm shall design and construct temporary pavements based upon the anticipated traffic expected during the life of the temporary diversion.

3. Traffic Control Restrictions:

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

- **I-95** – NO LANE CLOSURES ALLOWED from 6:00 am to 8:00 pm
 - ONE (1) LANE allowed to be closed from 8:00 pm to 6:00 am
 - TWO (2) LANES are allowed to be closed from 10:00 pm to 6:00 am
- **SR 202 (West of I-95)** – NO LANE CLOSURES ALLOWED from 5:30 am to 8:00 pm
 - ONE (1) LANE is allowed to be closed from 8:00 pm to 5:30 am
- **SR 202 (East of I-95)** – NO LANE CLOSURES ALLOWED from 6:00 am to 9:00 pm
 - ONE (1) LANE is allowed to be closed from 9:00 pm to 6:00 am
- **Ramps** – NO LANE CLOSURES ALLOWED from 6:00 am to 8:00 pm

A lane may only be closed during active work periods. Pacing Operations 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 Two 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.

The following additional traffic control restrictions apply:

1. There shall be no lane closures or detours except as described in this RFP.
2. Detours shall be allowed between the hours of 11:00 pm and 5:00 am for beam setting activities.
3. Single lane ramps may be detoured during allowable lane closure periods.
4. Only one lane of multi-lane ramps may be closed during allowable lane closure periods.

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

- 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
- The day of the Daytona 500 and the Coke Zero 400
- The day prior to through the day after Daytona Bike Week
- The Friday through the close of Daytona Speed Weeks
- Advance Auto Parts Monster Jam
- Monster Energy AMA Supercross
- Opening Weekend at the Beaches

M. Environmental Services/Permits/Mitigation:

The Design-Build Firm will be responsible for preparing designs and proposing construction methods that are permissible. The Design-Build Firm will be responsible for any required permit fees. All permits required for a particular construction activity will be acquired prior to commencing the particular construction activity. Delays due to incomplete or erroneous permit application 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 a time extension or additional compensation.

N. Signing and Pavement Marking Plans:

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

Edge line markings on all concrete surfaces shall be high performance tape.

O. Lighting Plans:

The Design-Build Firm shall prepare lighting plans in accordance with Department criteria. For coordination and locates on the Department's lighting system, contact Jacksonville Maintenance at (904) 360-5200.

P. Signalization and Intelligent Transportation System Plans:

1. General

The Design-Build Firm shall prepare Signalization and Intelligent Transportation System (ITS) Plans in accordance with Department criteria.

The Design-Build Firm shall prepare design plans and provide necessary documentation for the procurement and installation of the Signalization and Intelligent Transportation System devices as well as overall system construction and integration. The construction plan sheets shall be in accordance with Department requirements and include, but not be limited to:

- Project Layout / Overview sheets detailing the locations of field elements
- Detail sheets on (as applicable):
 - DMS Structure, DMS attachment, DMS display/layout
 - Fiber optic splice and conduit
 - Power Service Distribution
 - Wiring and connection details
 - Conduit, pull box, and vault installation
 - Communication Hub and Field Cabinets
 - System-level block diagrams
 - Device-level block diagrams
 - Field hub/router cabinet configuration details
 - Fiber optic Splicing Diagrams
 - System configuration/Wiring diagram/Equipment Interface for field equipment at individual locations and communications hubs.

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

1. System/Subsystem Requirements Specification
http://www.dot.state.fl.us/trafficoperations/ITS/Projects_Deploy/SEMP/ApxG.pdf
2. System Test Plan
http://www.dot.state.fl.us/trafficoperations/ITS/Projects_Deploy/SEMP/ApxJ.pdf
3. Test Procedures
http://www.dot.state.fl.us/trafficoperations/ITS/Projects_Deploy/SEMP/ApxK.pdf
4. Test Report
http://www.dot.state.fl.us/trafficoperations/ITS/Projects_Deploy/SEMP/ApxL.pdf
5. Quality Management Plan
http://www.dot.state.fl.us/trafficoperations/ITS/Projects_Deploy/SEMP/ApxN.pdf

The Design-Build Firm is responsible for ensuring project compliance with the Regional ITS Architecture and Rule 940 as applicable. This includes, but is not limited to, the development or update of a concept of operations, the development or update of a system engineering master plan (SEMP), and requirement traceability verification (RTVM) as well as coordination of document review.

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

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

1. Dynamic Message Signs (DMS) shall be constructed at the locations specified in Appendix L.
2. Provide a walk-in type DMS sign for the DMS on I-95. The DMS signs on Belfort Road may be front access type signs.
3. DMS signs shall have full color capability and shall incorporate an Uninterruptable Power Supply (UPS).
4. New cameras shall have a minimum sight distance of 1 mile and a maximum sight distance of 1 ½ miles.
5. Provide field coverage shots for all cameras to the Department for review prior to final design.
6. Cameras and vehicle detection systems shall provide coverage equivalent to the existing ITS system.
7. Use the Microwave Vehicle Detection System (MVDS) for all vehicle detection equipment.
8. Existing ITS devices and equipment may be reused in the final design.
9. Install a new pole mounted CCTV camera in advance of each new DMS sign on Belfort Road.
10. The existing Electronic Display Sign near Sta. 110+00 along Ramp A1 shall be relocated to a similar location along the reconstructed ramp.
11. Lowering devices shall be provided for all pole mounted ITS equipment.
12. All fiber optic cable and cabinets shall be accessible for routine maintenance.
13. Provide a detailed record set of drawings specifying the latitude and longitude location for all devices, pull boxes, splice enclosures, turning points, cabinets, etc. Splice diagrams will be provided at all locations. Splice diagrams shall indicate routing of every cable and identify each cable by user. Detailed information on product type, model, serial number and firmware version shall be provided.
14. 3M locate balls shall be provided at all pull boxes and splice enclosures.

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

At NO time will any portion of the existing ITS System be OFF-LINE. The ITS System will be maintained and functional at all times throughout the duration of this project. Notification MUST first be given to Peter Vega at 904-360-5463 at least 48 hours prior to any work being performed on the system.

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

The Design-Build Firm shall design the project subsystems such that they will be monitored and controlled from the Department’s Traffic Management Center (TMC) facilities located in Jacksonville. The Design-Build Firm shall ensure that all ITS field devices and ancillary components comply with the Department’s Approved Product List (APL) / Qualified Product List (QPL) and the existing list of devices and components supported within the SunGuide software or other specified software, unless otherwise approved by the Department.

The Design-Build Firm shall detail existing Signalization and Intelligent Transportation System equipment and report which devices will be removed, replaced, or impacted by project work.

2. Design and Engineering Services:

The Design-Build Firm shall be responsible for all Signalization and ITS design and engineering services relating to the Project.

The design of the new system shall integrate with the existing devices. The design shall include the necessary infrastructure and components to ensure proper connection of the new sub-systems. This shall include but not be limited to all proposed sub-systems of this project as well as existing sub-systems that remain or are re-deployed as the final project.

3. Construction and Integration Services:

The Design-Build Firm shall be responsible for all Signalization and ITS construction and integration services relating to the Project.

4. Testing and Acceptance:

All equipment furnished by the Design-Build Firm shall be subject to monitoring and testing to determine conformance with all applicable requirements. The Design-Build Firm is responsible for the coordination and performance of material inspection and testing, field acceptance tests, and system acceptance tests. The times and dates of tests must be accepted in writing by the FDOT Project Manager. The Design-Build Firm shall conduct all tests in the presence of the FDOT Project Manager or designated representative.

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 the information, paper size and page limitation requirements as listed herein.

A copy of the written Technical Proposal must also be submitted in PDF format including bookmarks for each section on a CD. No macros will be allowed. Minimum font size of ten (10) shall be used. Times New Roman shall be the required font type. All proposal documents shall be identified with the appropriate names and Financial Project Identification (FPID) Numbers as contained in this RFP. **NO SPIRAL BINDINGS.**

Only upon request by the Department, provide calculations, studies and/or research to support features identified in the Technical Proposal. This only applies during the Technical Proposal Evaluation phase.

Submit 7 hard copies and 7 CDs 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: Project Approach

- Paper size: 8½" x 11". The maximum number of pages shall be 10 single-sided, typed pages including text, graphics, tables, charts, and photographs. Double-sided 8½" x 11" sheets will be counted as 2 pages. 11"X17" sheets are prohibited.
- Describe how the proposed design solutions and construction means and methods meet the project needs described in this Request for Proposal. Provide sufficient information to convey a thorough knowledge and understanding of the project and to provide confidence the design and construction can be completed as proposed.
- Provide the term, measureable standards, and remedial work plan for any proposed Value Added features that are not Value Added features included in this RFP, or for extending the Value Added period of a feature that is included in this RFP. Describe any material requirements that are exceeded.
- Provide a Written Schedule Narrative that describes the Design and Construction phases and illustrates how each phase will be scheduled to meet the project needs required of this Request for Proposal. Bar or Gantt charts are prohibited. Do not reveal or describe the Proposed Contract Time. Proposed Contract Time will be evaluated when Bid Price Proposals are received.

Section 2: Plans and Technical Special Provisions

- Paper size: 11" x 17". Plan and Profile views of the proposed improvements may be submitted in roll-plot format. The maximum width of the roll-plots shall be 36". The maximum length of the roll-plot shall be 8'. Inclusion of

additional information on the roll-plot, other than depictions of the Plan and Profile views, is prohibited and will not be considered by the Proposal Evaluators, if included. The Department may determine that such additional information is excessive and may require the Design-Build Firm to revise and resubmit the roll-plots. If this occurs, the Design-Build Firm will have 2 business days to revise and resubmit the roll-plots upon notification by the Department.

- Provide Technical Proposal Plans in accordance with the requirements of the Plans Preparation Manual.
- The Plans shall complement the Project Approach.
- Provide any Technical Special Provisions which apply to the proposed work. Paper Size: 8½" x 11".

C. Evaluation Criteria:

The Department shall evaluate the written Technical Proposal by each Design-Build Firm. The Design-Build Firm shall 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	35
2. Construction	35
3. Innovation	5
4. Value Added	5
MAXIMUM SCORE	80

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

1. Design (35 points)

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

- Roadway and Drainage design
- Structures design
- Signing & Pavement Markings, Signalization, Lighting, & ITS design
- Minimization of Design Variations and Exceptions
- Design coordination
- Design considerations that minimize relocation of utilities
- Construction coordination plan minimizing design changes
- Design considerations that minimize impacts to adjacent properties and structures
- Design considerations that will reduce the intensity and duration of noise and vibrations
- Aesthetics

Credit will be given for a MOT scheme that minimizes disruption of roadway traffic, the travelling public, and business/property owners. This shall include, but not be limited to, minimization of lane and

driveway closures, lane widths, visual obstructions, construction sequencing, and drastic reductions in speed limits.

Aesthetics will be considered in the geometry, suitability and consistency of structure type, structure finishes, shapes, proportion and form throughout the limits of the project. 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

Credit will be given for design aspects that minimize impacts to the environment and insure that all environmental and other project commitments are honored.

Credit will be given for design and utility coordination efforts that minimize the potential for adverse impacts and project delays due to utility involvement.

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, type of construction materials and quality of construction materials.

2. **Construction (35 points)**

Credit will be given for construction methods that:

- Minimize disruption to traffic
- Mitigate impacts to other projects
- Minimize impacts to adjacent properties
- Minimize impacts to the environment
- Provide worker safety
- Minimize or eliminate detours
- Minimize impacts to property owners
- Minimize impacts to existing utilities
- Minimize visual, noise, vibration and dust impacts

3. **Innovation (5 points)**

Credit will be given for introducing and implementing innovative design approaches and construction techniques which address the following elements:

- Minimize or eliminate Utility relocations
- Materials
- Workmanship
- Enhance Design and Construction aspects related to future expansion of the transportation facility

4. Value Added (5 points)

Credit will be given for the following Value Added features:

- Broadening the extent of the Value Added features of this RFP while maintaining existing threshold requirements
- Exceeding minimum material requirements to enhance durability of project components
- Providing additional Value Added project features proposed by the Design-Build Firm

The following Value Added features have been identified by the Department as being applicable to this project. The Design-Build Firm may propose to broaden the extent of these Value Added features.

Value Added Feature	Minimum Value Added Period
Value Added Asphalt	3 years
Value Added Concrete Pavement	5 years
Value Added Bridge Components	5 years
Value Added Lighting	5 years

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)

Points will be added to the Technical Score, at the time of Bid Price Proposal opening, according to the Proposed Contract Time based on the following table. The number of days shown on the bid proposal form shall be the official Proposed Contract Time.

Proposed Contract Time (Days)	Points Awarded
780 - 711	0
710 - 641	1
640 - 571	2
570 - 501	3
500 - 431	4
430 or less	5

The Design-Build Firm selected will be the Design-Build 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. If the Proposed Contract Time is greater than Maximum Contract Time of 780 calendar days the Bid Price Proposal will be considered non-responsive.

E. Final Selection Process:

After the sealed bids are received, the Department will have a public meeting for the announcement of the Technical Scores and opening of sealed Bid Price Proposals. This meeting will be recorded. At this meeting, the Department will announce the score for each member of the Technical Review Committee, by category, for each Proposer and each Proposer's average Technical Score. Following announcement of the technical scores, the sealed Bid Price 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 Bid Price Proposals. The Department's Selection Committee will review the evaluation of the Technical Review Committee and the Bid 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 **\$105,000.00** per non-selected Short-Listed Design-Build Firm that meets the stipend eligibility requirements contained in the Project Advertisement. The stipend is not intended to compensate any non-selected Short-Listed Design-Build Firm for the total cost of preparing the Technical and Price Proposals. The Department reserves the right, upon payment of

stipend, to use any of the concepts or ideas within the Technical Proposals, as the Department deems appropriate.

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

A non-selected Short-Listed Design-Build Firm eligible for stipend compensation must submit an invoice for a lump sum payment of services after the selection/award process is complete. The invoice should include a statement similar to the following: "All work necessary to prepare Technical Proposal and Price Proposals in response to the Department's RFP for the subject Project". If a non-selected Short-Listed Design-Build Firm 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 attached hereto and shall include one lump sum price for the Project and the number of calendar days within which the Proposer will complete the Project. The lump sum price shall include all costs for all design, geotechnical surveys, architectural services, engineering services, Design-Build Firm's quality plan, construction 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 of the Bid Price Proposal shall be hand delivered in a separate sealed package to the following:

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

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