Florida Department of Transportation
District Two

DESIGN-BUILD
REQUEST FOR PROPOSAL
for
First Coast Expressway (SR 23)
from East of CR 16A Spur to East of CR 209
St. Johns County and Clay County, Florida

Financial Project Number(s): 422938-7-52-01
Federal Aid Project Number(s): D218-123-B
Contract Number: E20F8

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ATTACHMENTS (VOLUME I)

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

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*To obtain a complete copy of the 2020 General Tolling Requirements (GTR), the Design-Build Firm shall complete the Exempt Documents Request Form No. 050-020-26 available at https://fms.fdot.gov/. Submit the form, along with the required documentation referenced on the form, to the Florida's Turnpike Enterprise Custodian of Public Records at TPPRCustodian@dot.state.fl.us.

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 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
- Geotechnical Information
- Permit Information
- PD&E and NEPA Documents
- Design Documentation for Concept Plans
- Conceptual Landscape Opportunity Plan
- Value Engineering Study
- Advance Utility Coordination Information
- Toll Siting Technical Memorandum
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- ITS Documentation
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- Turnpike Shop Drawing Review Process for Design-Build (Non-Conventional) Projects
- Maintenance Agreements
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I. Introduction.

The Florida Department of Transportation (Department) has issued this Request for Proposal (RFP) to solicit competitive bids and proposals from Proposers for the design and construction of the First Coast Expressway (SR 23) from east of the CR 16A Spur to east of CR 209 in St. Johns and Clay Counties, Florida.
It is the Department's intent to promote the use of innovative design concepts, components, details, and construction techniques for bridge structures as discussed in Part 1, Chapter 121 of the FDOT Design Manual (FDM). The Design-Build Firm may submit a Technical Proposal that includes innovative concepts if they are discussed with the Department and approved in accordance with Part 1, Chapter 121 of the FDM using the Alternative Technical Concept (ATC) process.

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
- Signing & Pavement Marking
- Intelligent Transportation Systems (ITS)
- Signalization
- Lighting
- Tolling Infrastructure
- Landscaping

Overview

The scope of work includes all investigation, design, permitting, coordination, final approved construction documents, and construction activities necessary for the construction of the First Coast Expressway (SR 23) from east of the CR 16A Spur to east of CR 209 and additional improvements specified herein. The anticipated project limits along SR 23 extend from approximately 3,900 feet east of CR 16A Spur to approximately 1900 feet east of CR 209. 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 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, tolls, 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.**

Although SR 23 is a north-south route, the eastbound and westbound directions of travel are used to describe SR 23 throughout certain sections of this RFP and Attachments for clarity in communication.

Unless otherwise noted, all stations listed in this RFP refer to the locations defined by the stationing depicted in the Horizontal Layout in Appendix G.

Roadway

The Design-Build Firm shall design and construct the proposed roadway improvements in accordance with the Horizontal Layout in Appendix G or a Department approved ATC. This includes, but is not limited to, new roadway construction, full reconstruction, widening, milling and resurfacing, and/or removal of existing facilities as required by design.

The Horizontal Layout in Appendix G defines a Restricted Area related to the active and separate construction activities associated with FPID 422938-5. The Design-Build Firm shall not perform any activities within this Restricted Area, with the exception of accessing the remainder of the 422938-7 construction site via public roads, prior to May 1, 2026. This restriction shall be taken into account in the Design-Build Firm's construction schedule.

Structures

The project shall be designed such that SR 23 overpasses the cross road at all grade separations.

The Design-Build Firm shall design and construct the following new bridge to replace the existing bridge carrying SR 16 over the St. Johns River (Existing Bridge No. 780056):

- SR 23 over St. Johns River and Steamboat Road (Bridge No. 5)

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

- SR 23 over CR 16A Spur (Bridge Nos. 1 & 2)
- SR 23 over SR 13 (Bridge Nos. 3 & 4)
- SR 23 over Bayard Access Road (Bridge Nos. 6 & 7)
- SR 23 SB over Equipment Crossing (Bridge No. 8)

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

The Design-Build Firm shall be responsible for the design and construction of accessible toll gantries and buildings at the locations identified in Appendix M.

Bridge numbers referenced above are used throughout this document for reference purposes. The Design-Build Firm shall request structure numbers from the Florida's Turnpike Enterprise (FTE) Structures Maintenance Office for all new bridges and miscellaneous structures on the project.

Removal of Existing Structures

The Design-Build Firm shall be responsible for removal and disposal of existing Bridge No. 780056 from Span 23-W through Span 68-E as shown on the existing bridge plans provided in Volume II. No demolition

material shall be discharged into the waterway or disposed of onsite. No blasting shall be used to demolish the existing bridge and permit modifications to allow blasting shall not be pursued by the Design-Build Firm.

The existing spans to remain at each end of existing Bridge No. 780056 shall be converted into recreational piers. See Section VI.H of this RFP for related requirements.

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 Department standard level of maintenance.

Due to the proximity of the project to the Reynolds Airpark, pond design coordination with Federal Aviation Administration (FAA) will be required for ponds within 5 miles of Reynolds Airpark and shall be designed in accordance with FAA Advisory Circular 150/5200-33C.

All stormwater management ponds shown on the Horizontal Layout in Appendix G and their associated outfalls (including control structures, outfall pipes, and outfall ditches) shall be designed, permitted, and constructed to accommodate the ultimate 8-lane typical section on SR 23 as documented in the Department's permits provided in Volume II of this RFP.

All roadway elements and all elements of the drainage conveyance system shall be designed and constructed to accommodate a future interim 6-lane typical section on SR 23 (including spread requirements for the interim condition) with the exception of those elements that must be reconstructed to achieve the interim typical section.

Geotechnical

The Department, under separate contract, has performed soil borings. The Standard Penetration Test results are included in Volume II of this RFP and are supplied to the Design-Build Firm for informational purposes only. The Design-Build Firm is responsible for developing, implementing, and reporting a complete subsurface investigation that at a minimum satisfies the requirements outlined in the FDOT Soils and Foundations Handbook (See Section V.A).

Traffic Control

The Design-Build Firm will be responsible for developing a Traffic Control Plan (TCP) meeting all Project requirements 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 minimize and, to the greatest extent possible, avoid impacts to existing utilities within the project limits.

The Design-Build Firm shall minimize and, to the greatest extent possible, avoid impacts to existing landscaping or future landscaping opportunities associated with utility relocations.

Design-Build Firm responsibilities related to power and communication utilities for the tolling infrastructure are defined in the GTR provided in Appendix L. All utilities located in the right of way shall be underground.

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

Right of Way

Right of way maps are included in Appendix J. Additional information regarding the Trustees of the Internal Improvement Trust Fund (TIITF) easement for the St. Johns River is contained in Appendix P.

It is the Department's intent that all Project construction activities be conducted within 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 if the subject acquisition was approved during the Alternative Technical Concept (ATC) process. Any Technical Proposal that requires the acquisition of additional Right of Way will not extend the contract duration as set forth in the 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 ATC process. 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 obtain Department approval as part of the ATC 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 approved by the ATC process, 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, Right of Way maps and legal descriptions including area in square feet of any proposed additional Right of Way parcels in the Technical Proposal. The additional Right of Way will be acquired by the Department in accordance with all applicable state and 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. This includes completing a State Environmental Impact Report (SEIR) or National Environmental Policy Act (NEPA) evaluation as appropriate. All costs concerning the acquisition of additional Right of Way will be borne solely by the Design-Build Firm. These costs include, but are not limited to consultant acquisition, appraisal services, court fees, attorney and any expert fees, property cost, etc. 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. No additional contract time will be granted.

The Design Build Firm shall provide to the Department an estimate of the purchase price of the land from

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

Any additional Right of Way must be acquired prior to the commencement of any construction on or affecting the subject property. 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.

Permitting and Environmental

The Design-Build Firm shall be responsible for all permitting in accordance with Section VI.N of this RFP.

Reynolds Airpark (a private airport) and a Federal Aviation Administration (FAA) navigational facility are in close proximity to this project. The Design-Build Firm shall be responsible for compliance with all requirements of Title 14, Code of Federal Regulations, Part 77, as provided in Section 110.5.1, Project Aviation Requirements, FDOT Design Manual including utilization of the FAA Notice Criteria Tool. Coordination by the Design-Build Firm with Reynolds Airpark, Clay County Port and the Federal Aviation Administration, may be required to comply with conditions of FAA Determinations and to provide notifications to Clay County Port and Reynolds Airpark prior to operating cranes or other equipment that may impact the Reynolds Airpark airspace.

The existing bridge (Bridge No. 780056) has been identified as containing hazardous coatings and the paint waste generated from the demolition of the bridge may be required to be handled as a hazardous waste. The Paint Coating Sampling Report for this bridge is provided in Volume II for informational purposes only. The Design-Build Firm shall be responsible for complying with the handling and disposal requirements in Sections 110-6 and 561 of the Specifications.

An asbestos-containing material survey has been performed for existing Bridge No. 780056. The survey is provided in Volume II for informational purposes only. Regulated asbestos-containing materials were not found at this bridge.

Contamination investigations have been performed for this Project and are provided in Volume II (Reference Documents) supplied with this RFP for informational purposes only. Results from these investigations indicate there are known contaminated sites within and adjacent to the project limits. If any dewatering or significant excavation is proposed in known contaminated areas, the Design-Build Firm shall coordinate remediation efforts with the Department.

The Department will be responsible for contamination assessment and cleanup based on information provided by the Design-Build Firm. The Design-Build Firm shall coordinate with the Department's District Contamination Impact Coordinator (DCIC) or other designee and the District-Wide Contamination Assessment/Remediation Contractor (CAR Contractor) in this effort to perform necessary cleanup at the sites.

The Design-Build Firm shall provide an advance copy of the plans (prior to the 90% submittal) to the DCIC for further assessment of possible contamination areas. The DCIC will provide an Impact to Construction Assessment Report within 120 days of receipt of the plans. Should contamination require groundwater treatment and discharge under a FDEP NPDES permit, allow 6 months for release of the permit from the FDEP prior to conducting dewatering in the contaminated area.

The plan sheets shall note known areas of contamination. Contaminated material (including groundwater) encountered during construction will be disposed of by the CAR Contractor subject to permitting timeframes and requirements. The Design-Build Firm shall coordinate the schedule of construction activities with the DCIC and the Department's CAR Contractor. The Design-Build Firm shall give at least two weeks advance notice to the DCIC/CAR Contractor before working in a given contaminated area. This is to allow the CAR Contractor sufficient time to mobilize and set up equipment to treat contaminated dewatering effluent, and to handle contaminated soil.

The Design-Build Firm shall provide an area (or areas) for temporary stockpiling of contaminated soil. The stockpile area(s) shall be within the project limits. The CAR Contractor will replace the excavated contaminated soil with suitable clean material, backfilling to pre-excavation elevations, if required.

If dewatering is required, the Design-Build Firm shall provide area(s) to accommodate one or more water treatment apparatus requiring a footprint of approximately 50-ft. by 20-ft. These areas shall be as close as possible to the dewatering operation, and in no case shall they be outside the project limits (unless directed by the DCIC). It is possible that the configuration of the treatment apparatus may be altered (longer and narrower) based upon site conditions. The Design-Build Firm shall coordinate with the Department's DCIC and CAR Contractor in setting up dewatering apparatus to avoid dewatering contaminated areas along with uncontaminated areas. If the Design-Build Firm wishes to dewater a contaminated area and adjacent uncontaminated area(s) simultaneously, they will be required to use separate header section(s) and additional pump(s) to keep the discharge(s) separate. The Design-Build Firm shall furnish all contaminated groundwater to the CAR Contractor, meeting the surface water turbidity standards of Florida Statutes chapter 62-302.

All of the above conditions and requirements shall also pertain to all utility work or other subsurface work, including structure foundations, included in, associated with, or affected by the project. They shall also pertain to any contaminated areas discovered after preparation of the plans.

Special attention is directed to Site 7: Pyridine/Burn Area, a site summary of which is provided in the 422938-7 First Coast Expressway Contamination Screening Evaluation Update Technical Memorandum dated March 2020, which is provided in Volume II of this RFP. Significant excavation and dewatering are discouraged within Site7: Pyridine/Burn Area, Sta. 1688+00 to Sta. 1696+50. Soils within these limits

shall not be transported outside the site's limits. Excess and/or unsuitable soils generated from Sta. 1688+00 to Sta. 1696+50 that cannot be utilized within these limits shall be stockpiled for testing by the Department's CAR Contractor to determine requirements for proper disposal. Allow at least 6 months for issuance of an FDEP NPDES permit prior to conducting dewatering and discharge activities in the contaminated areas.

Signing & Pavement Marking

The Design-Build Firm will be responsible for developing a signing & pavement marking plan meeting all Project requirements and executing it accordingly. Minimum guide sign requirements are provided in Appendix K – Guide Sign Locations and Requirements. In addition to these guide sign requirements, the Design-Build Firm shall provide all additional regulatory, warning, and other signing as required to meet the applicable criteria.

Intelligent Transportation Systems (ITS)

The Design-Build Firm will be responsible for developing an integrated ITS plan meeting all Project requirements and executing it accordingly. ITS shall be planned accordingly as to minimize impacts to existing landscaping or future landscaping opportunities.

Signalization

The Design-Build Firm will be responsible for developing a signalization plan meeting all Project requirements and executing it accordingly. At a minimum, the Design-Build Firm shall be responsible for signalization plans to address the following signalized intersections:

- CR 16A Spur at Ramp M-1
- CR 16A Spur at Ramp K-1
- CR 16A Spur at CR 16A
- CR 16A Spur at CR 16A-1
- CR 16A Spur/Longleaf Pine Parkway at CR 210/CR 16A-2
- CR 16A at CR 16A-1

Lighting

The Design-Build Firm shall be responsible for developing an acceptable lighting plan in accordance with Department guidelines. Roadway lighting shall be provided within the limits identified on the Lighting Plan provided in Appendix W. All roadway lighting shall be conventional lighting (as opposed to high mast lighting). Temporary lighting to match the existing lighting levels will be required at all locations where existing lighting is taken out of service. Provide underdeck lighting in accordance with FDM criteria in all bridge spans crossing roadways.

All pedestrian facilities, including the shared use path on Bridge No. 5 and the associated approaches, shall be lighted in accordance with FDM criteria throughout the limited access right of way.

Tolling Infrastructure

The proposed infrastructure to support tolling includes a multidisciplinary design approach. The Design-Build Firm shall review the GTR for a comprehensive identification of the tolling requirements for the design and construction of a complete toll site.

The Design-Build Firm responsibilities related to tolling are provided in Section VI.S (Tolling Infrastructure Requirements) of this RFP and in the General Tolling Requirements (GTR) in Appendix L.

Communications requirements for toll facilities are provided in the GTR.

Landscaping

The Design-Build Firm shall include a Landscape Architect duly authorized to practice Landscape Architecture in the State of Florida consistent with State Statute 481 part II. The Design-Build Firm's Landscape Architect (DBLA) shall identify and coordinate future unencumbered landscape areas for this Project. Coordination between the Design-Build Firm's Landscape Architect, the District Landscape Architect and sub-disciplines will be required during the Design-Build plans development process to ensure landscape opportunities are accommodated within the project limits. The DBLA shall be included in the project kick-off meeting and subsequent progress meetings. Coordination and outcomes with sub-disciplines, including but not limited to Roadway, Drainage, ITS and Utilities, shall be documented in a Design Memorandum or as notes on the Landscape Opportunity Plan.

This Project shall reserve landscape opportunities and implement the FDOT Highway Beautification Policy and the FTE Landscape Program Master Plan provided in Appendix U. Areas shall be identified in the Design-Build Firm's Proposal Plans as "future landscape areas to be constructed by others".

Landscape construction will be performed by others and is not included with this Project.

A conceptual Landscape Opportunity Plan is provided in Volume II for information purposes only. In addition, the Horizontal Layout in Appendix G identifies Landscape Opportunity Areas. All Alternative Technical Concept (ATC) submittals proposing modifications to the Horizontal Layout in Appendix G shall address any resulting modifications to the Landscape Opportunity Areas that may be necessary.

In accordance with Department Policy, it is the intent to always preserve existing vegetation including trees and palms that do not conflict with proposed improvements. Tree and palm protection shall comply with FDOT Design Manual Chapter 323, Selective Clearing and Grubbing and FDOT Standard Plans for Road and Bridge Construction (Standard Plans), Index 110-100. Within the Project limits and within the Project Right of Way, it will be the responsibility of the Design-Build Firm to identify and remove all Category 1 invasive exotics as defined by the Florida Exotic Pest Plant Council (www.fleppc.org).

The Design-Build Firm shall preserve the existing vegetation in the areas designated on the Horizontal Layout in Appendix G.

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 Access Request (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 documentation required for the Department to analyze and satisfy requirements to obtain approval of the Department, and if applicable, the Office of Environmental Management (OEM) for the NEPA document, or FHWA for the Interchange Access Request document. 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 NEPA document or SEIR Reevaluations, per Section VI.N (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. In the event the proposed changes to the Interchange Access Request or PD&E Study are not approved, the Design-Build Firm shall be responsible for constructing the project in accordance with the original approved documents at no additional cost to the Department.

The Design-Build Firm shall be responsible for reevaluation of the Noise Study for any proposed changes to the design that differ from the original design assumptions documented in the approved Noise Study Report and/or Noise Study Report Addendum(s). The Design-Build Firm shall coordinate the Noise Study Reevaluation with the Department's District Noise Specialist or other designee. Final approval of the Noise Study Reevaluation and the associated noise analysis shall be at the Department's sole discretion. The Design-Build Firm shall be responsible for the design and construction of any new noise barrier(s) or reanalyzed noise barrier(s) that formerly did not meet the noise abatement evaluation criteria as a result of the Noise Study Reevaluation with no additional compensation (cost or time) from the Department. In no case will the noise wall requirements defined in this RFP be reduced, regardless of the results of the Noise Study Reevaluation.

The Design-Build Firm shall examine the Contract Documents and the site of the proposed work carefully before submitting a Proposal for the work contemplated and shall investigate the conditions to be encountered, as to the character, quality, and quantities of work to be performed and materials to be furnished and as to the requirements of all Contract Documents. Written notification of differing site conditions discovered during the design or construction phase of the Project will be given to the Department's Project Manager.

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

The Design-Build Firm shall demonstrate good Project management practices while working on this Project. These include communication with the Department and others as necessary, management of time and resources, and documentation. The Design-Build Firm shall be responsible for following applicable contract compliance procedures including those outlined in the FDOT Equal Opportunity Construction Contract Compliance Manual.

The Design-Build Firm will provide litter removal and mowing within the project limits in accordance with Specification Section 107 with a 30 day mowing frequency and a 30 day litter removal frequency. The Design-Build Firm's responsibilities for litter removal and mowing shall commence at Notice to Proceed. The Design-Build Firm's responsibilities for litter removal and mowing in the Restricted Area identified on the Horizontal Layout in Appendix G shall commence once full access to this area is granted to the Design-Build Firm.

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, NEPA Reevaluations will be processed by the Department's EMO Office for approval by OEM pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2016 and executed by the FHWA and the Department.

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, 2021	Planned Advertisement
October 11, 2021	Current Advertisement
November 8, 2021	Letters of Interest for Phase I of the procurement process due in District Office by 2:00 pm local time
January 3, 2022	Proposal Evaluators submit Letter of Interest Scores to Contracting Unit 10:00 am local time
January 10, 2022	Public Meeting of Selection Committee to review and confirm Letter of Interest scores 10:00 am local time
January 10, 2022	Shortlist Posting Date
January 19, 2022	Final RFP provided to Design-Build Firms continuing to Phase II of the procurement process 5:00 pm local time
January 24, 2022	Utility Pre-Proposal Meeting facilitated by the District Utilities Administrator. 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, FL 32204

January 31, 2022	Deadline for Design-Build Firm to request participation in One-on-One Alternative Technical Concept Discussion Meeting No. 1, 5:00 pm local time
February 2, 2022	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, 5:00 pm local time
February 8, 2022	One-on-One Alternative Technical Concept Discussion Meeting No. 1. 90 Minutes will be allotted for this Meeting.
February 14, 2022	Deadline for Design-Build Firm to request participation in One-on-One Alternative Technical Concept Discussion Meeting No. 2, 5:00 pm local time
February 16, 2022	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, 5:00 pm local time
February 23, 2022	One-on-One Alternative Technical Concept Discussion Meeting No. 2. 60 Minutes will be allotted for this Meeting.
March 9, 2022	Deadline for submittal of Alternative Technical Concept Proposals 5:00 pm local time.
March 9, 2022	Final deadline for submission of requests for Design Exceptions or Design Variations, 5:00 pm local time
April 6, 2022	Addendum issued for approved Design Exceptions, 5:00 pm local time
April 13, 2022	Deadline for Design-Build Firm to request participation in One-on-One Alternative Technical Concept Discussion Meeting No. 3, 5:00 pm local time
April 22, 2022	One-on-One Alternative Technical Concept Discussion Meeting No. 3. 60 Minutes will be allotted for this Meeting. This ATC meeting is for continuing discussion on ATCs submitted prior to March 9, 2022 for which the Department requested additional information and were not approved or for new ATCs that are a direct response to an Addendum issued on or after February 24, 2022. No other new ATC submittals will be accepted after the March 9, 2022 deadline.
April 27, 2022	Deadline for submittal of Alternative Technical Concept Proposals for which the Department requested additional information and were not approved or for new ATCs that are a direct response to an Addendum issued on or after February 24, 2022. Deadline is 5:00 pm local time.
May 11, 2022	DDE completes review of ATCs and notifies Design-Build Firms.
May 25, 2022	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.
June 1, 2022	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.
June 10, 2022	Technical Proposals due in District Office by 2:00 pm local time.
June 16, 2022	Deadline for Design-Build Firm to "opt out" of Technical Proposal Page Turn meeting.
June 22, 2022	Technical Proposal Page Turn Meeting. Times will be assigned after the Shortlist Posting. 30 Minutes will be allotted for this Meeting.
July 12, 2022	Question and Answer Written Reponses. Deadline for the Department to provide a list of questions/clarifications for the Design-Build Firm to answer.

July 19, 2022	Deadline for submittal of Question and Answer Written Responses to the Department's questions/clarifications from the Design-Build Firm 5:00 pm local time.
July 26, 2022	Deadline for submittal of follow up questions to previously submitted Question and Answer Written Responses to the Department's questions/clarifications from the Design-Build Firm, 5:00 pm local time.
August 2, 2022	Deadline for submittal of Question and Answer Written Responses to the Department's follow up questions, 5:00 pm local time
August 2, 2022	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.
August 8, 2022	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.
August 8, 2022	Deadline for the Design-Build Firm to submit a written statement per Section III.F, Question and Answer Written Responses.
August 10, 2022	Price Proposals due in District Office by 11:00 am local time.
August 10, 2022	Public announcing of Technical Scores and opening of Price Proposals at 11:00 am local time at: Florida Department of Transportation, District 2 Complex 1109 South Marion Avenue, Lake City, FL 32025
August 15, 2022	Public Meeting Date of Selection Committee to determine intended Award
August 15, 2022	Deadline for Design-Build Firm to submit Bid Opportunity List through the Equal Opportunity Compliance system
August 15, 2022	Final Selection Posting Date
August 29, 2022	FHWA Concurrence to Award
September 2, 2022	Anticipated Award Date
September 16, 2022	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, F.A.C. 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. The Joint Venture shall provide an Affirmative Action Plan specifically for the Joint Venture.

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.

If the Financial Proposal requires debt financing as a source of funds or guarantee, and the Proposer is unable to secure a Final Letter of Commitment or statement indicating no change, the Department may, upon determining in its sole and absolute discretion that the Proposer had at all material times during the procurement acted in good faith and undertaken all reasonable due diligence otherwise necessary to obtain such debt financing, permit the Proposer to withdraw its Price Proposal without forfeiture of the Proposer's Price Proposal guaranty. Prior to any such consideration by the Department as to potential waiver of a bid guaranty, the Proposer must make a written request to withdraw its Price Proposal and for return of its Price Proposal guarantee and therein fully explain how the Proposer has during the procurement acted in good faith and undertaken all reasonable due diligence in attempting to secure a Final Letter of Commitment or statement indicating no change. The Proposer must submit its request and full explanation within fourteen (14) days after the Department's posting of its intended award to the Proposer. The Department will notify the Proposer in writing of its decision, which decision will be final and not subject to administrative or judicial review. Upon the Department's determination that the Proposer is permitted to withdraw its Price Proposal, the Department will also release the Proposer's Price Proposal guaranty to the Proposer where the Department has also determined that the Proposer has complied with the conditions precedent stated herein.

D. Pre-Proposal Meeting

A pre-proposal meeting will not be held for this project.

Proposers shall direct all questions to the Department's Question and Answer website:

https://fdotwp1.dot.state.fl.us/BidQuestionsAndAnswers/

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 Projects of Division Interest (PoDIs). 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 Written Response 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 record all of the page-turn meeting. All 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. Roll plots submitted with the Technical Proposal and 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. The use of the electronic screen will be permitted for display of the Technical Proposal, roll plots, and unmodified aerial or map of the project limits. 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 eight (8) 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 Written Responses

The Department will provide all proposed questions to each Design-Build Firm as it relates to their Technical Proposal approximately 1 (one) week before the written Q & A letter is due.

The Design-Build Firm shall submit to the Department a written letter answering the questions provided by the Department. The questions and written answers/clarifications will become part of the Contract Documents and will be considered by the Department as part of the Technical Proposal. In the event the Design-Build Firm includes additional information in the written response which was not discussed as part of the Department's questions and is otherwise not included in the Technical Proposal, such additional information will not be considered by the Department during the evaluation of the Technical Proposal.

The Design-Build Firm shall submit to the Department, by the deadline shown in the Schedule of Events in this RFP, a written statement as follows: "[insert name of the Design-Build Firm] confirms that, despite any provision in the Design-Build Firm's Technical Proposal or any Q&A written response letter that may be inconsistent with the other requirements of the Contract Documents, [insert name of the Design-Build Firm] intends to comply fully with the requirements otherwise provided for in the Contract Documents, except for, pursuant to Subsection 5-2 Coordination of Contract Documents of the Design-Build Division I Specifications, any [insert name of Design-Build Firm]'s statements, terms, concepts or designs that can reasonably be interpreted as offers to provide higher quality items than otherwise required by the other Contract Documents or to perform services or meet standards in addition to or better than those otherwise required which such statements, terms, concepts and designs are the obligations of [insert name of the Design-Build Firm]." In case of the failure of the Design-Build Firm to timely provide such a written statement, the Department may determine the Design-Build Firm to be deemed non-responsive.

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 posting of this Request for Proposal. Pursuant to Sections 120.57(3) and 337.11, Florida Statutes, and Rule Chapter 28-110, F.A.C., any person adversely affected by the agency decision or intended decision shall file with the agency both a notice of protest in writing and bond within 72 hours after the posting of the notice of decision or intended decision, or posting of the solicitation with respect to a protest of the terms, conditions, and specifications contained in a solicitation and will file a formal written protest within 10 days after the filing of the notice of protest. The formal written protest shall be filed within 10 days after the date of the notice of protest if filed. The person filing the Protest must send the notice of intent and the formal written protest to:

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

Failure to file a notice of protest or formal written protest within the time prescribed in section 120.57(3), Florida Statutes, or failure to post the bond or other security required by law within the time allowed for filing a bond shall constitute a waiver of proceedings under Chapter 120 Florida Statutes.

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 Department of Labor's System for Award Management (SAM) list.

The Department will not give consideration to tentative or qualified commitments in the proposals. For example, the Department will not give consideration to phrases as "we may" or "we are considering" in the evaluation process for the reason that they do not indicate a firm commitment.

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

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, race-neutral DBE goal. This means that the State's goal is to spend a portion of the highway dollars with Certified DBEs as prime Design-Build Firms or as subcontractors. Race-neutral means that the Department believes that the overall goal can be achieved through the normal competitive procurement process. The Department has reviewed this Project and assigned a DBE availability goal shown in the Project Advertisement (see Appendix A) and on the bid

blank/contract front page under "% DBE Availability Goal." The Department has determined that this DBE percentage can be achieved on this Project based on the number of DBEs associated with the different types of work that will be required.

Under 49 Code of Federal Regulations Part 26, if the overall 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 Design-Build Firms to actively pursue obtaining bids and quotes from Certified DBEs.

The Department is reporting to the Federal Highway Administration the planned commitments to use DBEs, as well as actual dollars paid to DBEs. This information is being collected through the Department's Equal Opportunity Compliance (EOC) system. Additional requirements of the Design-Build Firm may be found in Chapter 2 of the FDOT Equal Opportunity Construction Contract Compliance Manual.

B. DBE Supportive Services Providers:

The Department has contracted with consultants, one is referred to as DBE Supportive Services provider (DBE/SS), to provide managerial and technical assistance to DBEs. This consultant works with potential DBEs, certified DBEs and prime contractors and consultants in an effort to increase DBE utilization. The other consultant is referred to as the Specialized Development Program provider (SDP). This consultant works with short-listed Design Build firms prior to award, on projects over $50 million dollars in an effort to identify DBE's with capacity to perform on the Project. The successful Design-Build Firm should meet with the DBE DBE/SS or SDP to discuss the DBE's that are available to work on this Project. The current Providers for the State of Florida can be found on the Equal Opportunity website at:
http://www.fdot.gov/equalopportunity/serviceproviders.shtm

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 DBEs and Non-DBEs.

All Contractors must enter their bid opportunity information in the Equal Opportunity Compliance (EOC) system within three business days of submission of the bid or proposal. The link to the EOC system is located in Chapter 1 Section 1.4, Directory of Compliance Websites & Addresses. Failure of bidders to enter Bid Opportunity List information is a violation of 49 C.F.R. 26.11 and grounds for compliance actions up to and including withholding of progress payments. Note: All registered primes submitting a bid will need to apply for EOC User ID and Password to gain access to the EOC system.

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), and FDOT Standard Plans with applicable Interim Revisions. 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, FDOT Standard Plans and applicable Interim Revisions 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.

Appendix ZA - 2022 FDM 121.13 supersedes FDM 121.13 of the governing regulations.

1. Florida Department of Transportation Design Manual (FDM)
   http://www.fdot.gov/roadway/FDM/

2. Florida Department of Transportation Specifications Package Preparation Procedure
   http://www.fdot.gov/programmanagement/PackagePreparation/Handbooks/630-010-005.pdf

3. Florida Department of Transportation Standard Plans for Road and Bridge Construction
   http://www.fdot.gov/design/standardplans/

4. Standard Plans Instructions (Refer to Part I, Chapter 115, FDM)
   http://www.fdot.gov/roadway/FDM/

5. Florida Department of Transportation Standard Specifications for Road and Bridge Construction (Divisions II & III), Special Provisions and Supplemental Specifications
   https://www.fdot.gov/programmanagement/Implemented/SpecBooks/default.shtm

6. Florida Department of Transportation Surveying Procedure 550-030-101
   http://fdotwp1.dot.state.fl.us/ProceduresInformationManagementSystemInternet/FormsAndProcedures/ViewDocument?topicNum=550-030-101

7. Florida Department of Transportation EFB User Handbook (Electronic Field Book)
   http://www.fdot.gov/geospatial/doc_pubs.shtm

8. Florida Department of Transportation Drainage Manual
   http://www.fdot.gov/roadway/Drainage/ManualsandHandbooks.shtm

9. Florida Department of Transportation Soils and Foundations Handbook
   http://www.fdot.gov/structures/Manuals/SFH.pdf

10. Florida Department of Transportation Structures Manual
    http://www.fdot.gov/structures/DocsandPubs.shtm

11. Florida Department of Transportation Computer Aided Design and Drafting (CADD) Manual
    http://www.fdot.gov/cadd/downloads/publications/CADDManual/default.shtm

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

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

14. Safe Mobility for Life Program Policy Statement
    http://www.fdot.gov/traffic/TrafficServices/PDFs/000-750-001.pdf

15. Traffic Engineering and Operations Safe Mobility for Life Program

http://www.fdot.gov/traffic/TrafficServices/SafetyisGolden.shtm/

16. Florida Department of Transportation Americans with Disabilities Act (ADA) Compliance – Facilities Access for Persons with Disabilities Procedure 625-020-015 https://fdotwp1.dot.state.fl.us/ProceduresInformationManagementSystemInternet/?viewBy=0&procType=pr

17. Florida Department of Transportation Florida Sampling and Testing Methods http://www.fdot.gov/materials/administration/resources/library/publications/fstm/disclaimer.shtm

18. Florida Department of Transportation Flexible Pavement Coring and Evaluation Procedure http://www.fdot.gov/materials/administration/resources/library/publications/materialsmanual/documents/v1-section32-clean.pdf

19. Florida Department of Transportation Design Bulletins and Update Memos http://www.fdot.gov/roadway/Bulletin/Default.shtm

20. Florida Department of Transportation Utility Accommodation Manual https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/programmanagement/programmanagement/utilities/docs/uam/uam2017.pdf?sfvrsn=d97fd3dd_0

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

22. Florida Department of Transportation Flexible Pavement Design Manual http://www.fdot.gov/roadway/PM/publicationS.shtm

23. Florida Department of Transportation Rigid Pavement Design Manual http://www.fdot.gov/roadway/PM/publicationS.shtm

24. Florida Department of Transportation Pavement Type Selection Manual http://www.fdot.gov/roadway/PM/publicationS.shtm

25. Florida Department of Transportation Right of Way Manual http://www.fdot.gov/rightofway/Documents.shtm

26. Florida Department of Transportation Traffic Engineering Manual http://www.fdot.gov/traffic/TrafficServices/Studies/TEM/tem.shtm

27. Florida Department of Transportation Intelligent Transportation System Guide Book http://www.fdot.gov/traffic/Doc_Library/Doc_Library.shtm

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

29. AASHTO Guide for the Development of Bicycle Facilities https://bookstore.transportation.org/collection_detail.aspx?ID=116

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

31. Florida Department of Transportation Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways http://www.fdot.gov/roadway/FloridaGreenbook/FGB.shtm

32. Florida Department of Transportation Project Development and Environment Manual, Parts 1 and 2

http://www.fdot.gov/environment/pubs/pdeman/pdeman1.shtm

33. Florida Department of Transportation Driveway Information Guide
http://www.fdot.gov/planning/systems/programs/sm/accman/pdfs/driveway2008.pdf

34. AASHTO Highway Safety Manual
http://www.highwaysafetymanual.org/

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

36. Florida Department of Transportation Equal Opportunity Construction Contract Compliance Manual
http://www.fdot.gov/equalopportunity/contractcomplianceworkbook.shtm

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 Department has chosen to incorporate in the Design-Build method of project delivery the process whereby Design-Build Firms may propose innovative technical solutions for the Department's approval which meet or exceed the goals of the project. The process involves the submission of an Alternative Technical Concept (ATC) as outlined below. This process has shown to be very cost effective in providing the best-value solution which often times is a result of the collaborative approach of the contractor and their designer which is made possible with the Design-Build project delivery method and the ATC process.

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. Any deviation from the RFP that the Design-Build Firm seeks to obtain approval to utilize prior to Technical Proposal submission is, by definition, an ATC and therefore must be discussed and submitted to the Department for consideration through the ATC process. ATCs also include items defined in FDM, Part 1, Chapter 121.3.2 as modified below:

Delete FDM Chapter 121.3.2(6), 8th bullet, and replace with the following:

- Prefabricated Bridge Elements and Systems (PBES), PBES connection details and mock-up testing requirements.

The proposed ATC shall provide an approach that is equal to or better than the requirements of the RFP, as determined by the Department. ATC Proposals which reduce scope, quality, performance, or reliability should not be proposed. A proposed concept does not meet the definition of an ATC if the concept is contemplated by the RFP.

For this Project, the Department considers the following to be requirements of the Project that are not to be changed by the Design-Build Firms:

- **Minimum Pavement Design (Appendix F)**
- **Pond Locations, shapes, and plan dimensions (Appendix G), except in cases where an alternate pond location, shape, or plan dimension is necessary to accommodate a horizontal alignment change in an approved ATC and the alternate pond location is approved in conjunction with the ATC**
- **Department Commitments (Section V.D and Appendix N)**
- **Requirement for the interchange at SR23/CR 16A Spur to be a partial cloverleaf as depicted in the Horizontal Layout in Appendix G.**

In addition, the following are not permitted to be proposed by the Design-Build Firm except where specifically allowed for in the RFP:

- Deck girders with longitudinal deck joints for bridges with two or more spans;
- Full-depth precast deck panels for interstate bridges. ATC proposals for full-depth precast deck panels on non-interstate bridges shall include detailed connection details, step-by-step construction sequences, grout/UHPC material requirements, connection mock-up requirements including mock-up acceptance criteria;
- Partial-depth precast deck panels;
- Reinforcing steels other than allowed by SDG 1.4.1.B except in drilled shafts and auger-cast piles. This is not intended to include non-corrosive materials that are allowed for by the RFP;
- Elimination of deck grooving;
- Replacing transverse bridge deck grooving with longitudinal bridge deck grooving;
- Elimination of deck planing;
- MSE walls heights greater than 40 ft.;
- The elimination of cross frames in bays of steel bridges that are phase constructed;
- Partial depth deck removal of outside bays on steel bridge widenings in order to provide transverse reinforcing per SDG Table 4.2.5-1. Full depth removal is required to avoid unwanted deck stresses induced by the girder rebounding upward as it is unloaded;
- Non-framed, non-integral straddle pier caps that are not permanently anchored or stabilized on one end (e.g. pinned bolsters, sole plate and anchor bolts, pot or disc bearings etc.);
- Full height MSE Wall panels (piano walls).
- Non-accessible toll gantries in place of accessible toll gantries.
- Pier-mounted fender systems

The Department will keep all ATC submissions confidential prior to the Final Selection of the Proposer to the fullest extent allowed by law, with few exceptions. Although the Department will issue an addendum for all ATC Proposals contained in the list below, the Department will endeavor to maintain confidentiality of the Design-Build Firm's specific ATC proposal. Prior to approving ATC's which would result in the issuance of an Addendum as a result of the item being listed below, the Design-Build Firm will be given the option to withdraw previously submitted ATC proposals. Any approved ATC Proposal related to following requirements described by this RFP shall result in the issuance of an Addendum to the RFP:

- **Modifications to the Typical Section Package (Appendix E) not related to modifications to the Horizontal Layout in Appendix G**
- **Design Speed and Design Vehicle (Section VI.F of this RFP)**
- **New Design Exceptions required or modifications to Department approved Design Exceptions already provided in the Attachments**
- **Significant changes in scope as determined by the Department**

The following requirements described by this RFP may be modified by the Design-Build Firm provided they are presented in the One-on-One ATC discussion meeting, as defined below, and submitted to the Department for review and approval through the ATC process described herein. The Department may deem a Proposal Non-Responsive should the Design-Build Firm include but fail to present and obtain Department approval of the proposed alternates through the ATC process. Department approval of an ATC proposal that is related to the items listed below will NOT result in the issuance of an Addendum to the RFP.

- **Modifications to the Horizontal Layout in Appendix G**
- **Modifications to the Typical Section Package (Appendix E) directly related to modifications to the Horizontal Layout in Appendix G**
- **Enhancements to the Project Aesthetic Requirements provided in Appendix T**

2. One-on-One ATC Proposal Discussion Meetings

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 meetings. 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 meetings.

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. FHWA should be invited to ATC meetings for all PoDI projects. Immediately prior to the conclusion of the One-on-One ATC discussion meeting, the Department will advise the Design-Build Firm as to the following related to the ATC proposals which were discussed:

- The Proposal meets the criteria established herein as a qualifying ATC Proposal; therefore an ATC Proposal submission IS required, or
- The Proposal does not meet the criteria established herein as a qualifying ATC proposal since the Proposal is already allowed or contemplated by the original RFP; therefore an ATC Proposal submission is NOT required.

The Department will return all handouts back to the Design-Build Firm except one copy to remain in the secure procurement file.

3. 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 discussed and submitted prior to the deadline shown in the Schedule of Events of this RFP.

The Department will allow the submission of draft ATCs at any time following the Shortlist Posting until the date on which the last One-on-One ATC discussion meeting is held as defined in the Schedule of Events. The submission must be clearly marked as DRAFT. The Design-Build Firm, by submitting a Draft ATC, understands that the purpose of the submission is to provide information to facilitate the discussion during

ATC meetings and that the Department will discuss the concept but is not obligated to reply to the draft submission as if it were a formal ATC submittal. However, at any time prior to the formal Alternative Technical Concept Proposal submittal, the Department may provide the Design-Build Firm with a draft written response. The draft written response shall be clearly marked as DRAFT.

All ATC submittals are required to be on plan sheets or on roll plots no wider than 36". ATC submittals proposing revisions to the Horizontal Layout shall be presented on 11" x 17" plan sheets with the ATC concept overlaid in a different color over top of the RFP Horizontal Layout. The ATC concept shall be drawn at the same scale and shall contain the same level of detail as the RFP Horizontal Layout. All ATC submittals proposing modifications to the Horizontal Layout shall address any resulting modifications to the Landscape Opportunity Areas that may be necessary. 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 as applicable;

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 (during 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 including the traffic operational analysis if requested by the Department;

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;

k) Toll Site Impacts: Any change that directly or indirectly modifies a toll site or related infrastructure requirements shall be expressly identified, otherwise a statement affirming no impacts to toll sites shall be provided

4. Review and Approval 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 Design Engineer, District Construction Engineer, District Maintenance Engineer, State Structures Design Engineer, State Roadway Design Engineer, FHWA, as applicable) as necessary, and respond to the Design-Build Firm in writing within 14 calendar days of receipt of the ATC submittal as to whether the ATC is acceptable, not acceptable, or requires additional information. 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 of the 14 day deadline with an estimated timeframe for completion.

Approved Design Exceptions required as part of an approved ATC submittal will result in the issuance of an addendum to the RFP notifying all Shortlisted Design-Build Firms of the approved Design Exception(s). Such a change will be approved by FHWA, as applicable. Prior to approving ATCs which would result in the issuance of an Addendum as a result of a Design Exception, the Design-Build Firm will be given the option to withdraw previously submitted ATC Proposals.

The Department reserves the right to disclose to all Design-Build Firms, via an Addendum to the RFP, any errors of the RFP that are identified during the One-on-One 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.

Through the ATC process, the Design-Build Firm may submit, and the Department may consider, geometric modifications to the Horizontal Layout in Appendix G or other contract requirements that will provide an engineering solution that is better overall in terms of traffic flow and reduced congestion. The approval of ATCs related to improvements of traffic flow and reduced congestion is at the sole discretion of the Department. It is the Design-Build Firm's responsibility to clearly establish in the ATC process how the engineering solution provides a benefit to the Department and identify areas of conflict outlined in the RFP.

ATCs are accepted by the Department at the Department's discretion and the Department reserves the right to reject any ATC submitted. The Department reserves the right to issue an Addendum to the RFP based upon a previously denied ATC Proposal, without regard to the confidentiality of the denied ATC Proposal. All Department approvals of ATC submissions are based upon the known impacts on the Project at the time of submission. The Department reserves the right to require a modification or amendment to a previously approved ATC as a result of a contract change which is issued by an addendum subsequent to the Department's initial approval of the ATC.

5. Incorporation of Approved ATC's into the Technical Proposal

The Design-Build Firm will have the option to include any Department Approved ATC's in the Technical Proposal. The Proposal Price should reflect any incorporated ATCs. All approved ATCs that are incorporated into the Technical Proposal must be clearly identified in the Technical Proposal Plans and/or Roll Plots. The Technical Proposal shall also include a listing of the incorporated, approved ATCs.

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, muck delineation, 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 geotechnical requirements for toll facilities are provided in the GTR. The Design-Build Firm shall be solely responsible for all geotechnical aspects of the Project.

D. Department Commitments:

Honor all commitments established by the Department provided in Appendix N.

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

1. Parcel 125 (422938-2): Remove the dilapidated wood shed (580 SF) at Sta. 60+85 L (BL Survey SR 13).
2. Parcel 167 (422938-2): Construct a paved standard residential driveway connection to Parcel 167 from the realigned Shands Pier Road.
3. Parcel 168 (422938-2):
   a. Cut and cap all existing irrigation lines at the right of way line.
   b. Remove the OP sign on column at Sta. 121+00 L (BL Survey SR 16).

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, F.A.C.; 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 (electronic and hard 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 and public notice 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.

The Department is responsible for providing mitigation of all wetland impacts identified on the sketches in Appendix Q. If any design modifications by the Design-Build Firm propose to increase the amount of wetland impacts such that additional mitigation is required, the Design-Build Firm shall be responsible for providing the Department information on the amount and type of wetland impacts as soon as the impacts are identified (including temporary impacts and/or any anticipated impacts due to construction staging or construction methods). Prior to submitting a permit modification to a regulatory agency, the Design-Build Firm shall provide the Department a draft of all supporting information. The Department will have up to 15 calendar days (excluding weekends and Department observed holidays) to review and comment on the draft permit application package. The Design-Build Firm will address all comments by the Department and obtain Department approval, prior to submittal of the draft permit application package. The Design-Build Firm shall be solely responsible for all time and costs associated with providing the required information to the Department, as well as the time required by the Department to perform its review of the permit application package, prior to submittal of the permit application(s) by the Design-Build Firm to the regulatory agency(ies).

Any additional mitigation required due to design modifications proposed by the Design-Build Firm shall be the responsibility of the Design-Build Firm and shall be satisfied through the purchase of mitigation bank credits. The Design-Build Firm shall purchase credits directly from a permitted mitigation bank. In the event that permitted mitigation bank credits are unavailable or insufficient to meet the project needs, the Design-Build Firm will be responsible for providing alternative mitigation consistent with the provisions of section 373.4137, Florida Statutes, and acceptable to the permitting agency(ies)**.** The Design-Build Firm shall be solely responsible for all costs associated with 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. Railroad Coordination:

There are no known railroad facilities within the anticipated project limits.

G. Survey:

The Design-Build Firm shall perform all surveying (Terrestrial, Mobile and/or Aerial) and mapping services necessary to complete the Project. Survey services must also comply with all pertinent Florida Statutes (Chapters 177 and 472, F.S.) and applicable rules in the Florida Administrative Code (Rule Chapter 5J-17, F.A.C.). 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 and Mapping Procedure, Topic No. 550-030-101, and the Surveying and Mapping Handbook.

The Design-Build Firm shall provide final Right of Way survey and mapping services for any additional right of way parcels proposed by the Design-Build Firm. The scope of work shall include performing appropriate Right of Way survey for the proposed Project, including mainline alignment, side streets as needed, as well as all Right of Way interests.

The Design-Build Firm shall provide final Right of Way maps for any additional right of way parcels proposed by the Design-Build Firm. These maps and any associated sketches, legal descriptions and all associated necessary documentation, field data collection and any other supporting documentation shall be included as part of the Construction Set of plans submitted by the Design Build Firm.

H. Verification of Existing Conditions:

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

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

I. Submittals:

The Department will perform an Independent Department Review (IDR) of all Category 2 bridge structures. The Design Build Firm shall submit 60% structures plans for the Department to begin developing the modeling for the design review. The 60% Structures Plans shall contain sufficient information for each structure to begin developing the model for the Category 2 element(s) under consideration. For Category 2 bridges, each structure submission (60%, 90%, Final) can be broken down into "units" (defined as a stand-alone set of combined foundation, substructure and superstructure sheets) with each unit containing sufficient information to develop the models for the Category 2 element under consideration. The 60% Structures Plans submittal is not intended to be an ERC design review by the Department and formal review comments will not be provided at this stage. Lack of formal review comments at this stage should not be construed as acceptance or approval. When 90% plans are submitted, the Department will verify that the information contained in the 90% plans is consistent with the models that were developed based upon 60% plans and the model will be updated, as required, and the actual design review performed. The results of the review will be forwarded to the Design Build Firm for review and response. The Department will resolve all conflicts arising between the Design build Firm and Department's IDR reviewer during the Independent Department Review process. The Department's disposition of any such conflicts will be final.

1. Component Submittals:

The Design-Build Firm may submit components of the contract plans set instead of submitting the entire contract plan set; however, sufficient information from other components must be provided to allow for a complete review. In accordance with the FDOT Design Manual, components of the contract plans set are roadway, signing and pavement marking, signalization, ITS, lighting, landscape, architectural, structural, and toll facilities. Refer to the GTR (Appendix L) for Tolls subcomponent submittal requirements.

The Design-Build Firm may divide the Project into separate areas and submit components for each area; however, sufficient information on adjoining areas must be provided to allow for a complete review. Submittals for Category 1 bridges are limited to foundation, substructure, and superstructure. For Category 2 structures, submittals for bridges are limited to "units" as previously described, or a complete bridge submittal.

For projects involving Category 2 structures, the Design-Build Firm shall submit a Category 2 Submittal Report summarizing the Category 2 elements included in the project as part of the Technical Proposal. Within fifteen (15) calendar days following Notice to Proceed, submit a prioritized preliminary submittal schedule for the plans including Category 2 structure elements. This submittal shall take place prior to the Independent Design Review Kickoff Meeting.

Category 1 and 2 bridge submittals shall contain the following:

- Plan sheets for the submittal under review developed to the specified level of detail (i.e. 90% plans, Final plans, etc.) as outlined in the FDM. Note for the 60% submittal on Category 2 Structures, provide the relevant sheets in accordance with the "60% Structures Plans" column of FDM Table 121.14.1. For the 90% and Final Submittals on Category 2 Structures, combine the required sheets for Foundation, Substructure, and Superstructure listed in FDM Table 121.14.3 to form the "unit" submittal.
- 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.

2. Phase Submittals:

The Design-Build Firm shall provide the documents for each phase submittal listed below to the Department’s Project Manager. The particular phase shall be clearly indicated on the documents. The Department’s Project Manager will send the documents to the appropriate office for review and comment. Once all comments requiring a response from the Design-Build Firm have been satisfactorily resolved as determined by the Department, the Department’s Project Manager will initial, date and stamp the signed and sealed plans and specifications as “Released for Construction.”

All comments shall be resolved to the Department’s satisfaction prior to making the next phase submittal for that component. The Department will designate in the review comments if the next submittal will be a resubmittal of the 90% phase submittal or if the plans and supporting calculations are significantly developed to proceed to the Final Submittal.

Department review comments for the 60%, 90%, and 100% phase submittals will generally be provided through the Department's Electronic Review Comments (ERC) system. For each phase submittal, it shall be the Design-Build Firm's responsibility to proactively and satisfactorily resolve all comments requiring a response from the Design-Build Firm with the Department's reviewers prior to making a subsequent phase submittal of the same component. Department acceptance of a subsequent phase submittal will not be conditioned on resolution of comments marked "For Information Only" by the reviewer.

A Google Earth © ready KMZ file shall be developed and submitted with each CADD file submittal to the Department. The KMZ file shall include both existing and proposed information for each discipline.

60% Phase Submittal

- 4 copies of 11" X 17" ITS component plans
- ITS documentation per Systems Engineering Process
- ITS design checklist

60% Phase Submittal (Required for Category 2 structures)

- 1 copy of 11" x 17" Structures component plans meeting the requirements of FDM Tables 121.14.1 and 121.14.2 for 60% Structures Plans
- 1 copy of draft geotechnical report
- 1 copy of draft Bridge Hydraulic Report
- 1 copy of design documentation (structural calculations are not required for the 60% Phase Submittal)
- 1 copy of draft Technical Special Provisions
- 1 copy of Roadway Project Layout and TTCP plans
- Any other information required for the Department to perform an independent design review as discussed in the Independent Design Review Kickoff Meeting.

90% Phase Submittal

- 5 copies of 11" X 17" plans (all required components)
- 2 copies of design documentation
- 2 copies of signed and sealed geotechnical report
- 2 copies of Settlement and Vibration Monitoring Plan (SVMP) for Department acceptance and update throughout the construction period
- 2 copies of signed and sealed Bridge Hydraulic Report
- 2 copies of Technical Special Provisions*
- 2 copies of Landscape Opportunity Plans
- Bridge Load Rating Calculations
- Completed Bridge Load Rating Summary Detail Sheet
- Load Rating Summary Form
- ITS documentation per Systems Engineering Process
- ITS design checklist
- 1 set of CADD files on CD
- 1 copy of all design changes introduced since the 60% plan submittal that affect the modeling or component design of various bridge components

- 1 set of check prints & certification from QA/QC review
- 1 complete set of PDF files of all documents listed above

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

The Department will designate in the review comments if the next submittal will be a resubmittal of the 90% phase submittal or if the plans and supporting calculations are significantly developed to proceed to the Final Submittal. If the Department requires more than 2 resubmittals a submittal workshop between the Department and the Design-Build Firm must be held to resolve any outstanding issues or comments.

Final Submittal

- 1 set of signed and sealed 11" X 17" plans (all required components)
- 1 copy of signed and sealed 11" X 17" plans (all required components)
- 1 set of signed and sealed design documentation
- 1 copy of signed and sealed design documentation
- 2 copies of Settlement and Vibration Monitoring Plan (SVMP)
- 1 copy of Landscape Opportunity Plans
- 1 signed and sealed Construction Specifications Package or Supplemental Specifications Package
- 1 copy of signed and sealed Construction Specifications Package or Supplemental Specifications Package
- 2 sets of electronic copies of Technical Special Provisions on CD*
- 1 signed and sealed copy of the Bridge Load Rating Summary Detail Sheet
- 1 signed and sealed copy of the Load Rating Summary Form
- ITS documentation per Systems Engineering Process
- ITS design checklist
- 1 set of CADD files on CD**
- 1 copy of all major design changes to Category 2 structures introduced since the 90% plan submittal that affect the modeling or component design of various bridge components
- 1 copy of Independent Department Review comments and the EOR's response along with a statement that all comments have been addressed and resolved
- 1 set of check prints & certification from QA/QC review
- 1 complete set of PDF files of all documents listed above

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

**Upon 100% completion of the design for all components of the contract plan set, the Design-Build Firm shall provide a complete set of CADD files to the Department for all plan components. This requirement is in addition to the CADD files to be submitted with the Final submittal of each component. The complete set of CADD files shall be submitted within 30 calendar days following the Release for Construction of the final component set of the plans and shall include all revisions that have been Released for Construction as of the submittal date. Any subsequent plan revisions shall include the revised CADD files with the revision submittal.

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 Final submittal, that were not reviewed or provided in response to the 90% submittal comments, may require an additional review phase prior to stamping the plans or specifications "Released for Construction." The Design-Build Firm shall provide a signed certification that all Electronic Review Comments (ERC) have been resolved to the Department's satisfaction as a requirement before obtaining "Released for Construction" plans.

3. Requirements to Begin Construction:

The Department's indication that the signed and sealed plans and specifications are "Released for Construction" authorizes the Design Build Firm to proceed with construction based on the contract plans and specifications. The Department's review of submittals and subsequent Release for Construction is to assure that the Design-Build Firm's EOR has approved and signed the submittal, the submittal has been independently reviewed and is in general conformance with the contract documents. The Department's review is not meant to be a complete and detailed review. No failure by the Department in discovering details in the submittal that are released for construction and subsequently found not to be in compliance with the requirements of the contract shall constitute a basis for the Design-Build Firm's entitlement to additional monetary compensation, time, or other adjustments to the contract. The Design-Build Firm shall cause the Engineer of Record to resolve the items not in compliance with the contract, errors or omissions at no additional cost to the Department and all revisions are subject to the Department's approval.

The Design-Build Firm may choose to begin construction prior to completion of the Phase Submittals and the Department stamping the plans and specifications Released for Construction, except for bridge construction, provided the construction activities are consistent with the most recently approved NEPA re-evaluation. No permanent structures work, including fabrication of bridge members, may begin without signed and sealed plans or shop drawings (whichever controls the design and details utilized to construct/erect the specific structural component) that have been Released for construction. To begin construction, the Design-Build Firm shall submit signed and sealed plans for the specific activity; submit a signed and sealed Construction Specifications Package or Supplemental Specifications Package; obtain regulatory permits as required for the specific activity; obtain utility agreements and permits, if applicable; and provide five (5) days notice before starting the specific activity. The plans to begin construction may be in any format including report with details, 8 ½" X 11" sheets, or 11" X 17" sheets, and only the information needed by the Design-Build Firm to construct the specific activity needs to be shown. Beginning construction prior to the Department stamping the plans and specifications Released for Construction does not reduce or eliminate the Phase Submittal requirements.

To begin toll equipment building construction, permit review and approvals must be complete and the Design-Build Firm shall obtain an executed building permit application from the building department along with State Fire Marshal approval.

4. As-Built Set:

The Design-Build Firm's Professional Engineer in responsible charge of the Project's design shall professionally endorse (sign, seal, and certify) the As-Built Plans, the special provisions and all reference and support documents. The reference and support documents shall include design calculations for all disciplines, updated to include any revisions and to remove or otherwise indicate any superseded information. The professional endorsement shall be performed in accordance with the FDOT Design Manual.

The Design-Build Firm shall complete the As-Built Plans as the Project is being constructed. All changes made subsequent to the "Released for Construction" Plans shall be signed/sealed by the EOR. The As-Built Plans shall reflect all changes initiated by the Design-Build Firm or the Department in the form of revisions. The As-Built Plans shall be submitted prior to Project completion for Department review and acceptance as a condition precedent to the Department's issuance of Final Acceptance.

The Department shall review, certify, and accept the As-Built Plans prior to issuing Final Acceptance of the project in order to complete the As-Built Plans.

The Department shall accept the As-Built Plans and related documents when in compliance with Design-Build Division I Specification 7-2.3, As-Built Drawings and Certified Surveys, and the As-Built Requirements.

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

- 1 set of 11" X 17" signed and sealed As-Built plans, drawings and Certified Surveys
- 2 sets of 11 "X 17" copies of the signed and sealed As-Built plans, drawings and Certified Surveys (including as-built channel survey)
- 2 copies of Landscape Opportunity Plans
- 1 original signed and sealed copy of the Bridge Load Rating Summary Form and Calculations for each bridge based on as-built conditions
- 1 set of final documentation (if different from final component submittal)
- 1 set of survey information, including electronic files and field books
- Deliver the final CADD.zip, including all revisions, in accordance with the CADD Manual.
- 1 Final Project submittal containing the information above in PDF format

5. Milestones:

Component submittals, in addition to the plan submittals listed in the previous sections, 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

J. Contract Duration:

The Department has established a Contract Duration of **2580 calendar days** for the subject Project.

K. 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 up to 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 Structures Design Office Independent Department Reviews.

The Design-Build Firm's schedule shall allow at least the following duration for the 60% Phase Submittal to allow for initial IDR development:

- Bridge No. 5: Twenty (20) calendar days (excluding weekends and Department observed Holidays)

The Design-Build Firm's schedule shall allow at least the following duration for the 90% Phase Submittal IDR review:

- Bridge No. 5: Sixty (60) calendar days (excluding weekends and Department observed Holidays)

The Design-Build Firm's schedule shall allow at least the following duration for the Final Phase Submittal IDR review:

- Bridge No. 5: Twenty (20) calendar days (excluding weekends and Department observed Holidays)

IDR durations are subject to change based on the Design Build Firm's Technical Proposal submittal. Upon review of each Firm's Technical Proposal, new IDR review times may be provided to each Firm as part of the Question and Answer Written response session. For the review of all additional Category 2 structures resubmittals the Schedule shall allow for up to twenty (20) calendar days (excluding weekends and Department observed Holidays) for these reviews. This duration may require modification by the Department depending on the extent of changes included within a resubmittal. Category 2 structure resubmittals must include all required submittal documentation per Section V.I (Submittals). The Independent Department Review of Category 2 structures will be performed concurrently, and of similar duration, with the normal Department review of submittals. Review will not begin until submittals are deemed complete by the Department.

The Department will perform the review of Foundation Construction submittals in accordance with Section 455.

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

- The day before through the day after the Clay County Agricultural Fair

At a minimum, the activities included in the Schedule shall be those listed in the Schedule of Values and those listed below:

- Anticipated Award Date
- Kickoff meeting with the Department's Independent Review consultant
- Quality Management Plan Submittal
- Design Survey
- Geotechnical Investigation
- NEPA Reevaluation (If necessary)
- Revisions to Approved Interchange Reports (If necessary)
- Acquisition of additional Right of Way proposed by the Design-Build Firm (If applicable)
- Roadway Design
- Foundation Design (60%, 90%, Final, RFC)

- Substructure Design (60%, 90%, Final, RFC)
- Superstructure Design (60%, 90%, Final, RFC)
- Completed Category 2 bridge design for the Independent Department Review
- Wall Design
- Signing and Pavement Marking Design
- Intelligent Transportation System Design
- Toll Site Design
- Signalization Design
- Lighting Design
- Maintenance of Traffic Design
- Landscape Opportunity Plans
- Utility Design
- Design Submittals
- Submittal Reviews by the Department and FHWA
- Document Reviews by the Department and FHWA
- Design Review / Acceptance Milestones
- Other Contractor-Initiated Submittals including RFIs, RFMs, RFCs, and NCRs
- Comment Resolution
- Shop Drawing Submittals
- Environmental Permit Acquisition
- Permit Submittals
- 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
- Tolling Site Construction
- Toll Equipment Contractor's Installation and Testing
- 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

L. Key Personnel/Staffing:

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

Interest and/or Technical Proposal by the Design-Build Firm. In the event a change in key personnel is requested, the Design-Build Firm shall submit the qualifications of the proposed key personnel and include the reason for the proposed change. Any changes in the indicated personnel shall be subject to review and approval by the District Construction Engineer. The Department shall have sole discretion in determining whether or not the proposed substitutions in key personnel are comparable to the key personnel identified in the Letter of Interest and/or Technical Proposal. The Design-Build Firm shall have available professional staff meeting the minimum training and experience set forth in Florida Statute Chapter 455.

M. Partner/Teaming Arrangement:

Partner/Teaming Arrangements of the Design-Build Firm (i.e., Prime Contractor or Lead Design Firm) cannot be changed after submittal of the Letter of Interest without written consent of the Department. In the event a change in the Partner/Teaming Arrangement is requested, the Design-Build Firm shall submit the reason for the proposed change. Any changes in the Partner/Teaming Arrangement shall be subject to review and approval by the Department's Chief Engineer. The Department shall have sole discretion in determining whether or not the proposed substitutions in Partner/Teaming Arrangements are comparable to the Partner/Teaming Arrangements identified in the Letter of Interest and/or Technical Proposal.

N. 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
- Local government agency coordination
- Maintenance of Traffic Workshop
- Pavement Design Meeting
- Permit agency coordination
- Scoping Meetings
- System Integration Meetings
- Utility Meetings
- Design Kickoff Meeting
- Comment Resolution Meetings
- Pre-Construction Meetings
- Dispute Review Board Meetings
- Tolls Meetings

During design, the Design-Build Firm shall meet with the Department's Project Manager on a bi-weekly basis at a minimum 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 two week look ahead for activities to be performed during the coming weeks.

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.

For projects that include Category 2 structures, the Design-Build Firm's Engineer of Record shall schedule and attend an Independent Department Review kickoff meeting with the State Structures Design Office and the Department's Independent Reviewer within thirty (30) calendar days following Notice to Proceed, but prior to the first 60% Structures Plans submittal. The purpose of this meeting will be to discuss the scope and schedule of the Category 2 structures submittals and associated Independent Department Review.

O. 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 Department will carry out an exhaustive Public Involvement Campaign and a marketing effort. The Design-Build Firm will assist the Department in the Public Involvement effort as described below.

2. Community Awareness:

The Design-Build Firm will cooperate with the PIC in development and delivery of a project Community Awareness Program.

3. Public Meetings:

The Design-Build Firm shall provide all supporting materials necessary for the 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)

- Open Houses
- Virtual Public Hearings
- 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, 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, open houses, and public hearings.

The Design-Build Firm shall, as determined by the Department, attend the meetings with an appropriate number of personnel to assist the CEI/Department. The Design-Build Firm shall forward all requests for group meetings to the CEI/Department. The Design-Build Firm shall inform the CEI/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 advertisements 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 the associated 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, and other agencies.
- Providing information to the Department to keep the Department website current.

The Design-Build Firm shall provide records of all correspondence with the public, written or verbal, to the Department throughout the life of the Project

The Design-Build Firm may be asked by the Department to prepare draft responses to any public inquiries as a result of the public involvement process.

P. 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.

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 State Materials Office website for instructions on gaining access to the Department's databases:

http://www.fdot.gov/materials/quality/programs/qualitycontrol/contractor.shtm

Prepare and submit to the Engineer a Job Guide Schedule (JGS) using the Department database 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. This specifically includes information entered, housed or retrieved by electronic tracking or oversight systems.

Q. 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.

R. Schedule of Values:

The Design-Build Firm is responsible for submitting estimates requesting payment. Estimates requesting payment will be based on the completion or percentage of completion of 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 Construction Project Administration Manual. The Design-Build Firm must submit the schedule of values to the Department for approval and for FHWA concurrence. No estimates requesting payment shall be submitted prior to Department approval of the schedule of values.

Upon receipt of the estimate requesting payment, 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.

S. Computer Automation:

The Project shall be developed utilizing computer automation systems in order to facilitate the development of the contract plans. Various software and operating systems were developed to aid in assuring quality and conformance with Department policies and procedures. The Department supports MicroStation and GEOPAK as its standard graphics and roadway design platform as well as Autodesk's AutoCAD Civil 3D as an alternate platform. Seed Files, Cell Libraries, User Commands, MDL Applications and related programs developed for roadway design and drafting are in the FDOT CADD Software Suite. Furnish As-Built documents for all building related components of the Project in AutoCAD format. It is the responsibility of the Design-Build Firm to obtain and utilize current Department releases of all CADD applications.

The Design-Build Firm will be required to furnish the Project's CADD files after the plans have been Released for Construction. 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 MicroStation and/or AutoCAD design files format.

As part of the As-Built Set deliverables, field conditions shall be incorporated into MicroStation and/or AutoCAD design files. Use the cloud revision utility as well as an "AB" revision triangle to denote field conditions on plan sheets.

T. Construction Engineering and Inspection:

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

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

U. Testing:

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

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V. Value Added:

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

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

The Design-Build Firm shall develop the Value Added criteria, measurable standards, and remedial work plans in the Design-Build Firm's Technical Proposal for 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.

W. Adjoining Construction Projects:

The Design-Build Firm shall be responsible for coordinating all design, permitting, 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, other regional and state agencies, or private entities. Adjoining construction projects include, but are not limited to:

- SR 23 (First Coast Expressway) from East of CR 209 to North of SR 16 (New Road Construction, FIN 422938-5)
- SR 23 (First Coast Expressway) from I-95 to East of CR 16A Spur (New Road Construction, FIN 422938-8)

The Design-Build Firm shall consider and include in the Construction Plans and Bid Price Proposal any and all temporary detours or diversions required to facilitate traffic movements into and out of the project limits; notwithstanding the alignment, lane positioning and/or grade differences of traffic conditions on those adjacent projects. This shall include all temporary pavement, signage, striping, and maintenance activities necessary to accommodate roadway transitions at the interface with the adjacent projects.

X. Issue Escalation:

In the event issues arise during prosecution of the work, the resolution of those issues will be processed as described below unless revised by a Project specific Partnering Agreement:

The escalation process begins with the Construction Project Manager. All issues are to be directed to the Construction Project Manager. If the issue cannot be resolved by the Construction Project Manager in coordination with the Resident Engineer and Design Project Manager as applicable, the Construction Project Manager shall forward the issue to the District Construction Engineer who will coordinate with the District Design Engineer, and the District Utility Administrator, as applicable. Each level shall have a maximum of five (5) calendar days (excluding weekends and Department observed holidays) to answer, resolve, or address the issue. The Design-Build Firm shall provide all supporting documentation relative to the issue being escalated. The five (5) calendar day period (excluding weekends and Department observed holidays) begins when each level in the issue escalation process has received all required supporting documentation necessary to arrive at an informed and complete decision. The five (5) calendar day period (excluding weekends and Department observed holidays) is a response time and does not infer resolution. Questions asked by the Department may be expressed verbally and followed up in writing within one (1) calendar day (excluding weekends and Department observed holidays). Responses provided by the Design-Build Firm may be expressed verbally and followed up in writing within one (1) working day. Once a response is received from the District Construction Engineer, the Construction Project Manager will respond to the Design-Build Firm in a timely manner but not to exceed three (3) calendar days (excluding weekends and Department observed holidays).

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

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

VI. Design and Construction Criteria.

A. General:

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.
- 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 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.
- The Design-Build Firm shall perform both a pre-construction and post-construction scan of the St. Johns River channel (both multi-beam and side-scan). The CEI shall approve the

pre-construction scan before any construction activities take place within the St. Johns River. The limits of the scan shall extend 500-ft. upstream and downstream of the proposed bridge centerline.

- Use of existing Bridge No. 780056 as a work platform for the proposed construction is prohibited.

- The Design-Build Firm shall maintain access to all Department and UA/O facilities required for operation and maintenance of existing systems (pull boxes, vaults, control cabinets, etc.) at all times during construction.

- In areas where the shoulder cross slope adjacent to median barrier is varied to achieve the minimum longitudinal gutter grade required by the Drainage Manual, the top of median barrier shall be constructed parallel to the profile grade line of the adjacent roadway.

- The Design-Build Firm shall install new fencing along all limited access right of way lines where existing fence is not present. Limited access fencing at interchanges shall consist of 6-ft. high Type B fencing in accordance with FDOT standards. Elsewhere, limited access fencing shall consist of 10-ft. high Type A fencing in accordance with FDOT standards. The limits and type of fencing shall be as depicted on the Horizontal Layout in Appendix G. The transition from Type A fencing to Type B fencing at interchanges shall occur at the theoretical gore point of each ramp.

- All existing FDOT fencing along limited access right of way lines shall remain in place unless otherwise specified. The fencing may be temporarily relocated where necessary for construction. FDOT fencing damaged during construction shall be replaced.

B. Vibration and Settlement Monitoring:

The Design-Build Firm shall be responsible for the identification of and coordination with vibration sensitive sites impacted by the Work for the duration of the construction period.

The Design-Build Firm is responsible for evaluating the need for, design of, and the provision of any necessary precautionary features to protect existing structures from damage, including, at a minimum, selecting construction methods and procedures that will prevent damage. The Design-Build Firm shall submit for Department acceptance a Settlement and Vibration Monitoring Plan (SVMP) as part of the 90% plans submittal and update the SVMP throughout the Construction Period. The Design-Build Firm is responsible for establishing maximum settlement and vibration thresholds equivalent to or lower than the Department Specification requirements for all construction activities, including vibratory compaction operations and excavations.

Submittals for Settlement and Vibration Monitoring Plan (SVMP) shall include the following as a minimum:

- Identify any existing structures that will be monitored for vibrations during the construction period.

- Establish the maximum vibration levels for existing structures that shall not be exceeded.

- Identify any existing structures that will be monitored for settlement during the construction period.

- Establish the maximum settlement levels for the existing structures that must not be exceeded.

- Identify any existing structures that require pre-construction and post-construction surveys.

The Department will perform the review of Vibration and Settlement submittals in accordance with Department Specifications.

C. 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 Bidirectional (Osterberg Cell) Load Test or Statnamic Load Test. For Bidirectional Load Tests use the same loading and unloading intervals, as well as the same loading times specified for the Modified Quick Test. Comply with the instrumentation requirements of 455-2.4. Before the resistance factors for static/statnamic load testing may be used for pile foundations in any of the following areas of the Project, a minimum number of successful load tests must be performed in representative locations of that area:

- Station 1407+50 to Station 1409+65 (CL Construction SR 23) (Bridge Nos. 1 & 2), (minimum 1 test)

- Station 1451+60 to Station 1453+90 (CL Construction SR 23) (Bridge Nos. 3 & 4), (minimum 1 test)

- Station 1486+40 to Station 1579+40 (CL Construction SR 23) (Bridge No. 5), (minimum 5 tests, one on land at each end of the bridge and three evenly spaced in the water)

- Station 1607+80 to Station 1609+05 (CL Construction SR 23) (Bridge No. 6 & 7), (minimum 1 test)

- Station 1678+80 to Station 1679+20 (CL Construction SR 23) (Bridge No. 8), (minimum 1 test)

The load tests shall be performed at locations approved by the District Geotechnical Engineer. The load test locations shall be included in the 90% Foundations component submittal.

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. Provide a pile inspection device that displays and stores electronically for every hammer blow along with a timestamp: stroke for open-ended diesel hammers and blows per foot and blows per minute for all hammers. The device must auto-generate the Department's Pile Driving Record form and export the non-editable electronic data in a format compatible with the Pile Driving Record form. Use this device during the inspection of test piles and production piles.
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.
13. Complying with the tolling gantry foundation requirements provided in the GTR.

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 Bidirectional (Osterberg Cell) Load Test or Statnamic Load Test. For Bidirectional Load Tests use the same loading and unloading intervals, as well as the same loading times specified for the Modified Quick Test. Comply with the instrumentation requirements of 455-2.4. Before the resistance factors for static/statnamic load testing may be used for drilled shafts in any of the following areas of the Project, a minimum number of successful load tests must be performed in representative locations of that area:

- Station 1407+50 to Station 1409+65 (CL Construction SR 23) (Bridge Nos. 1 & 2), (minimum 1 test)
- Station 1451+60 to Station 1453+90 (CL Construction SR 23) (Bridge Nos. 3 & 4), (minimum 1 test)
- Station 1486+40 to Station 1579+40 (CL Construction SR 23) (Bridge No. 5), (minimum 5 tests, one on land at each end of the bridge and three evenly spaced in the water)
- Station 1607+80 to Station 1609+05 (CL Construction SR 23) (Bridge No. 6 & 7), (minimum 1 test)
- Station 1678+80 to Station 1679+20 (CL Construction SR 23) (Bridge No. 8), (minimum 1 test)

The load tests shall be performed at locations approved by the District Geotechnical Engineer. The load test locations shall be included in the 90% Foundations component submittal.

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 thermal integrity tests on these shafts. The required method shaft for a given construction condition (i.e. land or water) shall be successfully constructed prior to installing any load test shaft(s) corresponding to the same condition.
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 Non-Destructive Drilled Shaft Integrity Testing in accordance with 455-17.6.
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.
16. Complying with the tolling gantry foundation requirements provided in the GTR.

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.

Specialty Geotechnical Services Requirements

Specialty geotechnical work is any alternative geotechnical work not covered by Department Specifications and requires the development of a Technical Special Provision (TSP). Any TSP for geotechnical work shall include the following:

- Criteria of measurable parameters to be met in order to accept the specialty geotechnical work.
- A field testing and instrumentation program to verify design assumptions and performance.
- A quality control program to be performed by the Design-Build Firm that includes sampling and testing to ensure the material quality, products, and installation procedures meet requirements.
- A verification testing program to be performed by the Geotechnical Foundation Design Engineer of Record (GFDEOR) that includes inspection, sampling, and testing to verify the material, products, and procedures meet requirements. The TSP shall include language providing separate lab samples to be used for the Department's independent verification.
- A certification process.

If ground improvement methods are selected to construct column supported embankments carrying traffic, a reinforced load transfer platform will be required. In addition, an instrumented test section constructed over an area representative of the least favorable subsurface conditions shall be performed. The test section shall cover the width of the proposed embankment with a minimum length of 60 feet in order to include multiple columns and the load transfer platform. A Technical Special Provision detailing construction and settlement monitoring shall be submitted for review. The columns shall be loaded to at least the controlling Service design load.

After construction of the specialty geotechnical work, the Design-Build Firm shall submit a certification package for Department's review within 15 business days. The certification package shall include the results of all the field testing, instrumentation and lab testing performed and a signed and sealed letter by the GFDEOR certifying that the specialty geotechnical work meets the requirements. The Department may issue comments and require additional verification testing.

D. 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. Utility identification shall include the pipe/conduit material type with particular attention paid to asbestos-containing materials (ACM). Utility coordination shall include provisions for the utility owner to act as the generator for disposal of its ACM, including signatory of disposal documents.
3. 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.
4. Scheduling and conducting utility meetings, preparing and distributing minutes of all utility meetings, and ensuring expedient follow-up on all unresolved issues.
5. Distributing all plans, conflict matrices and changes to affected Utility Agency/Owners and making sure this information is properly coordinated.
6. Identifying, preparing, reviewing and facilitating any agreement required for any utility work needed through final approval and execution. The UCM shall also be responsible for monitoring and reporting the performance of all involved parties under said agreement.
7. Preparing, reviewing, approving, signing, and coordinating the implementation of and submitting to the Department for review, all Utility Work Schedules.
8. Resolving utility conflicts.
9. Obtaining and maintaining all appropriate "*Sunshine 811*" tickets as they apply to utility relocation work.
10. 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.
11. Providing periodic Project updates to the Department Project Manager and District Utility Office as requested.
12. Coordination with the Department on any issues that arise concerning reimbursement of utility work costs between the Department and the utility.
13. Verifying the electrical and communications requirements for toll facilities provided in the GTR.
14. Prepare utility certifications or statements for all Federal-Aid construction projects per 23 CFR 635.309(p)(1)(v).

The following Utility Agency/Owners (UA/Os) have been identified by the Department as having facilities within the Project corridor for which the Department contemplates an adjustment, protection, or relocation is possible. Also provided below is a determination made by the Department as to the eligibility of reimbursement for each 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.

Table A – Summary of Department Contemplated Adjustment, Protection, or Relocation

UA/O	Utility Relocation Type	Cost Estimate	Lump Sum Bid	Eligible for Reimbursement (Y/N)
AT&T Transmission	No Involvement	N/A	No	To Be Determined
AT&T Florida	UA/O Performing Utility Work	To Be Determined	No	To Be Determined
AT&T LNS/TCG	No Involvement	N/A	No	To Be Determined
Comcast	UA/O Performing Utility Work	To Be Determined	No	To Be Determined
Clay County Utility Authority	No Involvement	N/A	No	To Be Determined
Clay Electric	No Involvement	N/A	No	To Be Determined
City of Green Cove Springs	No Involvement	N/A	No	To Be Determined
Florida Power & Light Distribution	UA/O Performing Utility Work	$199,218.75	No	N
		$116,268.75[1]	No	Y[1]
Florida Power & Light Transmission	UA/O Performing Utility Work	To Be Determined	No	To Be Determined
Litestream	No Involvement	N/A	No	To Be Determined
Quanta	UA/O Performing Utility Work	To Be Determined	No	N
St. Johns County Utility Department	No Involvement	N/A	No	To Be Determined
TECO Peoples Gas	UA/O Performing Utility Work	To Be Determined	No	To Be Determined
Uniti Fiber	UA/O Performing Utility Work	To Be Determined	No	N
Verizon	UA/O Performing Utility Work	To Be Determined	No	N

1. Facilities within FPL easement.

Table B - Summary of UA/Os having facilities within the Proposed Project Limits

UA/O	Contact Information

AT&T Transmission	Sunil Parray (352) 331-9294 sparray@pea-inc.net
AT&T Florida	PK Patel (904) 699-4976 pp5963@att.com
AT&T LNS/TCG	Jim Picarelli (904) 545-8541 picscadd@bellsouth.net
Comcast	James Graham (904) 380-6341 james_graham@cable.comcast.com
Clay County Utility Authority	Kevin Ledbetter (904) 213-2453 kledbetter@clayutility.org
Clay Electric	Josh Sevearance (352) 473-8000 x 8222 jsevearance@clayelectric.com
City of Green Cove Springs	Mike Null (904) 297-7500 x 3324 mnull@greencovesprings.com
Florida Power & Light Distribution	Robert Haddock (904) 225-3003 robert.e.haddock@fpl.com
Florida Power & Light Transmission	Ralph Diaz (561) 904-3617 ralph.diaz@fpl.com
Litestream	Dane McWilliams (239) 600-1393 dmcwilliams@mylitestream.com
Quanta	Jay Felton (904) 322-0841 jfelton@quantatelcom.com
St. Johns County Utility Department	Samuel Schllesinger (904) 209-2643 sschllesinger@sjcfl.us
TECO Peoples Gas	Faming Sun (904) 739-4875 fsun@tecoenergy.com
Uniti Fiber	Kenneth McGovern (904) 544-0269 kenneth.mcgovern@uniti.com
Verizon	Dustin Miller (904) 426-4932 dustin.miller@verizonwireless.com

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: A Conceptual Utility Relocation Plan is provided in Volume II. If the Design-Build Firm chooses to deviate from the conceptual plans and the scope of the impact to a utility depicted in the Conceptual Utility Relocation Plan, 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 the Conceptual Utility Relocation Plan. 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 the Conceptual Utility Relocation Plan. 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 the Conceptual Utility Relocation Plan. 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 the Conceptual Utility Relocation Plan, or be liable for any time delays caused by a change in scope of the impact to a utility from that depicted in the Conceptual Utility Relocation Plan.

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 the Department’s Construction Manager. The DUO and Department’s 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 One Stop Permitting (OSP) system.

E. 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, Temporary Traffic Control Plans, Environmental Permits and other necessary documents.

Design Analysis:

The Design-Build Firm develop and submit a signed and sealed Typical Section Package, Pavement Design Package and Drainage Analysis Report for review and concurrence by the Department.. The Design-Build Firm’s Pavement Design Package shall conform to the minimum pavement design package that is included as 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 Design Exceptions must be approved by the Department. Design Exceptions will also require FHWA concurrence. Appendix H includes all Design Variations that are currently approved by the Department.

Roadway design, pavement design, and design analysis requirements for toll facilities are provided in the GTR.

The submittal packages shall include the following:

1. **Roadway Design:**

   See FDM Part 3; Chapter 301 for Roadway Design sheets, elements, and completion level required for each submittal. See FDM Chapter 323 for Selective Clearing and Grubbing plan sheet requirements.

2. **Typical Section Package:**

   - Transmittal letter
   - Location Map
   - Roadway Typical Section(s)
     1. Pavement Description (Includes milling depth)
     2. Minimum lane, shoulder, median widths
     3. Slopes requirements
     4. Barriers
     5. Right-of-Way
   - 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. Resilient modulus for existing and proposed widening (show assumptions)
     5. Roadbed resilient modulus
     6. Minimum depth of concrete pavement/structural asphalt thickness
     7. Cross slope
     8. Identify the need for modified binder
     9. Pavement coring and evaluation
     10. Identify if ARMI layer is required
     11. Minimum milling depth
     12. Toll gantry pavement design requirements provided in the GTR.

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, underdrains, edge 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 shall 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 that the permitted systems function to criteria.

Stormwater management facilities shall be designed as aesthetic features in accordance with Section 5.4.4.2 of the FDOT Drainage Manual. The Design-Build Firm shall work with the District Landscape Architect and District Maintenance Engineer to address geometric, hardscape and vegetative alternatives that will enhance the aesthetics of the proposed drainage facilities consistent with Highway Beautification Policy.

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.

Drainage structures conveying regulatory floodways shall be sized to generate less than 0.005 feet of backwater during a 100-year flood event. Drainage structures conveying non-regulatory floodplains shall be sized to generate less than 0.1 feet of backwater during a 100-year flood event. Detailed volumetric floodplain calculations shall be provided for all floodplain encroachments where encroachment volume exceeds 0.1% of the 100-year flood volume.

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 Documentation Report. It shall be an As-Built Plan of all drainage computations, both hydrologic and hydraulic. The Engineer of Record shall include all necessary support data. The Drainage Design Documentation Report shall accompany all phase submittals.

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

- Stormwater treatment ponds shall only be constructed at the locations depicted in an approved Horizontal Layout (corresponding to either the Horizontal Layout in Appendix G or a Department approved ATC related to a horizontal alignment change).

The shape and plan dimensions of stormwater treatment ponds shall be as depicted in the Horizontal Layout (Appendix G), except in cases where an alternate shape or plan dimension is necessary to accommodate a horizontal alignment change in an approved ATC and the alternate pond location is approved in conjunction with the ATC.

- Dry retention or detention ponds shall not be deeper than 5-ft.
- Pond side slopes shall be designed and constructed so as not to require fencing. Fencing shall only be installed at ponds where required to satisfy limited access right of way fencing requirements.
- Locations of maintenance access for ponds shall be approved by the Department. Graded driveways shall be provided at all pond access locations. Fence gates shall be cantilever/sliding type gates with a minimum clear opening of 12-ft.
- The use of trench drains shall not be permitted.
- A toe wall with minimum dimensions of 2-ft. wide by 1-ft. high shall be installed along all free edges of concrete ditch pavement or channel armoring.
- Construct concrete ditch pavement (no weep holes) within the median per Standard Plans Index 524-001 (Swaled Median Detail) from Sta. 1686+75 to Sta. 1696+55.
- Construct concrete ditch pavement (no weep holes) along the left side of the roadway per Standard Plans Index 524-001 (Roadway Side Ditch Detail) from Sta. 1686+75 to Sta. 1696+55. In lieu of concrete ditch pavement, shoulder gutter may be constructed.
- If a weir is located inside a control structure, two manholes shall be provided (one on each side of the weir).
- Discharge from ponds shall be through a control structure and not a paved or earthen weir.
- Corrugated HDPE pipe (inside corrugation) may be used for Gutter Drain provided appropriate erosion control is installed.
- Vertical drain pipes shall not be installed within the limits of MSE wall reinforced fill or below the reinforced fill zone. If necessary, inlets can be deepened to properly discharge the collected runoff by way of lateral conveyances.
- Drainage structures shall not be placed for the purpose of limiting wall zone pipe materials. All pipes within MSE walls shall be labeled with the appropriate optional pipe materials. Increase wall zone pipes one pipe diameter to accommodate future maintenance.
- Water management facilities near Reynolds Airpark shall be coordinated with the FAA. FAA Advisory Circular 1500/5200-33C classifies water management facilities as a hazardous wildlife attractant. Mitigation strategies are provided in the above referenced FAA Circular.

- Use Section 3.3 in the Drainage Manual under "General Design" for design frequencies of temporary storm drain systems.

- During any phase of construction, the Department can require the Drainage Engineer of Record to provide documentation to verify the geometry, slopes, inverts, capacity, etc. of temporary drainage features.

- Temporary roadside and median ditches or swales shall utilize the 5-year design storm frequency for limited access facilities and any facility with a temporary or permanent design speed of 50 mph or greater.

- Channel freeboard requirements in the Drainage Manual shall apply to temporary drainage facilities.

- Design tailwater requirements in the Drainage Manual shall apply to temporary drainage facilities and must be documented in the Design Documentation. Should construction activities negatively impact temporary or permanent design tailwater elevations, Design Documentation should be updated to reflect the actual field conditions or field conditions should be modified to reflect the tailwater Design Documentation.

Drainage and grading requirements for toll facilities are provided in the GTR.

F. Geometric Design:

The Design-Build Firm shall prepare the geometric design for the Project using the Standard Plans and criteria 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 FDM for this project unless otherwise noted.

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

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

SR 23 (First Coast Expressway)

a. The design speed shall be 70 mph.

b. The design vehicle shall be WB-62FL.

c. The functional classification shall be Freeway/Expressway.

d. The minimum longitudinal profile grade shall be 0.3%.

e. At locations where a two-lane section of SR 23 has been previously constructed under FPID 422938-5, the profile grade line of the additional lanes constructed with this project to complete the 4-laning shall match the profile grade line of the existing lanes.

CR 16A Spur

a. The design speed shall be 45 mph.

b. The design vehicle shall be WB-62FL.

c. The functional classification shall be Principal Arterial.

d. The context classification shall be C3C (Suburban Commercial) from Begin Construction to south of the CR 16A-2 intersection and C3R (Suburban Residential) from south of the CR 16A-2 intersection to End Construction.

e. Turning movements shall be designed to accommodate the design vehicles defined in the following table:

From	To	Number of Lanes	Design Vehicle
Ramp K-1	CR 16A Spur SB	2	WB-62FL (Outer) WB-50 (Inner)
Ramp M-1	CR 16A Spur NB	2	WB-62FL (Outer) WB-50 (Inner)
CR 16A Spur SB	CR 16A-2 WB	1	WB-40
	CR 210 EB	1	WB-50
	CR 16A EB	2	WB-50 (Outer) WB-40 (Inner)
	Future Connection at CR 16A Intersection (WB)	1	WB-50
	Future Connection at CR 16A-1 Intersection (WB)	1	WB-50
CR 16A Spur NB	CR 210 EB	1	WB-40
	CR 16A-2 WB	1	WB-50
	CR 16A EB	1	WB-62FL
	CR 16A-1 EB	1	WB-62FL
	Future Connection at CR 16A Intersection (WB)	2	WB-50 (Outer) SU (Inner)
CR 16A WB	CR 16A Spur NB	2	WB-62FL (Outer)

			Passenger Vehicle (Inner)
Future Connection at CR 16A Intersection (EB)	CR 16A Spur SB	1	WB-50
Future Connection at CR 16A-1 Intersection (EB)	CR 16A Spur NB	2	WB-50 (Outer) SU (Inner)
	CR 16A Spur SB	1	WB-50
CR 16A-1 WB	CR 16A Spur SB	2	WB-62FL (Outer) WB-50 (Inner)
	CR 16A Spur NB	1	WB-62FL
CR 16A-2 EB	CR 16A Spur SB	1	WB-62FL
CR 210 WB	CR 16A Spur NB	1	WB-62FL

Note: Dual turning movements shall accommodate the design vehicles turning concurrently.

CR 16A

a. The design speed shall be 45 mph.

b. The design vehicle shall be WB-62FL.

c. The functional classification shall be Minor Arterial.

d. The context classification shall be C3C (Suburban Commercial).

e. Turning movements shall be designed to accommodate the design vehicles defined in the following table:

From	To	Number of Lanes	Design Vehicle
CR 16A WB	CR 16A-1 WB	2	WB-62FL (Outer) WB-50 (Inner)
CR 16A-1 EB	CR 16A EB	1	WB-62FL

Note: Dual turning movements shall accommodate the design vehicles turning concurrently.

SR 13

a. The design speed shall be 55 mph.

b. The design vehicle shall be WB-40.

c. The functional classification shall be Principal Arterial.

d. The context classification shall be C2 (Rural).

e. Turning movements shall be designed to accommodate the design vehicles defined in the following table:

From	To	Number of Lanes	Design Vehicle
SR 13 SB	Shands Pier East Access	1	WB-40
	Kiley Ct. Access	1	WB-40
SR 13 NB	Shands Pier East Access	1	WB-40
	Kiley Ct. Access	1	WB-40
Shands Pier East Access	SR 13 NB	1	WB-40
	SR 13 SB	1	WB-40
Kiley Ct. Access	SR 13 NB	1	WB-40
	SR 13 SB	1	WB-40

SR 16

a. The design speed shall be 25 mph.

b. The design vehicle shall be WB-62FL.

c. The functional classification shall be Principal Arterial.

d. The context classification shall be C2 (Rural).

CR 16A-1

a. The design speed shall be 35 mph.

b. The design vehicle shall be WB-62FL.

c. The functional classification shall be Minor Arterial.

d. The context classification shall be C3C (Suburban Commercial).

CR 16A-2 & CR 210

e. The design speed shall be 35 mph.

f. The design vehicle shall be WB-62FL.

g. The functional classification shall be Minor Arterial.

h. The context classification shall be C2 (Rural).

Bayard Access Road

a. The design speed shall be 25 mph.

b. The design vehicle shall be WB-62FL.

c. The functional classification shall be Principal Arterial.

d. The context classification shall be C2 (Rural).

Shands Pier Rd./Shands Pier East Access /Shands Pier West Access/Kiley Ct. Access

a. The design speed shall be 25 mph.

b. The design vehicle shall be WB-40.

c. The functional classification shall be Minor Collector.

d. The context classification shall be C2 (Rural).

Steamboat Road

a. The design speed shall be 25 mph.

b. The design vehicle shall be WB-40.

c. The functional classification shall be Local.

d. The context classification shall be C2 (Rural).

e. Design criteria shall be as specified in the Florida Greenbook.

SR 16 Roundabout

a. The design speed shall be 15 mph.

b. The functional classification shall be Minor Arterial.

c. The context classification shall be C2 (Rural).

d. The roundabout shall be designed to accommodate the design vehicle defined in the following table for the corresponding traffic movements:

From	To	Design Vehicle
Ramp O	SR 16 WB	Log Truck
	Bayard Access Road/Ramp N	Log Truck
	Shands Pier Road	WB-40 Fire Truck Log Truck*
SR 16 EB	Bayard Access Road/Ramp N	Log Truck
	Shands Pier Road	WB-40
Shands Pier West Access	SR 16 WB	WB-50

SR 16 Driveway at Approx. Sta. 1610+00	Bayard Access Road	Fire Truck

*The Log Truck may be required to travel the entire roundabout to complete the specified movement. All other movements shall accommodate the design vehicle via the most direct path through the roundabout.

e. The Log Truck design vehicle shall be assumed to have overall dimensions of 10.5-ft. width x 68-ft. length.

Ramps

a. Design speeds shall be a minimum as listed in the following table, Minimum Required Ramp Design Speeds. Unless otherwise noted, curves at ramp terminals 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. Unless otherwise specified, 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 J	50 mph	Entire Ramp
Ramp K-1	50 mph	Entire Ramp
Ramp K-2	30 mph	Entire Ramp
Ramp L	50 mph	Entire Ramp
Ramp M-1	50 mph	Entire Ramp
Ramp M-2	30 mph	Entire Ramp
Ramp N	50 mph	Entire Ramp
Ramp O	50 mph	Entire Ramp

Shared Use Path

a. The minimum clear width for shared use paths shall be 12-ft.

b. The maximum longitudinal grade for shared use paths shall be 4%.

c. Permanent bollards shall be placed in the shared use path on the Bridge No. 5 approaches at the locations specified on the Horizontal Layout in Appendix G. The Design-Build Firm shall prepare a Technical Special Provision for the permanent bollards.

d. The pavement for the at grade portions of the shared use path along SR 23, Shands Pier East Access, and Shands Pier West Access shall be either concrete or asphalt. For a concrete path, the minimum concrete thickness shall be 6".

The minimum pavement design for an asphalt path shall be consistent with the requirements specified in the FDM.

e. The pavement for all other shared use paths shall be concrete with a minimum thickness of 6".

Bridge Geometrics

a. SR 23 over CR 16A Spur

i. The minimum distance between the BL Construction CR 16A Spur and the Begin Bridge or End Bridge abutment (face of retaining wall or toe of slope) shall be 97'-0".

ii. The minimum vertical clearance over the proposed roadway (face of curb to face of curb) shall be 18'-0".

b. SR 23 over SR 13

i. The minimum distance between the BL Construction SR 13 and the Begin Bridge or End Bridge abutment (face of retaining wall or toe of slope) shall be 60'-6".

c. SR 23 over St. Johns River and Steamboat Road

i. The maximum begin bridge station shall be Sta. 1486+54.23.

ii. The minimum end bridge station shall be Sta. 1579+35.73.

d. SR 23 over Bayard Access Road

i. The maximum begin bridge station shall be Sta. 1607+86.10.

ii. The minimum end bridge station shall be Sta. 1609+01.10.

iii. All substructure units shall be oriented perpendicular to BL Construction SR 23.

e. SR 23 SB over Equipment Crossing

i. The maximum begin bridge station shall be Sta. 1678+84.01.

ii. The minimum end bridge station shall be Sta. 1679+16.01.

iii. All substructure units shall be oriented perpendicular to BL Construction SR 23.

iv. The minimum horizontal clearance between bridge abutments (face of retaining wall or toe of slope) shall be 20'-0" measured perpendicular to the centerline of the bridge abutments.

v. The minimum low member elevation shall be El. 32.01 NAVD.

Vertical Geometry Requirements (All Facilities)

a. The Design-Build Firm is responsible for satisfying the base clearance requirements of the FDM. However, in no instance shall the top of pavement elevations be lower than the elevations listed in the tables provided in Appendix Z. Elevations not provided in the table shall be determined using a straight line interpolation between the provided information. Base clearance calculations shall be submitted as part of the design documentation for each phase submittal and shall include a tabulation of the "required base clearance" and the "provided base clearance" demonstrating how the requirements are being met.

Miscellaneous

a. The maximum retained fill height shall be 40-ft. For this purpose, the fill height shall be measured from the top of coping elevation to the top of leveling pad or footing elevation of the retaining wall.

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 following requirements shall apply:

i. The magnitude of proposed slopes shall not exceed the values specified in FDM Table 215.2.3 regardless of whether roadside barriers are provided.

ii. Roadside slopes shall not be steeper than 1:3 except at the bridge abutments for Bridge No. 5, where a 1:2 slope may be used within the limits of slope protection. At these locations, the abutment slope protection shall be extended through the limits of the slope transitions to the point at which the roadside slope is 1:3 or flatter.

iii. Roadside barriers may only be used in locations where permitted by FDM Table 215.2.3, where required by applicable design criteria, or where clear zone cannot be provided due to right of way or other constraints.

iv. Where clear zone is not provided and roadside barrier is present, the flatter slope specified in FDM Table 215.2.3 for areas inside the clear zone may be omitted.

v. Tie-down slopes from proposed ditch berms shall not exceed the front slope criteria in FDM Table 215.2.3 where the height of fill is the vertical distance from the edge of the outside travel lane to the toe of the tie-down slope.

d. The toe of roadside slopes along SR 23 (with the exception of tie-down slopes from proposed ditch berms) shall be located 10-ft. or more from the L/A right of way line as depicted in the Typical Section Package in Appendix E. In locations where this requirement cannot be satisfied, full height retaining wall shall be provided in lieu of roadside slope.

e. Sidewalks and crosswalks shall be constructed at all locations shown on the Horizontal Layout in Appendix G.

f. The minimum limits of milling and resurfacing for asphalt pavement shall be as depicted on the Horizontal Layout in Appendix G.

g. All areas beneath bridges not otherwise required to be paved as part of the roadway typical section shall be paved with 4" of concrete.

G. 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-Build Firm shall develop and submit structure calculations in accordance with the calculation assembly details described in Appendix ZA.

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 As-Built Plans and tracings.

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

1. Standard Plans and criteria 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

H. 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 Calculations, the Completed Bridge Load Rating Summary Detail Sheet, and the Load Rating Summary Form shall be submitted to the Department for review with the 90% superstructure submittal. The final Bridge Load Rating Summary Sheet and Load Rating Summary Form shall be submitted to the Department for review with the Final superstructure submittal. A final, signed and sealed Bridge Load Rating, updated for as-built conditions, shall be submitted to the Department for each phase of the bridge construction prior to placing traffic on the completed phase of the bridge. A final, signed and sealed Bridge Load Rating, updated for the as-built conditions as part of the As-Built Plans submittal shall be submitted to the Department before any traffic is placed on the bridge. The Bridge Load Rating shall be signed and sealed by a Professional Engineer licensed in the State of Florida.

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

i. FDOT Bridge Scour Manual
ii. HEC 18
iii. HEC 23
iv. HEC 25
v. US Army Coastal Engineering Research Center – Coastal Engineering Manual, EM 1110-2-1100

e. The Engineer of Record for bridges shall analyze the effects of the construction related loads on the permanent structure. These effects include but are not limited to: construction equipment loads, change in segment length, change in construction sequence, etc. The Engineer of Record shall review all specialty engineer submittals (camber curves, falsework 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 the Governing Regulations of Section V.A.

b. Critical Temporary Retaining Walls: Whenever the construction of a 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.

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

d. The live load deflection limit for spans carrying vehicular and pedestrian traffic shall be L/1000, where L is the span length.

e. The minimum environmental classifications for all bridges are as follows:

Bridge No.	Superstructure	Substructure	
		Concrete	Steel
1 & 2	Slightly Aggressive	Moderately Aggressive	Extremely Aggressive
3 & 4	Slightly Aggressive	Slightly Aggressive	Moderately Aggressive
5	Slightly Aggressive	Moderately Aggressive	Moderately Aggressive
6 & 7	Slightly Aggressive	Moderately Aggressive	Extremely Aggressive
8	Slightly Aggressive	Slightly Aggressive	Moderately Aggressive

f. Unless specified elsewhere in this RFP, minimum horizontal clearances to bridge piers and abutments and minimum vertical clearances shall conform to the requirements of the FDOT Design Manual (FDM).

g. The centerline of the navigation channel of Bridge No. 5 shall be located and aligned as depicted on the Horizontal Layout in Appendix G.

h. The required width of the navigation channel of Bridge No. 5 is 150-ft. minimum.

i. The minimum vertical clearance over the navigation channel of Bridge No. 5 shall be 65’-6”. Sea level rise over the design life of the structure shall be considered in the calculation of minimum vertical clearance.

j. The vertical clearance of the Bridge No. 5 superstructure shall be a minimum of 1-ft. above the 100-year design wave crest elevation including the storm surge elevation and wind setup. The Design-Build Firm shall be responsible for determining the wave crest elevation, but in no case shall the bridge low member elevation to satisfy this clearance requirement be taken as less than the values in the following table (using linear interpolation between values).

Location (Along BL Const. SR 23)	Low Member Elevation (NAVD)
Begin Bridge	14.3-ft.
Sta. 1575+46.73	14.3-ft.
Sta. 1576+91.73	7.4-ft.
End Bridge	7.4-ft.

k. The Design-Build Firm shall be responsible for determining the anticipated amount of sea level rise over the design life of the facility in accordance with Section 3.4.1 of the FDOT Drainage Manual, but in no case shall the amount of sea level rise used in the design of bridges be taken as less than 0.85-ft.

l. All bridges shall be designed such that the required minimum vertical clearances are satisfied for the future 8-lane typical section of SR 23. The future typical section of Bridge No. 5 is defined in the Typical Section Package in Appendix E. For all other bridges, it shall be assumed that future widening will occur to the median side. Bridge shoulder width for the future condition shall be 12'-0" (inside and outside) or larger if required to satisfy sight distance requirements in the future condition. Future widening shall be assumed to match the cross slope of the existing bridge deck and to utilize a beam depth matching the existing exterior beam depth.

m. The aesthetic requirements detailed in Appendix T shall be incorporated into the design of the structures. Any proposed enhancements to the aesthetic requirements in Appendix T shall be submitted through the ATC process for review and approval by the Department.

n. All permanent retaining walls shall have a concrete facing on the exposed face. The concrete facing shall extend at least 1'-0" below the finished ground line.

o. MSE wall panel finish shall be ashlar stone (see Standard Plans Index 534-200).

p. 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 1'-6".
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.

q. For aesthetic purposes, the exterior beams/girders for all spans of a given bridge shall have the same depth, with the following exceptions for the St. Johns River crossing (Bridge No. 5):

i. A single step in beam depth shall be permitted at each end of the continuous main channel unit.
ii. One additional step in beam depth shall be permitted on each side of the main channel between the end of the continuous main channel unit and the end of the bridge.

r. Use of uncoated weathering steel is not permitted.

s. All proposed structural steel shall be painted with a High Performance Coating System in accordance with Sections 560 and 975 of the Specifications. The High Performance Coating System shall consist of an inorganic zinc rich primer, epoxy intermediate coat, polyurethane finish coat, and polyurethane clear coat. The color of the finish coat shall conform to FED-STD-595 Color No. 36622.

t. Lightweight concrete shall not be permitted for any structural applications.

u. Intermediate pile bents or shaft bents shall not be permitted. Bridge piers are required for intermediate supports.

v. Voided pier columns shall not be permitted.

w. All footings located in the water shall be waterline footings. The following additional footing design criteria shall be used:

i. Determine the minimum horizontal dimension from the edge of the exterior pile to the nearest footing edges as the largest of the following (rounded up to the nearest inch):

1. Edge distance required for lateral resistance
2. One-half of the width or diameter of the pile (for piles widths or diameters 24-inches or larger)
3. 9-inches (LRFD 10.7.1.2 minimum offset) + 3-inches (horizontal driving tolerance) + $\sum$ diameters of reinforcing bars for punching shear (horizontal and vertical bars) + 2-inches minimum clearance to pile face

ii. Develop the main top and bottom reinforcing bars into the perimeter edge region of the footing with 90-degree hooks

x. Integral abutments shall not be permitted.

y. All bridge foundations shall be deep foundations.

z. Each individual pile bent or pile supported footing shall be supported by a minimum of four piles.

aa. NO PILE DRIVING operations (including sheet pile) or demolition of existing structures shall occur from 7:00 p.m. to 7:00 a.m. Monday through Friday or from 7:00 p.m. Friday to 7:00 a.m. Monday. Pile driving operations shall occur during daylight hours.

bb. Any existing piles for Bridge No. 780056 that are located within the limits of the proposed navigation channel shall be completely removed. The remaining piles within the limits of removal for this structure shall be cut off or broken off 6” above the existing mud line. The Design-Build Firm shall provide the Department an as-built survey of the locations of any

existing piles for Bridge No. 780056 that are not completely removed.

cc. For permanent retaining walls, partial height walls such as perched walls or toe-walls, as defined in the FDOT Structures Manual, shall not be permitted.

dd. Tiered retaining walls shall not be permitted for permanent walls.

ee. At all dual bridge locations with end bents behind retaining walls, the retaining wall shall be constructed continuous in the median between bridges. Provide provisions to accommodate future widening in accordance with Structures Detailing Manual (SDM) 19.6.1.B.

ff. 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.

gg. All elements of proposed permanent bridge drainage systems shall be hidden from view.

hh. Bridge deck scuppers (open deck drains) shall have a diameter of 4 inches and the scupper pipes shall extend 1-ft below the bottom of the deck. Open deck drains shall not be placed directly over the navigation channel.

ii. Bridge deck drains providing drainage for the westbound travel lanes and shoulders on Bridge No. 5 shall be designed to accommodate the drainage for the future westbound clear roadway width of 72-ft. associated with the future 8-lane typical section of SR 23. Calculations demonstrating compliance with this requirement shall be included in the Drainage Design Documentation Report.

jj. Drainage for the shared use path on Bridge No. 5 shall be provided by way of drainage slots in the base of the concrete parapet. The drainage spread analysis for the shared use path shall be based on 8” x 3.5” slots with a maximum spacing of 30 feet and a maximum allowable spread of 6 feet resulting from a rainfall intensity of 4.0 inches per hour. Drainage slots shall not be placed directly over the navigation channel.

kk. Install embedded conduit in accordance with Standard Plans Index 630-010 in all new concrete traffic railings/barriers mounted on bridges and retaining walls. Three 2-in. diameter conduits shall be installed in all traffic railings except median traffic railings, which shall include two 2-in. diameter conduits. Conduits in the Bridge No. 5 traffic railings shall be reserved for the uses designated in Appendix Y. Embedded Junction Boxes (EJB) Type B shall be used for all conduits in concrete traffic railings/barriers.

ll. Conduits for lighting or utilities, with the exception of vertical drops for navigation lighting, shall not be mounted to exposed faces of bridge

elements or retaining walls. Vertical conduit drops for navigation lighting shall be hidden from view to the extent possible.

mm. For multi-beam bridges with concrete beams, with the exception of the channel span unit of Bridge No. 5, expansion joints shall consist of Strip Seals (Index No. 458-100) or Poured Joint with Backer Rod (Index No. 458-110).

nn. 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.

oo. The toll gantries shall be designed for the specific structural design requirements contained in the GTR.

pp. Any MSE wall located within 60-ft. of the toll gantry centerline must utilize non-metallic straps.

qq. All bridges shall be considered "critical" for the evaluation of vehicular collision forces in accordance with Section 2.6 of the Structures Design Guidelines. All new columns for proposed piers that are located within the setback distance as defined in SDG 2.6.1.B shall be designed to resist the LRFD equivalent static force regardless of whether they are shielded with Pier Protection Barrier.

rr. Design navigation lighting, lateral lighting, daymarks, and vertical clearance gauges for Bridge No. 5 per Title 33 Code of Federal Regulations (CFR) Part 118 and the USCG Bridge Lighting and Other Signals Manual.

ss. Conduit for navigation lighting shall be buried between the fender system and the adjacent pier.

tt. The existing fender system for Bridge No. 780056 shall be completely removed and the piles fully extracted.

uu. If a new fender system is required by the USCG permit, the system shall conform to the General Notes provided in Structures Detailing Manual (SDM) 24.2 and the following supplemental criteria:

i. The applicable Past Point is Past Point 46 based on the bridge location.
ii. The required Energy Absorption Capacity (EAC) shall be 199 kip-ft.
iii. Piles and wales shall consist of reinforced thermoplastic structural shapes.
iv. The fender system shall not be attached directly to a bridge pier or footing. A minimum offset of 10 feet shall be provided between the back of the fender system and the near face of the adjacent pier or

footing.

v. The fender system deflection shall be limited to prevent the fender system from striking the adjacent bridge pier or footing during design impact.

vi. For flared sections of the fender system, use a pile spacing that is not greater than half of the pile spacing used in the tangent section (not to exceed 8 feet). Use the same size of piles in the flared sections of the fender system as used in the tangent sections.

vii. Provide full length catwalks with a minimum width of 2'-4" and FRP open grating for the walking surface. Access ladders and platforms are not required.

viii. Provide and maintain temporary navigation lights during construction until the permanent navigation lights are operational.

vv. The maximum truss height for overhead sign structures (Index No. 700-040, Index No. 700-041, or custom design) shall be 8'-0". In the event it is determined that the 8'-0" height limit cannot be met due to project design criteria, accommodations shall be provided to allow for climbing inspectors to reach the truss top chord member during future inspections.

ww. Bridge traffic railing mounted supports for overhead sign structures shall not be permitted except at median traffic railings as shown in Index 521-001. At outside bridge traffic railings, overhead sign structure supports shall be mounted on pedestals behind the bridge traffic railings.

xx. Traffic railing mounted supports for overhead sign structures or toll gantries on retaining walls shall not be permitted. Retaining wall mounted overhead sign structure or toll gantry supports shall be mounted on pedestals behind the traffic railings.

yy. Pedestrian railing for bridge or retaining wall supported sections of shared use paths shall consist of Steel Pedestrian/Bicycle Railing (Index 515-051 and 515-052) with Type 3 (Sunshine) infill panel. The total railing height shall be a minimum of 48" (Special Height Bicycle Railing).

zz. Traffic railing separating the shared use path from the roadway on Bridge No. 5 shall consist of 42" Single-Slope Traffic Railing (Index 521-428) with Pedestrian/Bicycle Bullet Railing (Index 515-021 modified for 42" railing). The total railing height shall be 48" (Special Height Bicycle Railing). Pedestrian handrail shall be provided on the rear side of the Bullet Railing posts. Handrail shall conform to the requirements of Index 515-070 except that details of the connection to the bullet railing posts shall be the responsibility of the Design-Build Firm.

aaa. New prestressed beams shall be designed such that the controlling rating factor for all limit states and applicable live loads is greater than or equal to 1.10 before being updated for as-built conditions.

bbb. The following requirements shall apply for continuous post-tensioned concrete superstructure units utilizing flexible filler for tendons within the

girder webs:

i. The design for shear shall account for 1.2 times the outer specified duct diameter as a discount in effective web width for shear design capacity.
ii. Confinement reinforcement shall be provided for the transverse splitting forces in the web due to the abrupt void within the web at the duct locations.
iii. As an alternative to items (i) and (ii) above, physical testing may be performed by the Design-Build Firm to corroborate the design. All testing procedures and results shall be subject to review and approval by the State Structures Design Office (SSDO).

ccc. Open or sealed longitudinal joints in bridge decks are not permitted except at the inside edge of the shared use path on Bridge No. 5 to isolate the vehicular and pedestrian superstructures from each other.

ddd. The shared use path over the St. Johns River shall be carried by Bridge No. 5. A standalone pedestrian bridge for the shared use path is not permitted.

eee. The surface of the shared use path on Bridge No. 5 shall meet the finish and smoothness requirements in the Specifications for Long Bridges.

fff. The depth of the beams supporting the shared use path carried by Bridge No. 5 shall match the depth of the beams supporting the vehicular portion of the bridge.

ggg. Construct shared use path overlooks for Bridge No. 5 at the locations defined on the Horizontal Layout in Appendix G. The geometry of the overlooks shall conform to the details provided in Appendix G.

hhh. The top surface of all prestressed concrete piles for Bridge No. 5 shall be sealed with a Type F-1 or Type F-2 epoxy (minimum 1/16" thick) after the pile is cut to the final pile cutoff elevation. The epoxy seal shall be applied in the same work shift as the pile cutting operation and shall be applied in accordance with the manufacturer's recommendations.

iii. The minimum bridge deck thickness for interior bays or overhangs supporting 42" Single-Slope Traffic Railing (Index 521-428) shall be 10 ½", including ½" sacrificial thickness.

jjj. All concrete placement operations for the bridge deck of Bridge No. 5 shall take place at night.

kkk. The following safety improvements shall be constructed for the sections of existing Bridge Nos. 780056 to remain:

i. Permanent bollards shall be added at the bridge approach location with a maximum spacing of 5-ft.

ii. Place bolted down Type K Concrete Barrier (Index 102-100) with aluminum Pedestrian/Bicycle Bullet Railing (Index 515-021 & 515-022) at the free end of the bridge to protect the drop-off.
iii. The Type K barrier shall be tied into the existing bridge railing with a cast-in-place section such that all pertinent standards are met.
iv. Install Pedestrian/Bicycle Bullet Railing (Index 515-022) on top of the existing concrete traffic railing retrofit, modified as necessary to produce a total railing height of 42".

lll. For Superstructures, if the controlling Low Member Elevation is less than 1-foot above the Design Wave Crest Elevation, wave forces shall be calculated and applied in accordance with the AASHTO Guide Specifications for Bridges Vulnerable to Coastal Storms.

For substructures, wave forces shall be calculated and applied in accordance with the to AASHTO Guide Specifications for Bridges Vulnerable to Coastal Storms. The wave vulnerability classification of the bridge shall be "Routine" per section 5.1 of the AASHTO Guide Specifications for Bridges Vulnerable to Coastal Storms. (equivalent to "Critical" per SDG section 2.5 commentary). The "Repairable Damage" performance level shall be used with the Extreme Event Limit State. A Level 2 analysis is required, at a minimum, to develop wave forces from coastal storms.

mmm. Continuous channel unit design: the maximum span length for prestressed simple span concrete beams made continuous only for live load is 200 feet. The design must follow the requirements of SDG 4.1.7.

nnn. The use of tendons external to the web in post-tensioned, spliced concrete girders referenced in SDM 23.7.d is prohibited.

Vessel Collision Design

For bridges over navigable waterways, establish the required pier strengths using the current version of the Mathcad program furnished by the Department. The Mathcad program furnished by the Department allows for the proposed bridge geometry to be input by the Design-Build Firm (note that the distance from the centerline of channel to the centerline of the pier, x_{pier}, shall be taken perpendicular to the channel). Other parameters such as water traffic, waterway characteristics, etc. shall not be changed.

The following parameters shall be utilized by the Design-Build Firm in the Mathcad program for calculating the required pier strengths:

Section 2 – Navigable Channel Characteristics

For Piers within 3LOA on each side of channel, the water depth at each pier, D_{water}, shall be according to the following table:

Station (CL Construction SR 23)	Distance from CL Channel (feet)	Direction from CL Channel	D_{water} (feet)
1536+00.00	1148.23	East	20.42

1537+00.00	1048.23	East	20.42
1538+00.00	948.23	East	20.42
1539+00.00	848.23	East	20.42
1540+00.00	748.23	East	20.42
1541+00.00	648.23	East	20.42
1542+00.00	548.23	East	20.42
1543+00.00	448.23	East	20.42
1544+00.00	348.23	East	20.42
1545+00.00	248.23	East	21.42
1546+00.00	148.23	East	21.42
1547+00.00	48.23	East	21.42
1548+00.00	51.77	West	21.42
1549+00.00	151.77	West	20.42
1550+00.00	251.77	West	19.42
1551+00.00	351.77	West	19.42
1552+00.00	451.77	West	19.42
1553+00.00	551.77	West	19.42
1554+00.00	651.77	West	18.42
1555+00.00	751.77	West	17.42
1556+00.00	851.77	West	15.42
1557+00.00	951.77	West	13.42
1558+00.00	1051.77	West	11.42

All other piers located in water shall have an assumed depth of 3.0-ft. and be designed for the minimum barge collision force.

C = 150-ft.
θ = 0 degrees
Region = 1
V_c = 1.43 ft/sec
V_{xc} = 0.00 ft/sec
R_D = 1.3
V_{min} = 1.0 knot

Section 3 – Vessel Fleet Characteristics

PastPointNumber = 46
VesselDirection = Both
Vessel transit velocity, V_T:

VesselsUP	
Group	VT_{FLup} (knots)
1	8
2	7
3	7
4	7
5	11
6	11

VesselsDown	
Group	VT_{FLdown} (knots)
1	8
2	7
3	7
4	7
5	11
6	11

TargetYear = 2068 (open date + half of 75-year design life)
UserGrowthFactor = 2.598

Section 9 – Importance Classification

CriticalBridge = Yes

Section 10 – Determine MINIMUM Barge Collision Force on Pier (PR)

$D_{water.min}$ = 3 ft
$D_{L.min}$ = 2 ft
W_{min} = 200 ton
$B_{v.min}$ = 35 ft

As referenced in SDG Figure 2.11.11-1, all struts connecting substructure elements shall be designed to transmit Vessel Impact forces parallel to the channel between footings. Individual footings must be designed to take the vessel impact forces applied perpendicular to the channel without contribution of the struts. All struts connecting pier footings shall have a depth equal to that of the connected footings.

The Protection Factor (PF), as defined in AASHTO LRFD 3.14.5.5, shall be taken as 1.0 in the Vessel Impact Risk Analysis.

Prefabricated Bridge Elements and Systems

All Prefabricated Bridge Elements and Systems (PBES) shall be submitted to the Department for approval through the Alternative Technical Concept (ATC) process. The ATC submittal shall address connection details and mock-up testing requirements for each PBES connection proposed.

The following requirements shall apply to PBES:

a. PBES shall conform to the requirements of Structures Detailing Manual (SDM) Chapter 25 unless deviations to the PBES detailing or design requirements of SDM Chapter 25 are approved through the ATC process. There will be no exceptions to this requirement.

b. All reinforcing located at PBES substructure and foundation component connection interfaces (i.e. precast to cast-in-place or precast to precast) except pile splices shall consist of stainless steel bars. Examples include but are not limited to reinforcing bars penetrating into pocket connections, closure pours, and corrugated sleeves.

c. In addition to the requirements of SDM 25.3.G, PBES component connections shall be detailed for the worst-case combination of tolerances that include fabrication and erection

tolerances. If multiple connection details are to be enveloped under one unique mock-up testing procedure, the test shall represent the most stringent ("worst-case") detail considering geometry, site conditions, equipment needs, etc. Specify saw cuts through the mock-up at the worst possible location for the voids to develop. The mock-up test acceptance standards shall include the following minimum criteria:

i. For voids greater than ¼" in length or width, the percent of voids shall be less than 2% as measured on the cross-sectional area of the connection pocket saw cut.

ii. In no case shall an individual void size exceed 2 cubic inches.

Final acceptance of connection details is contingent upon a successful mock-up test. The Department in its sole discretion shall determine if the mock-up test is successful. In the case of a mock-up test failure, submit revised construction processes and connection details for approval prior to repeating the mock-up test. Repeat the mock-up test as necessary until successful results are achieved.

I. Specifications:

The Division I Design-Build Specifications are provided in Appendix B. Required Divisions II and III Special Provisions and Value Added Developmental Specifications are provided in Appendix C and Appendix D, respectively.

Department Specifications may not be modified or revised. 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. Technical Special Provisions for toll facilities are provided in the GTR.

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, along with any approved Developmental Specifications and Technical Special Provisions that are not part of this RFP. Any subsequent modifications to the Construction Specifications Package shall be prepared, signed and sealed as a Supplemental Specifications Package. The Specifications Package(s) 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/programmanagement/PackagePreparation/TrainingConsultants.aspx

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

https://fdotewp1.dot.state.fl.us/SpecificationsPackage/Utilities/Membership/login.aspx?ReturnUrl=%2fSpecificationsPackage%2fdefault.aspx

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

The GTR contains additional Department specifications that relate to the toll equipment buildings, tolling infrastructure, and toll equipment gantry structures. A separate set of Technical Special Provisions shall be provided for the toll equipment building and tolling infrastructure equipment to accompany the building permits.

J. Shop Drawings:

The Design-Build Firm shall be responsible for the preparation and approval of Shop Drawings. Shop Drawings shall be in conformance with the FDM. 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. When required to be submitted to the Department, Shop Drawings shall bear the stamp and signature of the Design-Build Firm's Engineer of Record (EOR), Architect of Record (AOR), and Specialty Engineer, as appropriate. All "Approved" and "Approved as Noted" Shop Drawings submitted to the Department shall also include Engineer of Record QA/QC Shop Drawing check prints along with the EOR stamped set(s). Shop Drawings shall not be submitted to the Department until the associated plans have been Released for Construction. 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 or AOR, as appropriate, 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, but the Department reserves the right to perform a more detailed review, as necessary. Upon review of the Shop Drawing, the Department will initial, date, and stamp the drawing "Released for Construction" or "Released for Construction as Noted."
Shop Drawings submitted for tolling infrastructure shall include all applicable equipment, materials, and products as shown on the plans or as described in the applicable Specification section(s) for the item being submitted. Incomplete or partial Shop Drawings are not acceptable.

The Design-Build Firm shall submit all shop drawings for the tolling infrastructure as required in the Turnpike Shop Drawing Review Process for Design-Build (Non-Conventional) Projects, which is included within the Reference Documents (Volume II).

For shop drawing coordination related to tolling infrastructure, please contact the Shop Drawing Review Office at Florida's Turnpike Enterprise Headquarters, Ocoee, FL at (407) 264-3405.

K. 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 Temporary Traffic Control Plan (TTCP) 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. Coordinate with adjacent construction Projects and maintaining agencies.

L. Stormwater Pollution Prevention Plans (SWPPP):

The Design-Build Firm shall prepare a Storm Water Pollution Prevention Plan (SWPPP) as required by the National Pollution Discharge Elimination System (NPDES). The Design-Build Firm shall refer to the 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.

M. Transportation Management Plan:

The Design-Build Firm must develop and implement a Transportation Management Plan in accordance with the Department's FDOT Design Manual.

This project is considered a significant project.

1. Temporary Traffic Control Plans:

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.

Minimum lane widths on SR 23 shall be 12-ft. during all traffic control phases. 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.

Travel lanes comprising of a multi-lane section in one direction shall not be split from each other to facilitate maintenance of traffic.

All temporary traffic diversions, if they are utilized to maintain traffic during construction operations, shall be designed with a minimum structural number of 3.0. A minimum 4" 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. All temporary pavement shall conform to the requirements of the Specifications.

For any asphalt roadways where eradication of temporary or permanent striping is required to accommodate lane shifts or diversions, a full width overlay or full width milling and resurfacing of the travelled way shall be the only acceptable means of pavement marking eradication.

There will be no pavement marking eradication permitted after the final asphalt course is placed. Any existing roadways that have temporary or permanent striping eradicated shall have the full width of the existing top pavement course milled and resurfaced prior to Final Acceptance.

2. Traffic Control Restrictions:

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

- **SR 23, SR 16, SR 13, CR 16A, CR 210, Longleaf Pine Parkway**
  - NO LANE CLOSURES ALLOWED from 6:00 a.m. to 8:00 p.m.
- **Leonard C. Taylor Parkway**
  - NO LANE CLOSURES ALLOWED from 6:00 a.m. to 8:30 p.m.

A lane may only be closed during active work periods. 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.

Fifteen minutes prior to initiating MOT for a lane closure, the Design-Build Firm shall contact the District Two RTMC at (904) 903-2000 to provide information on the roadway, direction of travel, and which lane(s) will be closed. Once the work is complete and the lanes are reopened, contact the District Two RTMC within thirty minutes to notify them that the closures have been removed.

The following additional traffic control restrictions apply:

1. A reduction in the posted speed limits in work zones shall not be allowed.
2. There shall be no detours or pacing operations except as contemplated by this RFP.
3. For all roadways, at least one lane of traffic in each direction shall remain open at all times except during allowable detour timeframes.
4. No detours are allowed for any route crossing the St. Johns River.
5. All detours shall be designed to accommodate a WB-62FL design vehicle unless a smaller design vehicle is specified in this RFP for the route being detoured. All detour plans shall be signed and sealed by a Professional Engineer registered in the State of Florida.
6. Traffic on SR 16 shall not be required to travel any portion of the proposed roundabout at the Bayard Access Rd. until SR 23 is opened to through traffic crossing the St. Johns River and the traffic on SR 16 is limited to local traffic only.
7. Access to the Bayard Conservation Area entrance on SR 16 near Sta. 1608+50 and the associated trailhead and trails shall be maintained at all times during construction.

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

- The day before through the day after the Clay County Agricultural Fair.

N. Environmental Services/Permits/Mitigation:

The Design-Build Firm will be responsible for preparing designs and proposing construction methods that are permittable. 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. As the permittee, the Department is responsible for reviewing, approving, and signing the permit application package including all permit modifications or subsequent permit applications.

The Department has conducted an investigation of the Project site and determined that potential gopher tortoise habitats could be impacted by the Project. All coordination by the Design-Build Firm with the Department regarding gopher tortoises will be completed through the District Environmental Management Office. If the Department has determined that suitable gopher tortoise habitat exists in the project area, then the Design-Build Firm shall be responsible for conducting the gopher tortoise burrow survey for the purpose of identifying potential gopher tortoise habitats that could be impacted by the Project including any areas to be used for construction staging. The habitat will be systematically surveyed according to the current Gopher Tortoise Permitting Guidelines published by the Florida Fish and Wildlife Conservation Commission (FWC). The Department must verify the completeness and accuracy of the assessment prior

to commencement of any permitting or construction activities.

Any areas where the Design-Build Firm proposes to protect burrows to remain on-site with "exclusionary fencing" shall be reviewed and approved by the Department. The Design-Build Firm shall submit an "exclusionary fencing" plan for review prior to any "exclusionary fencing" installation. If there are unavoidable impacts to gopher tortoise burrows, the Design-Build Firm shall be responsible for preparing required documentation for the Department to obtain a FWC permit for the relocation of gopher tortoises and commensals from burrows which cannot be avoided. Preparation of complete permit packages will be the responsibility of the Design-Build Firm. As the "permittee," the Department is responsible for reviewing and approving 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 FWC. A copy of the permit and any subsequent reports to FWC must be provided to the District Environmental Management Office. If FWC 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. Once the permit is obtained, the Design-Build Firm shall notify the Department at least one week prior to the relocation of gopher tortoises.

If gopher tortoise relocations are phased throughout the construction, the Design-Build Firm shall notify the Department at least one week prior to each relocation phase. The Department will provide oversight of the relocations and ensure permit compliance. The Design-Build Firm shall be responsible for any necessary permit extensions or re-permitting in order to keep the relocation permit valid throughout the construction period. The Design-Build Firm shall provide the Department with draft copies of requests to modify the permits and/or requests for permit extensions, for review and approval by the Department prior to submittal to the Agencies. The Design-Build Firm shall provide the appropriate reports as required by the permit conditions, including closing out the permit. The Design-Build Firm shall note that permits for gopher tortoise relocation for areas outside of the Department owned Right of Way (i.e. utility easements; license agreements) cannot be obtained with the Department as the "permittee," per FWC requirements. Should permits in areas outside of the Right of Way be required, the Department will still perform the oversight of the process as described above. The Design-Build Firm will be required to pay all permit fees including any and all fees associated with the relocation of gopher tortoises. Any fines levied by permitting agencies shall be the responsibility of the Design-Build Firm.

The Design-Build Firm shall implement the most current USFWS Standard Manatee Conditions for In-Water Work during all in-water work. In addition, the following requirements shall be met:

1. Qualified manatee observers shall be stationed in place to observe the river during all in-water construction and shall have the authority to cease project operations when appropriate.
2. All construction vessels shall operate at "slow speed/no wake" within 0.5 miles upstream and downstream of the construction site.
3. All pile driving and drilled shaft casing installation or removal in the river shall occur during daylight hours. Installation of drilled shaft casing may continue at night once it is 10 feet below the mudline. Pile preforming or punching shall be included in the daylight restrictions.
4. The Design-Build Firm shall install grating over any existing or proposed pipes or culverts at the project site measuring 8-in. to 8-ft. in diameter that may be accessible to manatees.
5. Working barges shall be equipped with fender systems that provide a minimum standoff distance of 4-ft. (at maximum compression) between wharves, bulkheads, and

vessels moored together to prevent crushing of manatees between barges or between the barge and work area.

6. The Design-Build Firm shall submit a Manatee Watch Plan to the District for approval by USFWS at least 90 days before any in-water work begins.

The Department has consulted with the National Marine Fisheries Service (NMFS) for concurrence on potential effects to sturgeon from in-water pile driving for both the new bridge and the anticipated temporary work trestles. The anticipated pile type, size, number, and installation methods were provided to NMFS based on the Concept Plans included in Volume II of this RFP. If the pile type, size, number, or installation methods proposed by the Design-Build Firm differ from the information previously indicated by the Department, the Department is required to re-initiate consultation with NMFS for concurrence. The Design-Build Firm shall anticipate and account for the NMFS consultation in the project schedule.

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

1. Cultural Resources
2. Wetlands and Mitigation
3. Wildlife and Habitat
4. Contaminated Materials

O. Signing and Pavement Marking Plans:

The Design-Build Firm shall prepare signing and pavement marking plans in accordance with Department criteria. The Design-Build Firm shall provide signing and pavement markings in accordance with the FTE Traffic Guide Drawings in Appendix V for each toll site and approach road to the facility.

The Design-Build Firm shall be responsible for the design of all new or retrofit sign supports (post, overhead span, overhead cantilever, bridge mount and any applicable foundations). The Design-Build Firm shall show all details (anchor bolt size, bolt circle, bolt length, etc.) as well as all design assumptions (wind loads, support reactions, etc.) used in the analysis. In addition to sign panels required for this project, sign supports shall be designed to accommodate any future sign panels depicted in the Guide Sign Locations and Requirements in Appendix K. Mounting types for various signs shown in Appendix K shall not be changed by the Design-Build Firm (i.e. if the proposed or existing sign is shown as overhead it shall be overhead and not changed to ground mount) unless approved by the Department. Any existing sign structure to be removed shall not be relocated and reused, unless approved by the Department.

The structural design for any existing sign support structures to remain shall be evaluated for any new or modified sign panels. This evaluation shall be in accordance with the applicable codes, manuals, and guidelines specified in Section V.A. of this RFP. Any existing sign structure that requires evaluation and does not meet the applicable criteria shall be replaced by the Design-Build Firm.

It shall be the Design-Build Firm's responsibility to field inventory and show all existing signs within the Project limits and address all signage within the Project limits along with any necessary advance signing beyond the project limits. Existing single and multi-post sign assemblies impacted by construction shall be entirely replaced and upgraded to meet current standards. Existing sign assemblies not impacted by construction can remain.

Overhead sign trusses that span both directions of traffic on SR 23 are not permitted for new sign structures.

Cross sections shall be provided for all multi-post signs related to tolling.

P. Lighting Plans:

The Design-Build Firm shall provide a Lighting Design Analysis Report (LDAR) and prepare lighting plans in accordance with Department criteria.

The Design-Build Firm shall be responsible for locating the Department's existing lighting system.

All light poles shall be located along the outside of the roadway typical section for maintenance access purposes. Light poles in the median are not allowed. Light poles shall not be mounted on the traffic barrier between the roadway and the shared use path on Bridge No. 5.

The type of lighting (poles, arms, and luminaires) used on SR 23 from Sta. 1620+00 to the End Construction location shall match the type of lighting constructed in this segment under FPID 422938-5-52-01.

At bridge locations where underdeck lighting is mounted to retaining walls, provisions shall be included in the design of the underdeck lighting system to accommodate the installation of underdeck lighting for the bridge widening associated with the ultimate 8-lane typical section of SR 23. The provisions shall include installation of any conduit or junction boxes required for the future lighting such that lighting fixtures and electrical conductors can be added in the future without modifying or adding additional attachments to the retaining wall.

Proposed light poles shall not be placed at the bottom of drainage ditches or swales.

The Design-Build Firm shall perform a detailed field review of the existing lighting system (poles, luminaires, sign luminaires, conductors, conduits, grounding, enclosures, pull boxes, load centers, service points, utility transformers, etc.) to document the characteristics and working condition of the existing system prior to the start of construction. The review shall include all circuits where a portion of the circuit lies within the project limits. Within 30 days following Notice to Proceed, the Design-Build Firm shall submit a report to the Department documenting any nonoperational elements or other deficiencies requiring repair or maintenance to restore the system to full functionality. Upon concurrence with the findings of the Design-Build Firm's report, the Department will take responsibility for the repair or maintenance items identified in the report.

At the end of each work shift where construction activities occur within the vicinity of an existing lighting circuit, the Design-Build Firm shall be responsible for inspecting the lighting on the existing circuit to verify it is operational. If any lighting on the existing circuit is nonoperational, the Design-Build Firm shall notify the Department. The Department will diagnose the cause of the nonoperational lighting and the Design-Build Firm will be responsible for repairing any damage caused by the construction activities. The Design-Build Firm shall complete all work necessary to repair such damage and return the lighting system to full functionality within 14 calendar days of notification by the Department. The Design-Build Firm shall be responsible for reimbursing the Department's Asset Maintenance Contractor for diagnostic services if damage to the existing lighting system is determined to have been caused by the construction activities. The Department will remain responsible for routine maintenance such as bulb replacement.

The Design-Build Firm shall develop and submit for approval, a Load Center/Circuit/Pole Number identification plan that is compatible with the existing lighting systems maintenance identification scheme.

Where existing roadway lighting circuit sources (services, load centers, etc.) are being removed, the Design-Build Firm shall either:

1. Provide a new load center per current codes and all applicable criteria.
2. Identify an existing load center capable of feeding the existing and proposed lighting while meeting all current codes and all applicable criteria.

All modified load centers shall comply with all applicable criteria and shall be in like new condition.

Existing light poles, luminaire arms, luminaires, and load centers identified for removal shall be coordinated with the Maintaining Agency as to whether these features will become the property of Design-Build Firm or salvaged, transported, and delivered to the Maintaining Agency for future use.

Where new electrical services are required, the Design-Build Firm shall coordinate the final locations of the distribution transformer and service poles to minimize service and branch circuit conductors and conduit lengths. Each service point shall be separately metered.

The Design-Build Firm shall comply with the requirements of each jurisdictional authority within the Project limits. Compliance with the jurisdictional authority includes but is not limited to: field reviews, technical meetings, special deliverable, etc. It is the Design-build Firm's responsibility to verify and comply with all jurisdictional authority's requirements.

Q. 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 determine the Maintaining Agency for each signalization location and shall coordinate with the Maintaining Agency during the design phase to ensure the design meets all applicable requirements and is approved by the Maintaining Agency.

All traffic signal controller assemblies shall be compatible and interchangeable with the existing traffic signal equipment used by the Maintaining Agency and shall be provided with a UPS.

The signal phasing and timing in the final condition at signalized intersections shall conform to the Opening Year Traffic Signal Phasing Plan provided in Appendix X.

All proposed signals located within St. Johns County shall be interconnected.

Unless otherwise specified, all traffic signal supports shall consist of strain poles. Traffic signal supports at the CR 16A Spur/CR 210 intersection and the CR 16A/CR 16A-1 intersection shall consist of mast arms. The existing mast arms at the CR 16A Spur/CR 210 intersection shall be completely replaced.

Provide pedestrian push buttons and count-down signal heads at all signalized pedestrian crossings.

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 Design-Build Firm shall prepare separate Signalization and ITS component plan sets. The ITS component set shall include at minimum the following:

- Key Sheet
- Signature Sheet
- Tabulation of Quantities (list applicable FDOT pay item numbers)
- General Notes
- Legend
- Pole Data Sheet
- Project Layout sheets showing locations of field elements and plan sheet layout
- Plan Sheets (1" = 100' with 1" = 40' details as required) providing details on ITS field device locations, fiber optic cable routing, electrical service, pull boxes, cabinets, trenching, HDD, and other reference features such as guide signs, structures, roadway and drainage features, existing ITS features, utilities, right of way, easements, wetlands, etc.
- Roadway cross-section at each ITS field device location
- Detail Sheets:
  - Structure, attachment, display/layout (all field elements)
  - 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
  - Geotechnical information supporting ITS foundation and structure design

The Design-Build Firm shall prepare, submit and seek Department approval for all the required plans and documents, schematic diagrams, cabling/wiring diagrams, splice diagrams, and other pertinent information related to the equipment, materials and incidentals required for a fully functional system.

The Design-Build Firm shall complete the ITS Design Checklist provided in Appendix R and provide the checklist with each phase submittal.

An ITS Communications meeting shall be held within 30 days after contract execution and prior to the start of ITS design. The Design-Build Firm shall have members of both the design and construction team present at this meeting. The Department and CEI shall also have relevant personnel attend. This meeting will be used to review the existing communications layout, the proposed temporary communications layout, and the proposed future communications layout; provide contact information for all relevant project personnel; and review the constraints for communications disruptions as detailed within this RFP and other Contract Documents.

Prior to submittal of the 90% plans, the Design-Build Firm shall meet with District and FTE Traffic Operations personnel to review the proposed ITS plan. This meeting shall include roadway design, ITS, and structures design representatives from both the Department and the Design-Build Firm as well as representatives from the Design-Build Contractor and the CEI. This meeting is mandatory and shall occur a minimum of 15 calendar days (excluding weekends and Department observed holidays) prior to any 90% ITS component submittals.

The Design-Build Firm shall submit the following Systems Engineering documents to the Department for

approval. The contents of each submittal shall be in accordance with the requirements outlined in Florida's Statewide Systems Engineering Management Plan.

1. System/Subsystem Requirements Specification
   https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/traffic/its/projects_deploy/semp/fm-se-17-system-and-subsystem-requirements-template.docx?sfvrsn=17b55084_2

2. System Test Plan
   https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/traffic/its/projects_deploy/semp/fm-se-18-system-test-plan-template.docx?sfvrsn=e4e99d69_2

3. Test Procedures
   https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/traffic/its/projects_deploy/semp/fm-se-19-test-procedures-template.docx?sfvrsn=81980e41_2

4. Test Report
   https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/traffic/its/projects_deploy/semp/fm-se-20-test-report-template.docx?sfvrsn=8000d438_2

5. Quality Management Plan
   https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/traffic/its/projects_deploy/semp/fm-se-10-quality-management-plan-template.docx?sfvrsn=2c16fe2e_2

The Design-Build firm is responsible for ensuring project compliance with the Regional ITS Architecture and FDOT ITS Topic 750-040-003-c, Systems Engineering and ITS Architecture Procedure as applicable. This includes, but is not limited to, the development or update of a concept of operations, the development or update of a Systems Engineering Management Plan (SEMP), and Requirement Traceability Verification Matrix (RTVM) as well as coordination of document review. The Systems Engineering documents shall be submitted and approved by the Department prior to any phase plan submittals.

Minimum Technical Requirements (MTR) for the proposed ITS system are provided in Appendix S. Unless specifically noted otherwise in this RFP, the Design-Build Firm shall adhere to the MTR for all activities involving ITS. The Design-Build Firm's maintenance responsibilities for the ITS system during construction are defined in the MTR. Section 8.7 of the MTR (Generators) shall not apply to this project.

Prior to construction, the Design-Build Firm shall inventory and test the existing ITS fiber optic network and devices within the project limits as described in Section 1.2 of the MTR. Within 30 days following Notice to Proceed, the Design-Build Firm shall submit a report to the Department documenting any nonoperational elements or other deficiencies requiring repair or maintenance to restore the ITS system to full functionality. Upon concurrence with the findings of the Design-Build Firm's report, the Department will take responsibility for the repair or maintenance items identified in the report.

The Design-Build Firm shall detail existing Signalization and Intelligent Transportation System equipment in the plans and shall identify which devices will be removed, replaced, or impacted by the 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 ITS components. This shall include but not be limited to all proposed ITS components of this project as well as existing sub-systems that remain or are re-deployed as the final project.

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

- Install two new 96-count single-mode fiber optic backbone cables along the limited access right of way line on the north side of SR 23. The backbone shall be spliced with the existing SR 23 fiber optic backbone at the nearest splice vault within the L/A right of way constructed under FPID 422938-5-52-01 and shall terminate in a new splice vault at Sta. 1370+00 (Begin Project location).
- Install a new fiber optic conduit, pull box, and splice vault system for the new fiber optic communications system. Provide four 1.25" conduits for the fiber optic backbone (two for backbone fiber, one for tone wire, and one spare) and three 1.25" conduits for lateral drops (one for drop fiber cable, one for tone wire, and one spare). Provide one 2" conduit for power with the fiber optic backbone and all lateral drops. Pull box locations shall meet the maximum spacing requirements in the MTR.
- All backbone conduit shall be underground with the exception of the St. Johns River crossing. At the St. Johns River crossing, the backbone conduit shall be transitioned to the traffic railing of Bridge No. 5. See Appendix Y for the required conduit configuration in Bridge No. 5.
- All splice boxes must be H-20 or HS-20 load rated with minimum dimensions of 54" (L) x 54" (W) x 48" (D).
- 600V step-up electrical systems are prohibited.
- Install Dynamic Message Signs (DMS) at the locations shown in Appendix K. All DMS panels shall be walk-in type.
- Install CCTV cameras along the corridor to meet the minimum coverage requirements in the MTR. At all interchanges, coverage of the local roadway shall be provided for a minimum of 1,000 feet in each direction measured from the centerline of SR 23. Maximum CCTV camera spacing shall be 1 mile. Dedicated verification CCTV cameras meeting the MTR requirements shall be installed for all DMS. Install a dedicated CCTV camera at each signalized intersection, mounted to a mast arm or strain pole.
- Install Microwave Vehicle Detection Sensor (MVDS) devices at a maximum spacing of 1/3 mile throughout the SR 23 corridor.
- Install at least one Vehicle Detection System-Automatic Vehicle Identification Bluetooth (VDS-AVI Bluetooth) device along each segment of SR 23 between interchanges.
- Install one Road Weather Information System (RWIS) sensor within in the main channel span of Bridge No. 5.
- All ITS cabinets shall be pole mounted cabinets with the exception of DMS cabinets, which shall be base mounted on equipment pads.
- Proposed ITS devices and their supports shall not be placed at the bottom of drainage ditches or swales.

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. See the Minimum Technical Requirements provided in Appendix S for additional requirements related to ITS construction and integration services.

4. Testing and Acceptance:

Detailed testing requirements related to the ITS system are included in the Minimum Technical Requirements provided in Appendix S.

R. Landscape Opportunity Plan:

It is the intent of this work item to preserve the opportunity to provide for significant landscape planting areas within the Project limits that meet the intent of FDOT Highway Beautification Policy. The landscape opportunity design shall adhere to the FDOT Highway Beautification Policy with the intent of creating a unified landscape theme for the project.

The Design-Build Firm shall provide the necessary site inventory and site analysis and shall prepare a "Landscape Opportunity Plan" (Opportunity Plan) as part of the roadway plan set. The Landscape Opportunity Plan shall consider the Design-Build Firm's proposed roadway improvements, utilities, setbacks and clear zone dimensions, community commitments and other Project needs in identifying future landscape planting areas. Landscape opportunity areas should be preserved in accordance with the Department's Landscape Policy, Topic No. 000-650-011-d.

The Opportunity Plan shall include the following:

1. Proposed improvements and existing elements to remain as associated with the Project.
2. Vegetation disposition depicting existing plant material to be removed, relocated or to remain.
3. Wetland jurisdictional lines.
4. Proposed drainage retention areas and easements.
5. Proposed utilities and existing utilities to remain.
6. Graphically depicted on-site and off-site desired or objectionable views.
7. Locations of landscape opportunity planting areas in a bubble format which identifies various vegetation groupings in a hatched or colorized manner. Examples are: "trees/palms/shrubs", "shrubs only", "buffer plantings", etc.
8. Provided and labeled applicable clear zone, horizontal clearance, setback dimensions on the plans and in chart form which reflect AASHTO, FDOT and Department guidelines for landscape installation and maintenance operations, including those that have been coordinated with other disciplines
9. Identified outdoor advertising locations, owners and contacts and shown 1000 ft. view zone.
10. Indicated potential area(s) for wildflower plantings.

The format of the Landscape Opportunity Plan shall be in accordance with FDM 228.3.2.

Landscape construction documents and landscape installation are not included in this contract and shall be provided by others.

Disciplines that will have greatest impact to preserving landscape opportunities include environmental, drainage, utilities, signing, lighting and ITS. The DBLA shall identify potential conflicts relating to preserving opportunity landscape areas and provide suggested resolutions to preserve them. If conflicts cannot be resolved by the Design-Build Firm and the DBLA, they shall be discussed with the Department's Project Manager and District Landscape Architect for coordination and resolution prior to a final decision. Coordination and outcomes with sub-disciplines shall be documented in a Design Memorandum or as notes on the Opportunity Plan.

The DBLA shall research and confirm any legally permitted outdoor advertising billboard (ODA) within 1,000-feet of the Project limits. The ODA sign(s) and 1,000-feet maximum vegetation protection zone limit shall be indicated on the plans. The Design-Build Firm's Landscape Architect shall provide a copy of all correspondence and attachments to the Department's District Landscape Architect.

The DBLA shall conduct a visual survey of existing vegetation within and adjacent to the Right of Way of the project. General locations of existing vegetation that will remain after roadway and associated improvements are completed shall be shown with notations of general plant species in each location on the Opportunity Plan. The DBLA shall identify proposed buffer areas as needed.

The DBLA shall meet with the District Landscape Architect prior to the beginning of work for the purposes of coordination and to discuss adherence to the Highway Beautification Policy. No proposed planting areas indicated on the Opportunity Plan can occur in: federal and/or state jurisdictional wetlands or other surface waters; within open water bodies; in the bottom of stormwater management facilities; or use obligate wetlands or facultative wetland species within 25 feet of the seasonal high water of wetlands or other surface waters. Limited plantings may occur on the slopes and bottom of stormwater management facilities once coordinated with the District EMO office, District Drainage Engineer and the District Landscape Architect. Trees may not be planted within 5 feet of storm sewer pipes and utilities.

S. Tolling Infrastructure Requirements:

The project includes the construction of one new toll site and modification of one existing toll site. A Toll Siting Technical Memorandum (TSTM) has been prepared for this project and is included in the Reference Documents. Conceptual Toll Site Plans based on the toll siting considerations documented in the TSTM are provided in Appendix M. The Design-Build Firm shall construct all new and modified toll sites at the locations shown in the Horizontal Layout and the Conceptual Toll Site Plans (Appendix G and Appendix M, respectively), which represent the locations that have been reviewed by and are acceptable to the Department. Any deviations from the locations specified in Appendix M require the submittal of an updated TSTM through the ATC process.

The Design-Build Firm shall furnish and install new tolling infrastructure per the GTR as stated in Appendix L. The GTR includes toll facility design criteria specific to all toll sites. The Design-Build Firm shall refer to and comply with all GTR design criteria and construction requirements for a complete and fully operational toll site. The GTR includes requirements for providing full utility connections for power and communication to all toll sites. Permanent primary power including all primary conductors and conduit up to and including the utility transformer and pad must be installed and capable of being energized upon setting of the meter prior to delivery of the toll equipment building.

The table below is a complement to the GTR and contains infrastructure types and quantities that shall be furnished and installed by the Design-Build Firm.

	Tolling Point

Infrastructure Type & Quantity	Site 1	Site 2	Site 3
Gantry Type	Accessible	Non-Accessible	Non-Accessible
Gantry Quantity	1	1	1
Pavement Type	Asphalt	Asphalt	Asphalt
Building Type	New	New	New
Building Quantity	1	1	1
E6 Reader Location	Gantry	Gantry	Gantry
Building Communication Type	Dept. Fiber + Leased Line	Dept. Fiber	Dept. Fiber
Leased Line to Point of Service	Yes	No	No
End to End Testing	Yes	Yes	Yes

The GTR includes gantry structural, geotechnical, electrical and supplemental pavement design criteria specific to each tolling point.

The Design-Build Firm shall be responsible for providing a building design meeting current building code requirements at the time of permit application. The Design-Build Firm shall be responsible for obtaining required building permits. Refer to the GTR for building permitting and State Fire Marshal requirements.

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, DVD, or Flash Drive. Bookmarks which provide links to content within the Technical Proposal are allowed. Bookmarks which provide links to information not included within the content of the Technical Proposal shall not be utilized. 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 the entire Technical Proposal electronically in PDF format along with 4 hardcopies of each Technical Proposal roll plot to:

Florida Department of Transportation District Two

Attention: Jim Brown
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" x 17" 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 summary documenting the proposed Category 2 elements for each bridge as defined in FDM 121.3.
- 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.

Section 2: Plans

- Plan and Profile views of the proposed improvements and Traffic Control Plans shall 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 allowed provided it clarifies the plan and profile views. However, 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. All other information not included on the roll plots, such as typical sections, special emphasis details, structure plans, etc., shall be provided on 11" x 17" sheets.
- Provide a Landscape Opportunity Plan that depicts preserved planting locations for the entire project limits. The Landscape Opportunity Plan shall show all preserved planting areas to be used for future landscaping designs.

Format shall be a roll plot with a maximum width of 36" and a maximum length of 8'.

- Right of Way Maps and Legal Descriptions (including area in square feet) of any proposed additional Right of Way parcels if applicable and approved through the ATC process.
- Provide Technical Proposal Plans in accordance with the requirements of the FDOT Design Manual, except as modified herein. In addition to the FDM requirements, provide the following items:
  - Roll-plot containing the proposed signalization, signing, and ITS layout.
  - For piers supporting post-tensioned spliced girder units, if proposed, provide details depicting how the anchorage clearance requirements of SDG Table 1.11.1-1, as well as clearances for jacking and future tendon replacement, will be provided at the end of the unit (non-stressing end).
- The Plans shall complement the Project Approach.

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)

The Design-Build Firm is to address the quality and suitability of the following elements in the Technical Proposal including, but not limited to:

- Roadway and Drainage design
- Structures design
- Signing & Pavement Markings, Signalization, Lighting, ITS, and Toll design
- 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

The Design-Build Firm shall address 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, 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.

The Design-Build Firm shall address the following elements:

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

The Design-Build Firm shall address design aspects that minimize impacts to the environment and insure that all environmental and other project commitments are honored.

The Design-Build Firm shall address design and utility coordination efforts that minimize the potential for adverse impacts and project delays due to utility involvement.

The Design-Build Firm shall address how the design minimizes periodic and routine maintenance. The following elements should be considered: access to provide adequate inspections and maintenance, type of construction materials, quality of construction materials, and impacts to long term maintenance costs.

2. **Construction (35 points)**

The Design-Build Firm is to address construction methods that accomplish the following in the Technical Proposal:

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

3. **Innovation (5 points)**

The Design-Build Firm is to address innovative design approaches and construction techniques which address the following elements in the Technical Proposal:

- 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)**

The Design-Build is to address the following Value Added features in the Technical Proposal:

- 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 Bridge Components	5 years

D. Final Selection Formula:

The Department 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 LOI and Technical Proposal)

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.

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. 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 Technical Score. Following announcement of the Technical Scores, the sealed Bid Price Proposals will be opened and the adjusted scores calculated. The Department will document the preliminary bid results as presented in the meeting. 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 all 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 (see Appendix A) 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 $**719,729.00** 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 fully execute the stipend agreement within one (1) week after the Short-List protest period for 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."

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 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: Jim Brown
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.