

Work Plan
Special Experimental Project No. 14 (SEP-14)
Alabama Department of Transportation
Alternative Technical Concepts for Design-Bid-Build
January 23, 2017

Introduction

The Alabama Department of Transportation (ALDOT) proposes to use an Alternative Technical Concept (ATC) procurement approach on this project on a trial basis under the provisions of Special Experimental Project No. 14 (SEP-14).

Purpose

Successful bidders will approach ALDOT proposing changes to the construction methods of that project. These are often submitted as Value Engineering (VE) proposals after contract award under which the contractor retains one-half of the value, if approved. The purpose of using Alternative Technical Concepts (ATCs) for this project, is to encourage proposers to use innovation in developing their proposal package by giving more flexibility in techniques and materials to be more competitive in pricing prior to contract award.

Background

ALDOT has previously had no statutory authority to entertain ATCs prior to contract award. In 2016, the Legislature amended Title 23-1-40, Code of Alabama to allow Alternate Procurement Methods. ALDOT may award public road, bridge, or tunnel projects through any existing procurement authority, proposals, or other means of procurement used for public works project delivery. ALDOT can now accept ATCs through proposal negotiation.

Proposal

ALDOT proposes to utilize ATCs on this project under Title 23-1-40. ALDOT expects more competitive pricing between the proposals and also potentially gain a less disruptive Maintenance of Traffic (MOT) plan. ALDOT will solicit proposals from the seven (7) prime contractors (noted as proposers under this procurement process) that attended the October 13, 2016 conference. ALDOT will conduct individual meetings with each proposer that would like to submit a proposal to provide them informational material and explain the process for submittal.

Following the meetings, the proposer will have approximately four (4) weeks to submit ATC proposals to ALDOT. The Chief Engineer will appoint a team to review and respond to the ATC proposals. The ALDOT will have two (2) weeks to respond to each proposal with either acceptance, conditional acceptance, denial, or no ATC is required. If an ATC is given a conditional acceptance, the proposers will have two (2) additional weeks to make modifications to their proposal and resubmit for final consideration. ALDOT will respond on the last day of the two (2) week resubmittal period with either a final acceptance or denial. Following the final determination, proposers will then have four (4) additional weeks to prepare a bid proposal and submit to ALDOT. Each proposer will have a maximum of ten (10) accepted ATCs that can be submitted on the bid proposal so that adequate time is provided the review team to respond to all ATCs.

Accepted ATCs will be submitted in the bid proposal by indicating the unique pay items that will be included in each accepted ATC on a separate worksheet that is attached to the bid proposal. These unique pay items will then be given a \$0.00 value in the unit bid prices for each line item in the bid proposal. The ATC worksheet will have a place to indicate a lump sum price for each accepted ATC and that lump sum price will be shown on the bid proposal on the line items for each accepted ATC proposal. The ATC worksheet shall also include a list of each proposed major component that comprises the ATC and a unit bid price for each, so that any work requested beyond the original scope can be paid by unit prices rather than renegotiating the lump sum price, as well as establish a schedule of values to determine the percentage of payment due on the monthly estimates for each accepted ATC.

Expectation

ALDOT expects that using ATCs will provide more competitive bidding among the proposers by encouraging innovation in the materials and techniques proposed. Follow up meetings held with the previous bidders revealed that there were various alternatives that could be considered to reduce costs and reduce the impact to traffic. As a result of these meetings, ALDOT determined that the ATC option would best provide the proposer an opportunity to use innovation.

Evaluation

ALDOT will evaluate the proposals utilizing each proposer's base bid combined with a value assigned for the mainline traffic impacts during the CBD bridge demolition and reconstruction. Each day that a proposer intends to close lanes on the mainline bridge during their demolition and reconstruction, a fee will be assessed for each direction based on the number of lanes closed. The fees assigned to a single lane closure, a double lane closure and complete interstate closure will be multiplied by the number of each type for each direction that the proposer anticipates needing to determine a value of the traffic impacts. The value of this traffic impact will then be added to the proposer's base bid to determine an adjusted bid. The lowest adjusted bid will then be recommended to the Transportation Director for final selection.

Following the completion of this process, ALDOT will evaluate this process and generate a summary report of their findings. The report shall include industry input and reaction, an evaluation of the ATC process and its effectiveness relative to the project, time and cost savings and lessons learned. The completed report will be distributed to key personnel within ALDOT and to FHWA.

ACIMF-I059(385) and ACIMF-I059(394)

January 5, 2017

Introduction

Pursuant to Title 23-1-40, the Alabama Department of Transportation (ALDOT) has issued this Request for Proposals (RFP) to solicit competitive bids and proposals from Design-Build Firms (Firm) for the design and construction of Project Numbers ACIMF-I059(385) and ACIMF-I059(394) in Jefferson County. The purpose of these projects is to replace the structurally deficient and functionally obsolete bridges along I-59/20 and improve traffic operations through the City of Birmingham's Central Business District (CBD). These projects begin at the I-59/20 and I-65 junction in Birmingham and end at the I-59/20 north of the 31st Street North interchange. The scope of work is shown in the attached plans and includes, but is not limited to, reconstructing the access into downtown Birmingham from the north/east, reconstructing portions of the Elton B. Stephens/Red Mountain Expressway interchange, replacement of the mainline CBD bridges and drainage/surface street improvements underneath the CBD bridges. The length of these projects is approximately 2.5 miles.

The attached plans have been developed in accordance with the ALDOT 2012 Standard Specifications, as modified by Special Provisions, and the approved design criteria. These projects must be constructed in accordance with ALDOT 2012 Standard Specifications, policies, procedures and guidelines. Any modifications to the plans as proposed by the Firm must also conform to these standards unless otherwise approved by ALDOT.

The Right of Way, as shown in the attached plan assemblies, has already been acquired by ALDOT. The required utility relocations are ongoing to accommodate the design as also shown in the attached plan assemblies. ALDOT has obtained the required environmental clearances and interchange modification study (IMS) approvals for this design. Any variations that the Firm would propose affecting the acquired Right of Way, approved environmental document, or IMS will be covered under the Alternative Technical Concepts (ATC) Section.

This RFP does not exhaustively list or mention all governing specifications, special provisions, plan requirements, etc. The Firm's attention is called to Article 102.05 regarding the examination of all contractual documents prior to submitting a proposal.

General Description of Work

Access into/out of Downtown Birmingham

The Firm will be required to construct new access from I-59/20 Southbound to the intersection of 25th Street and Richard Arrington Jr Boulevard, as well as a return access from the same intersection to I-59/20 Northbound. This work will also include modifying all existing access between I-59/20 and 31st Street North.

Elton B. Stephens/Red Mountain Expressway Interchange Modifications

The Elton B. Stephens/Red Mountain Expressway (RME) Northbound Ramp to I-59/20 Northbound will be widened to two (2) lanes, twelve (12) feet wide each, plus varying inside and outside shoulders. This will include widening the existing bridge on I-59/20 Northbound over 28th Street North. The RME Northbound Ramp to I-59/20 Southbound will be reconstructed as two (2) lanes, twelve (12) feet wide each, with four (4) foot inside and ten (10) foot outside shoulders during the same time period as the mainline CBD bridges are being reconstructed. The Ramp from I-59/20 Northbound to RME Southbound will also be partially reconstructed during the same time period as the mainline CBD bridges are being reconstructed.

I-59/20 at I-65

The Ramp from I-59/20 Southbound to I-65 Southbound and the ramp from I-65 Northbound to I-59/20 Northbound may both be widened during the same time period as the mainline CBD bridges are being reconstructed and no traffic is using the ramps. If the Firm elects to perform this work outside of the mainline closure period, appropriate lane closure or roadway closure rental rates may be assessed.

Mainline CBD Bridges

The mainline CBD Bridges that begin just west of 15th Street North and end just east of the Norfolk Southern Railroad Crossing shall be reconstructed using concrete segmental construction only. Each roadway shall be constructed as an independent bridge with three (3) each twelve (12) foot through lanes, twelve (12) foot auxiliary lanes and ten (10) foot inside and outside shoulders. The number of foundations and locations as shown in the attached plans are fixed based on the utilization of the space underneath the bridge in a future project. However, the type of foundations can be proposed as an ATC.

Casting yards shall be the responsibility of the Firm. The Firm shall also be responsible for securing the location(s), negotiating terms of use and obtaining any necessary permits, clearances and other considerations required to operate the casting operation.

Lighting

The Interstate roadway lighting will be a combination of high mast lighting and bridge mounted lighting as shown in the plans. Bridge mounted lighting shall be used on the mainline CBD bridges from east of 17th Street North to west of 23rd Street North.

Aesthetic lighting will be incorporated underneath the mainline CBD bridges, on the bridge substructure, and using ground mount installations. Bridge mounted aesthetic lighting shall include general area lighting, column aesthetic lighting, and segmental external web aesthetic lighting. All bridge mounted aesthetic lighting shall be capable of being wirelessly remote controlled for light level. Red, green, and blue (RGB) color changing LED lights shall be used for column aesthetic lighting and segmental external web aesthetic lighting and shall be capable of being wirelessly remote controlled. Ground mounted aesthetic lighting shall be in accordance with the Birmingham City standard and the attached plans. Each lighting control center shall be equipped with a photocell capable of energizing and de-energizing the system.

Surface Streets

Surface streets shall be constructed, reconstructed, or resurfaced all in accordance with the attached plans. Pedestrian facilities shall be constructed at a minimum to a level shown in the plans. The section of 9th Avenue North between 19th Street North and Richard Arrington Jr Boulevard shall be constructed as a colored, stamped concrete pavement such that the outside edges are flush with the adjacent pedestrian facilities, except for minimal profile transitions at each end. The alignment of 9th Avenue North between 15th Street North and 23rd Street North

shall match the alignment shown in the attached plans. All on-street parking areas and off-street parking areas shall be constructed in accordance with the attached plans.

Drainage

The plans, as provided, show detention areas and a concrete drainage culvert between 19th Street North and 25th Street North. The intent of these drainage features is to provide overflow relief from the existing drainage structure conveying Valley Creek on the east end of the projects, to intercept the surface street drainage between 19th Street North and 25th Street North, and to capture the CBD mainline bridge drainage.

Demolition

No demolition of the mainline CBD bridges may begin until downtown access ramps are open to traffic on the east end of this project and the adjacent ACIMF-1059(383) project has traffic operating in its permanent location. Partial demolition on ramps may be proposed as an ATC where the Firm has provided alternate access into and out of downtown.

Demolition may be limited by Birmingham’s noise ordinance. Any waivers requested or granted for the noise ordinance will be the responsibility of the Firm.

Maintenance of Existing Bridge Structure Prior to Demolition

The Firm will be responsible for maintaining the existing roadway network within the scope of these project limits as per ALDOT Standard Specifications. This will include the CBD mainline bridges.

Miscellaneous Work Request

These projects are within 20,000 feet of an international airport and may require FAA clearance for the erection of cranes and other equipment that may exceed a 100:1 surface from any point on the runway.

Oversized and/or overweight permitting shall be the responsibility of the Firm and shall be obtained as necessary from the City of Birmingham and ALDOT for all construction operations.

Interchange Modification Study

The lane configurations and geometrics as shown in the attached plans have been approved by the Federal Highway Administration (FHWA) through the Interchange Modification Study (IMS) for this project. The approved IMS is attached for the Firm’s review and information.

Environmental Document

The Environmental Document for this project was a Finding of No Significant Impact (FONSI) and was approved by FHWA on June 25, 2015. The acquired Right of Way limits shown on the plans represent the environmentally cleared limits. The approved FONSI is attached for the Firm’s review and information.

Railroad

An Agreement between ALDOT and Norfolk Southern is in place; however, close coordination will be required when the Firm is working in and around the Railroad Right of Way. Special shoring requirements are shown in the attached plans for the use of an underslung truss during segment erection over the railroad tracks. The Firm will need to coordinate with the railroad if other means are proposed for segment erection over the tracks and will be solely responsible for securing approval of the railroad for any variation from the attached plans.

Maintenance of Traffic

The Firm will be responsible for maintenance of traffic as shown in the attached plans. Any variation from the attached plans must conform to the Manual for Uniform Traffic Control Devices (MUTCD), 2009 edition and current applicable ALDOT special and standard drawings. Any variations proposed by the Firm must have the approval of ALDOT prior to being implemented in the field.

The Firm may propose an ATC for the maintenance of traffic during the construction of these projects. A temporary minimum lane width of eleven (11) feet shall be maintained for the interstate roadway lanes and ramps, with a temporary minimum shoulder width of one (1) foot, if adequate drainage is maintained to minimize spread encroaching into open traffic lanes. Surface streets shall maintain a temporary minimum lane width of ten (10) feet without encroaching into gutters or onto drainage inlets.

The Firm shall keep a minimum of one northbound and one southbound surface street accessible to vehicles and pedestrians at all times during construction in the following areas:

- Between 15th Street North and 18th Street North (these streets will accommodate pedestrian access between the Fountain Heights Environmental Justice community and the Birmingham CBD)
- Between 19th Street North and 23rd Street North
- Between 24th Street North and 25th Street North

Lane Closures and Lane Rentals

Lane closures may be used to facilitate construction operations and are further defined in Special Provision 12-1972. Any rolling roadblocks, single lane closures, double lane closures, ramp closures, or complete roadway closures that the Firm plans to implement, with the exception of demolishing and reconstructing the mainline CBD bridges, shall be in accordance with the Traffic Control Notes in the provided plans. The Firm shall also coordinate with the Engineer and with the local government entities for all traffic restrictions and/or work restrictions that are not listed in the Traffic Control Notes.

All closures that are within the time frames shown in the Traffic Control Notes are considered free lane closures and will be allowed at no cost to the Firm. Closures outside of the time frames shown in the Traffic Control Notes will be assessed a rental rate in accordance with Special Provision 12-1972 depending on the following criteria:

- Location of closure(s)
- Day of the closure(s)
- Time of day of the closure(s)
- Number of lanes closed

Demolition and reconstruction of the mainline CBD bridges shall be treated independently from the other lane closures described above. Lane closures or roadway closures relative to this work are assigned a different value. The intent of establishing these values is to aid in bid evaluation and in determining any incentive payments or disincentive deductions. Each Firm shall submit the number of days that they anticipate partially or completely closing the interstate lanes for the purposes of demolishing and reconstructing the mainline CBD bridges to substantial completion and traffic is operating in its permanent location with only free lane closures, as defined above, required to complete any remaining items of work. The value of the appropriate closure(s) will be multiplied by the number of anticipated days to determine a value of the closure. This value will then be added to the Firm's bid amount to determine an overall value. The overall value will then be used to determine the best value bid for recommendation to the Transportation Director for approval. Closures for demolition and reconstruction operations shall be assessed using a lane-day value per direction of I-59/20 according to the following schedule:

| | |
|-----------------------------|--|
| Single lane closures: | \$42,500 per direction per day |
| Double lane closures: | \$105,000 per direction per day |
| Complete roadway closures*: | \$125,000 per direction per day |

*Any operation requiring a closure of more than two lanes per direction shall be classified as a complete roadway closure.

The number of days for each closure (single, double, and complete) submitted by the successful Firm shall also become part of the contract terms for the demolition and reconstruction of the mainline CBD bridges. The days submitted for each closure type will become the baseline for the work and be used to determine any incentive payments or disincentive deductions. If the successful Firm completes the work in less days than the baseline, an incentive payment will be made equal to the number of complete days remaining (no credit will be given for partial days) for each type of closure multiplied by its corresponding value. If the successful Firm completes the work in more days than the baseline, a disincentive deduction will be assessed equal to the number of complete or partial days (partial days will be considered a full day) that the work is not completed beyond the baseline for each type of closure multiplied by its corresponding value. This disincentive will be deducted from the next normal payment due the successful Firm.

Right of Way Acquisition

All required Right of Way has been acquired per the attached plans. The Firm has right of entry to all properties shown on the attached plans for the purposes of constructing the projects. No property has been acquired for the purpose of constructing or operating a casting yard by ALDOT. All property required for constructing or operating a casting yard is considered separate from the acquired Right of Way and is considered the sole responsibility of the Firm.

Utility Coordination

Utility companies have begun relocation efforts in accordance with the known conflicts based on the attached plans. All utility companies are considered reimbursable for their relocation efforts in accordance with the attached plans. If unknown conflicts arise during the course of construction in accordance with the attached plans, ALDOT will be responsible for reimbursement of the required work. If ALDOT approves variations of the attached plans at the request of the Firm, and utility conflicts arise as a result of such variations, the Firm will be responsible for reimbursement of any additional utility work required.

An existing 115kV buried power transmission line runs along 9th Avenue North from 15th Street North to 23rd Street North and turns south, where it continues along 23rd Street North until it reaches the power sub-station south of I-59/20. Special care must be taken when working in the vicinity of this buried power line. Special requirements are noted in the attached plans concerning vibration monitoring while working near this line, special back fill requirements, and the overall exposure of the line.

An overhead transmission power line crosses the Mainline CBD bridges near 23rd Street North. This line may conflict with the construction activities required for the demolition and reconstruction of the mainline CBD bridges. The Firm will need to coordinate any potential de-energization of this line with Alabama Power Company or make provisions to work around the line while energized. Contact information for Alabama Power Company Transmission is shown in the attached plans.

Due to the age and material of underground utilities in the vicinity of the mainline CBD bridges, there are ground loading restrictions on construction activities to provide protection for these underground facilities. Load mats are required in areas shown in the attached plans for use under construction equipment and activities. It shall be the responsibility of the Firm to reimburse and/or replace any damaged utilities due to construction activities.

Coordination with Adjacent Contractors

The Firm will be responsible for coordinating any overlapping work areas with on-going construction projects. The Firm will be responsible for coordinating roadway and street closures with adjacent projects to ensure that any traffic impacts will be minimized.

Coordination with the City of Birmingham

The Firm shall be responsible for securing all necessary permits through the City of Birmingham. The Firm shall be responsible for adhering to all applicable regulations and ordinances.

Disadvantaged Business Enterprise

This project is subject to a goal of 8% participation by Disadvantaged Business Enterprise (DBE). The Firm will be required to submit a utilization plan for DBE participation within five (5) calendar days of the proposal, and the plan must conform to the requirements listed in Special Provision 12-0095(2). The DBEs must be certified through the Alabama Unified Certification Program (ALUCP) for the categories of work listed on the plan. Failure to submit a DBE participation plan within five (5) calendar days of the bid proposal will result in rejection of the proposal.

Alternative Technical Concepts

Alternative Technical Concepts (ATCs) are encouraged as a part of the Firm's bid proposal. Any ATC proposed must either conform to the current standards, specifications, policies, procedures, and guidelines of ALDOT or the Firm shall be responsible for providing adequate documentation for ALDOT's review and determination as to acceptance. The Firms are responsible for all costs associated with developing and finalizing all ATC proposals. The Firm must identify and group together unique pay item numbers that will be submitted as an ATC. Each ATC must contain only the related unique items relative to the proposed alternative. If multiple alternatives are proposed, each grouping shall be considered a separate ATC proposal. Once the Firm has identified and grouped the unique pay item numbers together for each ATC, they shall develop a proposed concept for submittal to ALDOT for consideration. ALDOT will appoint an ATC review committee to make a determination concerning each proposed ATC and officially respond to the Firm concerning each individual ATC. The response shall include either acceptance, conditional acceptance, or denial, and any stipulation for such. The response may also include a determination that the proposal does not qualify as an ATC because it is already allowed or contemplated by the original RFP and ATC approval is not required. The Firm will then have fourteen (14) additional days to address any stipulations and resubmit for final acceptance. ALDOT will then give a final determination as to acceptance or denial of each individual ATC before the final bid proposal is completed and submitted. A maximum of ten (10) individual ATC proposals will be accepted.

All ATC correspondence shall be made through the State Office Engineer.

The Firm will have the option to bid the plans as shown or propose ATCs for any component that is not included in the following list of mandatory requirements:

- Concrete segmental bridge on mainline CBD bridges
- Location and maximum number of segmental bridge foundations on mainline CBD bridges
- Interstate roadway bridge mounted lighting on mainline CBD bridges from approximately 17th Street North to 23rd Street North
- LED lighting fixtures for all roadway lighting and designated aesthetic lighting
- Twelve (12) foot permanent lane widths and shoulder widths as shown on the attached plans
- Holophane ground mounted decorative lighting on surface streets as shown on the attached plans

As a part of the bid proposal submitted by the Firm, a lump sum price for each accepted ATC must be included, as well as a unit bid price for each unique item included as a part of each ATC. The unit bid price will be used only for the purpose of additional work requested by ALDOT that is beyond the limits shown in the attached plans. The lump sum price for each ATC will govern in determining the original contract price. If no work is requested beyond the limits shown in the attached plans, the lump sum price will be the basis for payment of the required work. If work is requested and performed beyond the limits shown in the attached plans, the lump sum price will be the basis for payment for the original work shown in the plans and the unit bid prices will be the basis for the additional work.

If the Firm proposes any ATC that will require a modification of the currently approved environmental document or the approved IMS, it shall be the Firm's sole responsibility to prepare any and all documentation required for the changes and secure the approval of ALDOT and FHWA. If an Approved ATC will require a design exception or variance, an addendum to the RFP will be issued to all Firms notifying them of the approved design exception(s) or variance(s). Such a change will require approval

by FHWA, as applicable. Prior to approving ATCs which would result in the issuance of an Addendum as a result of a design exception and/or variance, the Firm will be given the option to withdraw previously submitted ATC proposals. The time required to perform this work and secure the necessary approvals must be accounted for in the Firm's proposed timeline of work.

The Firm's engineer shall become the engineer of record for any approved ATC. Any engineer of record shall be properly licensed in the State of Alabama to offer professional engineering services at the time of submittal of written certifications concerning proposed ATCs.

Confidentiality

All ATC proposals, whether accepted or not, shall remain confidential throughout the solicitation process. Each Firm shall retain the rights of disclosure of their own proposed ATCs until contract award. After contract award, all ATCs of the successful Firm, whether accepted or denied, shall become the property of ALDOT and ALDOT retains the right to utilize them on these projects and any subsequent project without any obligation to the Firm or the engineer of record. This provision is not intended to deny rights provided by law with respect to patented materials or processes.

The Project file will clearly document all communications with any Firm but will remain confidential until the contract is awarded.

One-on-One ATC Discussions

Prior to any Initial ATC submittals, each Firm may request Individual One-on-One ATC discussion meetings in order for the Firm to describe proposed changes to the supplied project plans, project scope, design criteria, and/or construction criteria. The purpose of the Individual One-on-One ATC discussion meeting is to discuss the ATC proposals, answer questions that ALDOT 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 submission of a formal ATC proposal. The meeting should be between representatives of the Firm and/or the Engineer of Record and ALDOT as needed to provide feedback on the ATC proposal.

In order to ensure a favorable approval of the Firm's Proposal is achieved, the Proposal shall be discussed during these meetings. These meetings are intended to give Firms an opportunity to explain their approach, provide information as needed, and obtain feedback from ALDOT staff on the feasibility of the proposal.

All One-on-One ATC Discussions shall be coordinated through the State Office Engineer.

Submittal of ATC Proposals

All Initial ATC submittals must be in writing and may be submitted at any time following the RFP being issued to Firms but shall be submitted prior to the deadline shown in the Schedule of Events of this RFP for Initial ATC submittals. Individual ATC meetings will be held with each Firm to discuss the Initial ATC Submittal with the appointed ATC review team. The Firm shall provide, at least one week prior to the scheduled Individual ATC meeting shown in the Schedule of Events of this RFP, a preliminary list of ATC proposals to be reviewed and discussed during the meetings. This list may not be inclusive of all ATCs to be discussed but it should be sufficiently comprehensive to allow ALDOT to identify appropriate personnel to participate in the Individual ATC meetings.

Any Initial ATC submittals that are required to be on roll plots shall be no larger than 36" wide but shall be of sufficient size that they are clearly legible. Each submittal shall be sequentially numbered and include the following applicable information and discussions:

- a) Description: A description and conceptual drawings as needed of the configuration of the ATC or other appropriate descriptive information, including, if appropriate, product details and a traffic operational analysis;
- b) Usage: The locations where and an explanation of how the ATC would be used on the Project;
- c) Deviations: References to requirements of the RFP which are inconsistent with the proposed ATC, an explanation of the nature of the deviations from the requirements and a request for approval of such deviations along with suggested changes to the requirements of the RFP which would allow the alternative proposal;
- d) Analysis: An analysis justifying use of the ATC and why the deviation, if any, from the requirements of the RFP should be allowed;
- e) Impacts: A preliminary analysis of potential impacts on vehicular traffic (both during and after construction), environmental impacts, community impacts, safety, and impacts on the cost of repair, maintenance, and operation;
- f) Risks: A description of added risks to the Department or third parties associated with implementation of the ATC;
- g) Quality: A description of how the ATC is equal or better in quality and performance than the requirements of the RFP;
- h) Operations: Any changes in operation requirements associated with the ATC, including ease of operations;
- i) Maintenance: Any changes in maintenance requirements associated with the ATC, including ease of maintenance;
- j) Anticipated Life: Any changes in the anticipated life of the item comprising the ATC;
- k) Engineer's Certification: The Firm's Engineer of Record shall provide a written certification signed and sealed confirming the renderings being submitted can be designed and constructed as depicted.

The Final ATC Proposals shall only be required in the event that conditional acceptance is given to an Initial ATC Proposal. Final ATC Proposal submittals shall include only the additional information required by the ATC review team to determine final acceptance or denial.

Review and Approval of ATC Submittals

After receipt of the Initial ATC submittal, the appointed ATC review team will review and respond to the Firm in writing within fourteen (14) calendar days of the date of the Individual ATC Meeting as to whether the ATC is accepted, conditionally accepted, denied, or does not require an ATC submittal. If the ATC review team conditionally accepts an Initial ATC proposal and determines that more information is required, the ATC review team shall prepare questions and requests for additional information to request and receive responses from the Firm. If the review will require additional time, the Firm should be notified in advance of the fourteen (14) calendar day deadline with an estimated timeframe for completion. The Firm will then have fourteen (14) calendar days make any corrections, changes, or provide additional information as requested before making a Final ATC Proposal submittal.

After receipt of the Final ATC Proposal submittal, the review committee will respond to the Firm within one (1) business day by email but will follow up by letter within seven (7) calendar days of the Final ATC submittal due date as to whether the ATC Proposal is accepted or denied. If the review team determines more information is required for review of the Final ATC Proposal submittal, questions and requests for additional information will be provided to the Firm for response within one (1) business day on the due date for the Final ATC submittals. The Firm shall provide any requested information within forty-eight (48) hours. If the review committee will require additional time, the Firm should be notified in advance of the deadline with an estimated timeframe for completion.

ALDOT reserves the right to disclose to all 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 ALDOT determines, in its sole discretion, such disclosure would reveal confidential or proprietary information of the ATC.

Incorporation of Approved ATCs into the Proposal

The Firm will have the option to include any of their ALDOT Accepted ATCs in the proposal. The proposal price should reflect any incorporated ATCs. All of the Firm's accepted ATCs that are incorporated into the proposal must be clearly identified. The proposal shall also include a listing of the Firm's incorporated, accepted ATCs. If a Firm's proposal includes deviations from an accepted ATC Proposal or an ATC Proposal that has not been accepted, the proposal may be found non-responsive.

ALDOT reserves the right to reject any and all ATC proposals at its sole discretion for any reason. The Firm acknowledges by submitting a bid proposal that ALDOT has the sole discretion to exercise this right. ALDOT 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.

Bid Proposal Document

The Firm is required to complete, print, and submit a signed original of the attached Bid Proposal Documents, as well as an electronic copy. These documents include a schedule of all unique items, with a unit bid price and an extended total based on the quantities shown on the bid documents. If there is a discrepancy in the price extension, the unit price of the item will control.

The Firm shall also be required to complete and submit, in writing, the plan for closure(s) of the mainline CBD bridges for the purposes of demolition and reconstruction. This plan shall include the number of days required for single lane closures, double lane closures, and complete closures of the

interstate lanes in each direction. The closure time period will be considered complete when the mainline CBD bridges are substantially complete and traffic is operating in its permanent location with only free lane closures, as defined above, required to complete any remaining items of work.

Accepted ATCs will be submitted in the bid proposal by indicating the unique pay items that will be included in each accepted ATC on a separate worksheet that is attached to the bid proposal. These unique pay items will then be given a \$0.00 value in the unit bid prices for each line item in the bid proposal if all quantities are included in the ATC. If the quantities for a unique pay item are proposed to be only partially used in an ATC, then the adjusted quantity to remain as part of the base bid proposal will be shown in the appropriate column on the bid proposal and the unit price included for the remaining quantity. All ATC reductions that have a remaining quantity in the base bid shall have a separate justification for the quantity shown in the base bid and for the quantity proposed to be used in the ATC. The ATC worksheet will have a place to indicate the unique pay item numbers included in the proposed ATC and a lump sum price for each accepted ATC. That lump sum price will be shown on the bid proposal on the line items for each accepted ATC proposal. The ATC worksheet shall also include a list of each proposed component that makes up the ATC and a unit bid price for each, so that any work requested beyond the original scope can be paid by unit prices rather than renegotiating the lump sum price.

All ATC proposals shall be submitted on the appropriate ATC worksheet. Each ATC shall be listed in numerical order (ATC1, ATC2, etc.) and the lump sum total will be carried over to the bottom of the bid proposal sheet. If there is a discrepancy in the lump sum amount shown on the ATC worksheet and the Bid Proposal Documents, the ATC worksheet lump sum amount will be used in determining the Total Bid Proposal amount.

Proposal Guaranty

Each Firm shall be required to file with their bid either a certified check or a bid bond payable to ALDOT for an amount not less than five percent of ALDOT's estimated cost or of the Firm's bid, but in no event more than \$50,000.00. Such bid guaranties as provided in this section shall constitute all of the qualifications or guaranty to be required of each Firm as prerequisites to bidding.

Bid Opening

Bids must be received by March 31, 2017 at 10 am at the ALDOT Central Office at 1409 Coliseum Blvd, Montgomery, Alabama 36130. Bids must be turned in to the State Office Engineer prior to 10 am to be considered responsive. Bids will be publicly opened and read aloud. Bids will be evaluated following their submission and an order of bidders will be determined based on the selection criteria below to determine a best value proposal. The order of bidders will be submitted to the Transportation Director for final selection. Bidders will be notified of the final selection within five (5) business days from the date of bid submittals of the selected Firm.

Contract Duration

The Contract Time for these projects will have a calendar end date of **November 1, 2020**. Liquidated damages shall be applied for every calendar day beyond the end date that the work is not substantially complete in accordance with Special Provision 12-1865.

The closure of the mainline CBD bridges for the purposes of demolition and reconstruction shall not be allowed prior to the downtown access ramps being opened to traffic on the east end of this project and the adjacent ACIMF-I059(383) project has traffic operating in its permanent location. Partial demolition on ramps may be proposed as an ATC where the Firm has provided alternate access into and out of downtown. The mainline closure duration shall also be used for establishing the time allowed in the final contract documents. The Firm will be given the number of days established in their bid proposal as a baseline for completion of the demolition and reconstruction of the mainline CBD bridges. These closures will be considered complete when the mainline CBD bridges are substantially complete and traffic is operating in its permanent location with only free lane closures, as previously defined, required to complete any remaining items of work. Incentive payments and disincentive deductions shall be applied as described below based on the actual duration of the closure of the mainline CBD bridges for the purposes of demolition and reconstruction only.

Clarifications

ALDOT reserves the right to award a contract on the basis of initial responses received, therefore, each response shall contain the Firm's best terms and conditions from a technical and cost standpoint. ALDOT reserves the right to conduct clarifications with one or more Firms. All communications and clarifications shall be conducted in a manner that supports fairness in response improvement.

Clarifications: ALDOT may identify areas of a response that may require further clarification or areas in which it is apparent that there may have been miscommunication or misunderstandings as to ALDOT's specifications or requirements. ALDOT may seek to clarify those issues identified during one or multiple clarification rounds. Each clarification sought by ALDOT may be unique to an individual Firm, provided that the process is conducted in a manner that supports fairness in response improvement.

If ALDOT determines that it is unable to successfully execute a contract with the apparent best evaluated Firm, ALDOT reserves the right to bypass the apparent best evaluated Firm and enter into a contract with the next apparent best evaluated Firm.

Selection Criteria

The contract will be awarded on the basis of best value. Each Firm's bid amount will be used in conjunction with the value of the traffic impacts associated with the demolition and reconstruction of the mainline CBD bridges. Each Firm shall submit the number of days that they anticipate partially or completely closing the interstate lanes for the purposes of demolishing and reconstructing the mainline CBD bridges. These closures will be considered complete when the mainline CBD bridges are substantially complete and traffic is operating in its permanent location with only free lane closures, as previously defined, required to complete any remaining items of work. The value of the appropriate closure(s) shown in the Lane Closure section will be multiplied by the number of anticipated days to determine a value of the traffic impact. This value will then be added to the Firm's base bid amount to determine an adjusted bid. The lowest adjusted bid will then be submitted to the Transportation Director for final selection.

RFP Schedule of Events

The following RFP Schedule represents ALDOT's best estimate for this RFP.

| Event | Date |
|--|-------------------|
| Project Mandatory Pre-Bid Meeting | October 13, 2016 |
| RFP issued to Firms | January 5-6, 2017 |
| Initial ATC Proposals Due/Individual ATC Meetings | February 3, 2017 |
| ATC Review Committee's Initial Response to each Firm | February 17, 2017 |
| Final ATC Submittal | March 3, 2017 |
| Bid Submittals to ALDOT | March 31, 2017 |
| Notice of Final Selection Apparent Best Value Firm | April 7, 2017 |
| Issue Notice to Proceed to awarded Firm | May 5, 2017 |
| Time Charges Begin | May 15, 2017 |

ALDOT reserves the right, at its sole discretion, to adjust the RFP Schedule of Events as it deems necessary. Any adjustment of the Schedule of Events shall constitute an RFP amendment, and ALDOT will communicate such to all prospective Firms.

Quality Control (QC) and Quality Assurance (QA)

The requirements for quality control will be addressed in a revision to this RFP prior to the date for Final ATC Submittal.

Incentive/Disincentive

The Firm shall establish the duration for the complete or partial closure of I-59/20 for the demolition and reconstruction of the mainline CBD bridges as previously noted. The mainline closure duration shall be used for establishing the time allowed in the final contract documents. The Firm will be given the number of days established in their bid proposal as a baseline for completion of the demolition and reconstruction of the mainline CBD bridges. If less time is used than established in the bid proposal, an incentive payment shall be made to the successful Firm equal to the number of complete days unused (no credit will be given for partial days unused), multiplied by the appropriate rate from the Lane Closure section. If the Firm uses more time than established in the bid proposal, the Firm will have an amount deducted from the contract payment equivalent to the number of days (complete or partial, no credit given for partial days) that the Firm fails to complete the demolition and reconstruction of the mainline CBD bridges and reopen to unobstructed traffic flow in its permanent location with only free lane closures, as previously defined, required to complete any remaining items of work multiplied by the appropriate rate from the Lane Closure section.

Any incentive payments will be capped at a maximum of \$15 million, regardless if the calculated value of the incentive payment exceeds that amount. There is no cap on the disincentive deductions for these projects.

Schedule of Payment for ATCs

The successful Firm shall provide a schedule of values for each accepted ATC Proposal. Special Provision 12-2095 shall be used to determine the payment of the lump sum pricing for accepted ATC proposals that are included in the contract documents.

If any unique item numbers are included in an ATC and have a remaining quantity in the base bid, that remaining quantity shall be fixed except for differing site conditions, design errors or extra work.

If for any reason the successful Firm bids an ATC and then is unable to construct it as proposed, the lump sum amount will still be the basis for payment for the required work. The payment will still be paid as a percentage of the work complete, but will be based on a new schedule of values that the Firm must submit for approval prior to beginning the work affected by the proposed ATC. If the Firm fails to submit a new schedule of values, no payment will be made until either a schedule is submitted and approved or until the work for that ATC is complete.