SUBJECT: **RFQ FOR DESIGN-BUILD SVCS FOR HORIZONTAL/CIVIL ENGINEERING PROJECTS**

BID # **CDB-0006-16** OPEN DATE: **10/21/2015**

COMPETITIVE SEALED PROPOSAL EVALUATION COMMITTEE

KIND AND BASIS OF CONTRACT:
CONSTRUCTION – DESIGN/BUILD

AGENCY: **DEPARTMENT OF PUBLIC WORKS**

BASIS OF AWARD: **QUALIFICATIONS BASED**

NUMBER OF BIDS INVITED: - NUMBER RECEIVED: - OTHER: -

SUMMARY OF BIDS AND RECOMMENDED ACTIONS:
The Department of Public Works has completed negotiations with J.B. Coxwell Contracting, Inc., for the San Clerc Road Pedestrian Bridge Replacement project in accordance with subject bid.

Recommend approval of award to J. B. Coxwell Contracting, Inc., to provide surveying, geotechnical and 60% design services for the Replacement of 2 Pedestrian Bridges near 4610 San Clerc Road. Guaranteed Maximum Price in the amount of $53,310.39, per attached Scope & Fee Summary "Exhibit N-1" and allowing for the completion of work within 120 days from notice to proceed.

Funding for this project to be executed by Amendment 12A for contract # 6533-54 and encumbered by account: PWCP32ERD549-069505-PW0381-02

Attachments: Recommendation Memo, Exhibit "N-1", Previous Award(s)

BUYER Marilyn Laidler
MARILYN LAIDLER

RESPECTFULLY SUBMITTED
GREGORY PEASE, CHIEF
PROCUREMENT DIVISION

CONCURRENCE BY: **William J. Joyce, P.E., Director of Operations, Public Works Department**

(ALL AWARD ACTIONS SUBJECT TO LAWFULLY APPROPRIATED FUNDS)
ACTION OF CSPEC COMMITTEE ON RECOMMENDATIONS ABOVE

MEMBERS APPROVING_____ MEMBERS DISAPPROVING_____ DATE:_____

_____ _____ OTHER_____

_____ _____

_____ _____

_____ _____

_____ _____

ACTION OF AWARDING AUTHORITY DATE _____

APPROVED_____ DISAPPROVED: _____

OTHER: _____

SIGNATURE OF AUTHENTICATION _____

City of Jacksonville, Florida

Lenny Curry, Mayor

Department of Public Works
Engineering & Construction Management Division
214 N. Hogan Street, 10th Floor
Jacksonville, FL 32202
(904) 255-8762
www.coj.net

ONE CITY. ONE JACKSONVILLE

June 13, 2018

TO: Gregory W. Pease
Chief of Procurement

THRU: John P. Pappas, P.E.
Director

FROM: William J. Joyce, PE
Director of Operations

SUBJECT: CDB-0006-16 – Design-Build Services- Horizontal & Civil Engineering – San Clerc Road Pedestrian Bridge Replacement AMENDMENT 12A

Based on the design criteria package, the Department of Public Works, in accordance with Design/Build CDB-0006-16, Contract 6533-54, has completed negotiations with J. B. Coxwell Contracting, Inc., to provide surveying, geotechnical and 60% design services for the Replacement of 2 Pedestrian Bridges near 4610 San Clerc Road. Negotiations have resulted in the GMP amount of $53,310.39 as indicated on the attached Scope & Fee Summary, Exhibit N-1 and allowing for the completion of the work within 120 days from notice to proceed.

Accordingly, this is to recommend that Contract No #6533-54, originally executed May 2, 2016, between the City and J. B. Coxwell Contracting, Inc. for Design-Build Services- Horizontal & Civil Engineering, be amended to incorporate the attached Scope and Fee Summary, Exhibit N-1 for Replacement of 2 Pedestrian Bridges near 4610 San Clerc Road for the GMP amount of $53,310.39, known as Amendment 12A.

To be encumbered as follows:

PWCP32ERD549-069505-PW0381-02	$53,310.39
TOTAL	$53,310.39

WJJ/lw

Attachment: Exhibit N-1

EXHIBIT N-1

J.B. Coxwell Contracting, Inc.
6741 Lloyd Road West
Jacksonville, Florida 32254
Office (904) 786-1120 Fax (904) 783-2970

June 5, 2018

Gary Goldsberry, P.E.
City of Jacksonville Department of Public Works
Engineering & Construction Management Division
214 N. Hogan Street, 10th Floor
Jacksonville, Florida 32202

Re: Scope of Services and Fee Proposal for
San Clerc Road Pedestrian Bridge Replacement Project
Preconstruction and 60% Design Services
Design-Build Delivery for City of Jacksonville-RFQ CDB-0006-16
City Contract No. 6533-54

Dear Mr. Goldsberry:

J.B. Coxwell Contracting, Inc. (JBCCI) is pleased to submit for your review and consideration the following preconstruction and 60% design services scope and attached fee summary for the above referenced project. The JBCCI Design-Build Team has developed this proposal pursuant to the City's Design Criteria Package dated March 30, 2018 ("the DCP"). The DCP and all of the assumptions and directives stated therein served as the basis for this proposal, with one exception to change the bridge superstructure material to aluminum.

Under this proposal, the JBCCI design-build team will be providing surveying, geotechnical, and 60% design services for the replacement of (2) ea pedestrian bridges (existing foundation to be re-used per DCP) near 4610 San Clerc Road in the Mandarin Area of Jacksonville, Florida. These services are prerequisite to developing a 100% design, permitting and construction lump sum Guaranteed Maximum Price (GMP) proposal for the project. Details and parameters for the specific services covered in this proposal are described in detail in the attached proposal from GAI Consultants, Inc.

As detailed on the attached fee summary and sub-consultant proposals, the proposed lump sum fee for the above referenced services is $53,310.39. Services will be completed within one hundred twenty (120) days of notice-to-proceed.

This lump sum amount is inclusive of only those services noted on the attached proposals and which are anticipated at this time. No services or work other than those noted in the proposals are included. In addition, any unknown condition(s) which may surface during the design, or any other increase in scope of services may result in a request for additional services. No work will proceed however, without first obtaining approval from the City for any additional services.

Exhibit A
JBCCI Contract Fee Summary For
60% Design for San Clerc Road Pedestrian Bridge(s) Replacement Project

PART I - GENERAL

1. Project Design-Build Construction Delivery for City of Jacksonville 60% Design for San Clerc Road Pedestrian Bridge(s) Replacement Project	**2. City Contract Number** 6533-54
3. Name of Design-Builder J.B. Coxwell Contracting, Inc.	**4. Date of Proposal** 6/5/2018

PART II - LABOR RELATED COSTS

5. DIRECT LABOR **Pre-Construction Services**	Hourly Rate	Estimated Hours	Estimated Cost	TOTAL
Project Director	$ 105.00	2	$ 210.00	
Project Manager	$ 57.50	12	$ 690.00	
Project Estimator	$ 52.00	30	1,560.00	
Project Administrator	$ 30.00	8	$ 240.00	
			TOTAL DIRECT LABOR	$ 2,700.00
6. OVERHEAD (Combined Fringe Benefits & Administrative) Overhead Rate 54.46%				$ 1,470.42
7. TOTAL LUMP SUM LABOR FEE : Labor + Overhead (Items 5 & 6)				**$ 4,170.42**

PART III - OTHER COSTS

8. MISCELLANEOUS DIRECT COSTS Reproductions, Courier Service, Postage, Express Delivery, and other Misc. Direct Costs	$ 400.00 $ -
MISCELLANEOUS DIRECT COSTS SUB-TOTAL	**$ 400.00**
9. COST OF THE WORK GAI Consultants, Inc.	$ 42,382.58
	$ -
Project Contingency	$ -
COST OF THE WORK SUB-TOTAL	**$ 42,382.58**
10. BONDING (1%)	**$ -**
11. Design-Builder's Fee (15%)	**$ 6,357.39**

PART IV - FEE SUMMARY

TOTAL - LUMP SUM FEE (Items 7, 8, 9,10 and 11)	**$ 53,310.39**

EXHIBIT N-1

gai consultants
transforming ideas into reality

If you have any questions, please do not hesitate to give us a call.

Regards,

GAI CONSULTANTS, INC.

Kevin R. Leadbetter, P.E.
Vice President

Attachments: GAI Fee Summary
Design Criteria Package dated March 30, 2018
Meskel & Associates Engineering, PLLC dated April 16, 2018

EXHIBIT N-1

Meskel & Associates Engineering
Geotechnical • Environmental • Inspection • Testing

April 16, 2018

Mr. Robert E. Baxter, PE
GAI Consultants, Inc.
1301 Riverplace Blvd., Suite 900
Jacksonville, Florida 32207

Subject: Proposal for Geotechnical Exploration and Engineering Services
COJ – Two Pedestrian Bridge Replacements on San Clerc Road
Jacksonville, Florida
MAE Proposal No. 008218

Dear Mr. Baxter:

MESKEL & ASSOCIATES ENGINEERING, LLC (MAE) is pleased to present this proposal to provide the geotechnical exploration and engineering services for the subject project. This proposal was requested by you via electronic correspondence on April 12, 2018. This correspondence included a document titled, "San Clerc Ped Bridge Design Criteria Package" prepared by the City of Jacksonville's Engineering & Construction Management Division, dated March 30, 2018, that includes a site description and scope of services for the project.

It is our understanding that the address used for the two pedestrian bridges is 4610 San Clerc Road. This address is the nearest address to the bridges on San Clerc Road. The City owns and maintains the two timber bridges that carry pedestrian and bicycle traffic on the south side of San Clerc Road. There are numerous issues with the condition of the timber caps, stringers, decking, and hand railing on both sides of both bridges. There is a timber bulkhead that separates the east bridge from the San Clerc Road that may be losing material through the joints between the sheets and will eventually lead to erosion of the road shoulder. Replacement of the bulkhead with a sheetpile wall or similar shoring method is the preferred repair option.

The two existing bridges include one smaller west bridge to the west that is approximately 62 feet long and one longer east bridge that is approximately 103 feet long. A study has been performed on the bridges to determine alternatives for replacement. It has been determined within the study that the 12 diameter timber piles are in good condition while all superstructure components need repair or replacement. The City has elected to replace the superstructure which will include replacement of the timber caps and stringers and installation of a prefabricated deck and aluminum handrails with pickets. However, our recommendations as part of this geotechnical investigation will include deep foundation capacity analysis based on discussions with GAI.

There is a wooden bulkhead beneath the east bridge along the roadside that roughly covers the last three spans, extending approximately 51 feet toward the terminus at Beauchamp Lane. The bulkhead is buckling and showing severe signs of rot along the top of the structure.

The objective of the geotechnical exploration is to provide site and subsurface information to evaluate the subsurface conditions for the proposed construction. Based on the provided information, we propose two Standard Penetration Test (SPT) borings be performed to a depth of 50 feet below existing grade. Due to the limited access in this area, we will perform the borings with our portable equipment. Minimal clearing will be required to access the locations. We will locate the borings using our hand-held GPS equipment, accurate to within 3 meters (+/- 10 feet).

on the amount of lab testing assigned. We plan to submit our engineering report within 3 weeks following completion of the field exploration and laboratory testing programs.

We appreciate this opportunity to provide this proposal for your project. If you have any questions concerning this proposal, or if we can serve you in any other way, please contact me.

Sincerely,
MESKEL & ASSOCIATES ENGINEERING, LLC

Brett Harbison, P.E.
Director, Geotechnical Services

P. Rodney Mank, P.E.
Principal Engineer

Distribution: Mr. Robert E. Baxter, PE / GAI Consultants, Inc. One e-mail copy

PROPOSAL DOCUMENT GENERAL CONDITIONS

Payment - Payment shall be due within 30 days after date of invoice.

Insurance - Meskel & Associates Engineering (MAE) maintains Commercial General Liability with limits of $1,000,000 - per occurrence, $2,000,000 general aggregate, $2,000,000 products and completed operations aggregate. A certificate of insurance can be provided at your request evidencing such coverage. All subcontractors to MAE maintain Workers' Compensation, Employer's Liability with limits of $1,000,000 bodily injury by accident - each accident, $1,000,000 bodily injury by disease - each employee, $1,000,000 bodily injury by disease - policy limit. Workers Compensation coverage is in accordance with the Workers Compensation Law for the State of Florida.

Professional Liability: MAE maintains Professional Liability with limits of $2,000,000 each claim and $3,000,000 aggregate. A certificate of insurance can be provided at your request evidencing such coverage.

Right-of-Entry - Unless otherwise agreed, Client will furnish right-of-entry on the property for MAE to make the planned borings, surveys, and/or exploration. MAE will take reasonable precautions to minimize damage to the property caused by its equipment and sampling procedures, but the cost of restoration or damage which may result from the planned operations is not included in the contracted amount.

Legal Jurisdiction - The parties agree that any actions brought to enforce any provision of this Agreement shall only be brought in a court of competent jurisdiction located in Jacksonville, Duval County, Florida.

Damage to Existing Man-made Objects - It shall be the responsibility of the Owner or his duly authorized representative to disclose the presence and accurate location of all hidden or obscure man-made objects relative to field tests, sampling, or boring locations. When cautioned, advised or given data in writing that reveal the presence or potential presence of underground or overhead obstructions, such as utilities, MAE will give special instructions to its field personnel. As evidenced by your acceptance of this proposal, Client agrees to indemnify and save harmless MAE from all claims, suits, losses, personal injuries, death and property liability resulting from unusual subsurface conditions or damages to subsurface structures, owned by Client or third parties, occurring in the performance of the proposed work, whose presence and exact locations were not revealed to MAE in writing, and to reimburse MAE for expenses in connection with any such claims or suits, including reasonable attorney's fees.

Limitation of Responsibility - Client hereby agrees to the fullest extent permitted by law the Consultant's total liability to Client for any and all injuries, claims, losses, expenses or damages whatsoever arising out of or in any way relating to the project, the site, or this Agreement from any cause or causes including but not limited to the Consultant's negligence, errors, omissions, strict liability, breach of contract, or breach of warranty shall not exceed the greater of the total amount paid by the Client for the services of the Consultant under this contract or $50,000.00, whichever is greater.

Client and the Consultant agree that to the fullest extent permitted by law the Consultant shall not be liable to Client for any special, indirect or consequential damages whatsoever, whether caused by the Consultant's negligence, errors, omissions, strict liability, breach of contract, breach of warranty or other cause or causes whatsoever.

To the fullest extent permitted by law, Client agrees to defend, indemnify, and hold Consultant, its agents, subcontractors, and employees harmless from and against any and all claims, defense costs, including attorneys' fees, damages, and other liabilities arising out of or in any way related to Consultant's reports or recommendations concerning this Agreement, Consultant's presence on the project property, or the presence, release, or threatened release of asbestos, hazardous substances, or pollutants on or from the project property; **provided that** Client shall not indemnify Consultant against liability for damages to the extent caused by the negligence or intentional misconduct of Consultant, its agents, subcontractors, or employees.

Use of Documents - All documents, including but not limited to drawings, specifications, reports, and data or programs stored electronically, prepared by the Consultant are related exclusively to the services described in this Agreement, and may be used only if the Client has satisfied all of its obligations under this Agreement. They are not intended or represented to be suitable for use, partial use or reuse by the Client or others on extensions of this project or on any other project. Any modifications made by the Client to any of the Consultant's documents, or any use, partial use or reuse of the documents without written authorization or adaptation by the Consultant will be at the Client's sole risk and without liability to the Consultant, and the Client shall indemnify, defend and hold the Consultant harmless from all claims, damages, losses and expenses, including but not limited to attorneys' fees, resulting therefrom. The Consultant's electronic files and source code developed in the development of application code remain the property of the Consultant and shall be provided to the Client only if expressly provided for in this Agreement. Any electronic files not containing an electronic seal are provided only for the convenience of the Client, and use of them is at the Client's sole risk. In the case of any defects in the electronic files or any discrepancies between them and the hardcopy of the documents prepared by the Consultant, the hardcopy shall govern. Because data stored in electronic media format can deteriorate or be modified without the Consultant's authorization, the Client has 60 days to perform acceptance tests, after which it shall be deemed to have accepted the data.

PURSUANT TO FLORIDA STATUTES SECTION 558.0035 (2013) AN INDIVIDUAL EMPLOYEE OR AGENT OF MAE MAY NOT BE HELD INDIVIDUALLY LIABLE FOR NEGLIGENCE.

Sampling or Testing Location - Unless specifically stated to the contrary, the fees included in this proposal do not include costs associated with professional land surveying of the site or the accurate horizontal and vertical locations of tests. Field tests or boring locations described in our report or shown on our sketches are based on specific information furnished to us by others or estimates made in the field by our technicians. Such dimensions, depths or elevations should be considered as approximations unless otherwise stated in the report.

Sample Handling and Retention - Generally test samples or specimens are consumed and/or substantially altered during the conduct of tests and MAE, at its sole discretion, will dispose (subject to the following) of any remaining residue immediately upon completion of test unless required in writing by the Client to store or otherwise handle the samples. (a) NON HAZARDOUS SAMPLES: At Client's written request, MAE will store test samples and specimens, or the residue thereof for ninety (90) days after submission of MAE's report to Client free of storage charges. After the initial 90 days and upon written request, MAE will store test specimens or samples for a mutually acceptable storage charge and period of time. (b) HAZARDOUS OR POTENTIALLY HAZARDOUS SAMPLES: In the event that samples contain substances or constituents hazardous or detrimental to human health, safety or the environment as defined by federal, state or local statutes, regulations, or ordinances ("Hazardous Substances" and "Hazardous Constituents", respectively), MAE will, after completion of testing and at Client's expense: (i) return such samples to Client; (ii) using a manifest signed by Client as generator, will have such samples transported to a location selected by Client for final disposal. Client agrees to pay all costs associated with the storage, transport, and disposal of such samples. Client recognizes and agrees that MAE is acting as a Bailee and at no time does MAE assume title of said waste.

Discovery of Unanticipated Hazardous Materials - Hazardous materials or certain types of hazardous materials may exist at a site where there is no reason to believe they could or should be present. MAE and Client agree that the discovery of unanticipated hazardous materials constitutes a changed condition mandating a renegotiation of the scope of work or termination of services. MAE and Client also agree that the discovery of unanticipated hazardous materials may make it necessary for MAE to take immediate measures to protect health and safety. MAE agrees to notify Client as soon as practicable should unanticipated hazardous materials or suspected hazardous materials be encountered. Client encourages MAE to take any and all measures that, in MAE's professional opinion, are justified to preserve and protect the health and safety of MAE's personnel and the public. Client agrees to compensate MAE for the additional cost of working to protect employees' and the public's health and safety. In addition, Client waives any claim against MAE, and agrees to defend, indemnify and save MAE harmless from any claim or liability for injury or loss arising from MAE's discovery of unanticipated hazardous materials or suspected hazardous materials. Client also agrees to compensate MAE for any time spent and expenses incurred by MAE in defense of any such claim, with such compensation to be based upon MAE's prevailing fee schedule and expense reimbursement policy relative to recovery of direct project costs.

Force Majeure - MAE shall not be held responsible for any delay or failure in performance of any part of this Agreement to the extent such delay or failure is caused by fire, flood, explosion, war, strike, embargo, government requirement, civil or military authority, acts of God, act or omission of subcontractors, carriers, client or other similar causes beyond its control.

8936 Western Way, Suite 12
Jacksonville, Florida 32256
Phone: (904)519-6990 Fax: (904)519-6992

CITY OF JACKSONVILLE, FLORIDA

TWO PEDESTRIAN BRIDGE REPLACEMENTS ON SAN CLERC ROAD

RFQ-CDB--0006-16

RELEASE DATE – MARCH 30, 2018

1. INTRODUCTION AND LOCATION:

This Design Criteria Package (DCP) specifies performance-based criteria for the design and construction of replacement of the superstructures of the two pedestrian bridges on San Clerc Road. The purpose of this DCP is to furnish sufficient information to allow a Design Build Firm to prepare a response to the City's request for proposal (RFP) and to permit the City to enter into scope and fees negotiations for an amendment to design build City Contract No. 6533-54.

Recent contacts from private citizen through direct phone conversations followed by field visits by City staff have identified possible threats to City property and public safety. The address used for the two pedestrian bridges is 4610 San Clerc Road. This address is the nearest address to the bridges on San Clerc Road. There are no separate RE number for the bridges.

The City owns and maintains the two timber bridges that carry pedestrian and bicycle traffic on the south side of San Clerc Road. There are numerous issues with the condition of the timber caps, stringers, decking, and hand railing on both sides of both bridges. There is a timber bulkhead that separates the east bridge from the road that may be losing material through the joints between the sheets and will eventually lead to erosion of the road shoulder. Replacement of the bulkhead with a sheetpile wall shall be included as part of this project.

There has been a study performed on the bridges (Appendix A) to determine alternatives for replacement. It has been determined within the study that the 12 diameter timber piles are in good condition while all superstructure components are in need of repair or replacement. The City has elected to replace the superstructure with option 17 in Table 1 on page 10 of the study report. This will include replacement of the timber caps and stringers and installation of prefab deck and aluminum handrails with pickets.

2. GENERAL:

The Design-Build firm is responsible for design, permitting, and construction as described in Section 4 of the RFQ CDB-0006-16. The Design Build Firm shall prepare and submit a Fee Proposal for the 60% design within twenty one (21) calendar days from the release date of the DCP. Therefore, the Fee Proposal shall be submitted no later than 5:00 P.M. on April 20, 2018 to Gary Goldsberry, P.E., at 214 N. Hogan Street, Ed Ball Building, 10th Floor, Jacksonville, Florida 32202.

The Design Builder shall request a meeting (if needed) to discuss items pertaining to the proposed work within one week of the DCP issuance date. The Fee Proposal must include the proposed schedule for the tasks being performed up to and including the submittal of the final documents.

The provisions of the DCP represent the technical, material, and quality requirements for the foregoing project. The Design Build Firm is bound by these requirements for the duration of the project.

The City will be given copies of the permit application documents and comment responses for all permits applied for.

In addition, the Design Build Firm shall coordinate with all applicable utility companies as required and pay all applicable fees. A limited list of utilities that may be within the construction area are provided in RFQ CDB-0006-16 along with their contact information.

The DBF shall provide the Design Criteria Professional the review and approval of all reports, plans and specifications at the 60%, and 100% project development phases. At each of these phases, the DBF shall provide the Design Criteria Professional with two sets of drawings, specifications and engineering calculations.

The DBF shall provide the Design Criteria Professional with five (5) sets of signed and sealed final plans, specifications, and engineering calculations prior to the Preconstruction Conference and the issuance of the Notice to Proceed. In addition, at the same time the DBF shall provide the Design Criteria Professional with the final documents consisting of two (2) copies of CDs with the electronic version of all contract documents (drawings (PDFs and AutoCAD format files), specifications (PDFs), engineering calculations (PDFs), permits and approvals (PDFs), and as-built drawings (PDFs and AutoCAD format files)).

END OF THE DESIGN CRITERIA PACKAGE

Appendix 1

San Clerc Road Pedestrian Bridges Replacement Study

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Table 1: Cost Comparison Summary

List of Appendices

Appendix A Inspection Photographs
Appendix B Product Drawings and Literature
Appendix C Engineer's Opinion of Costs

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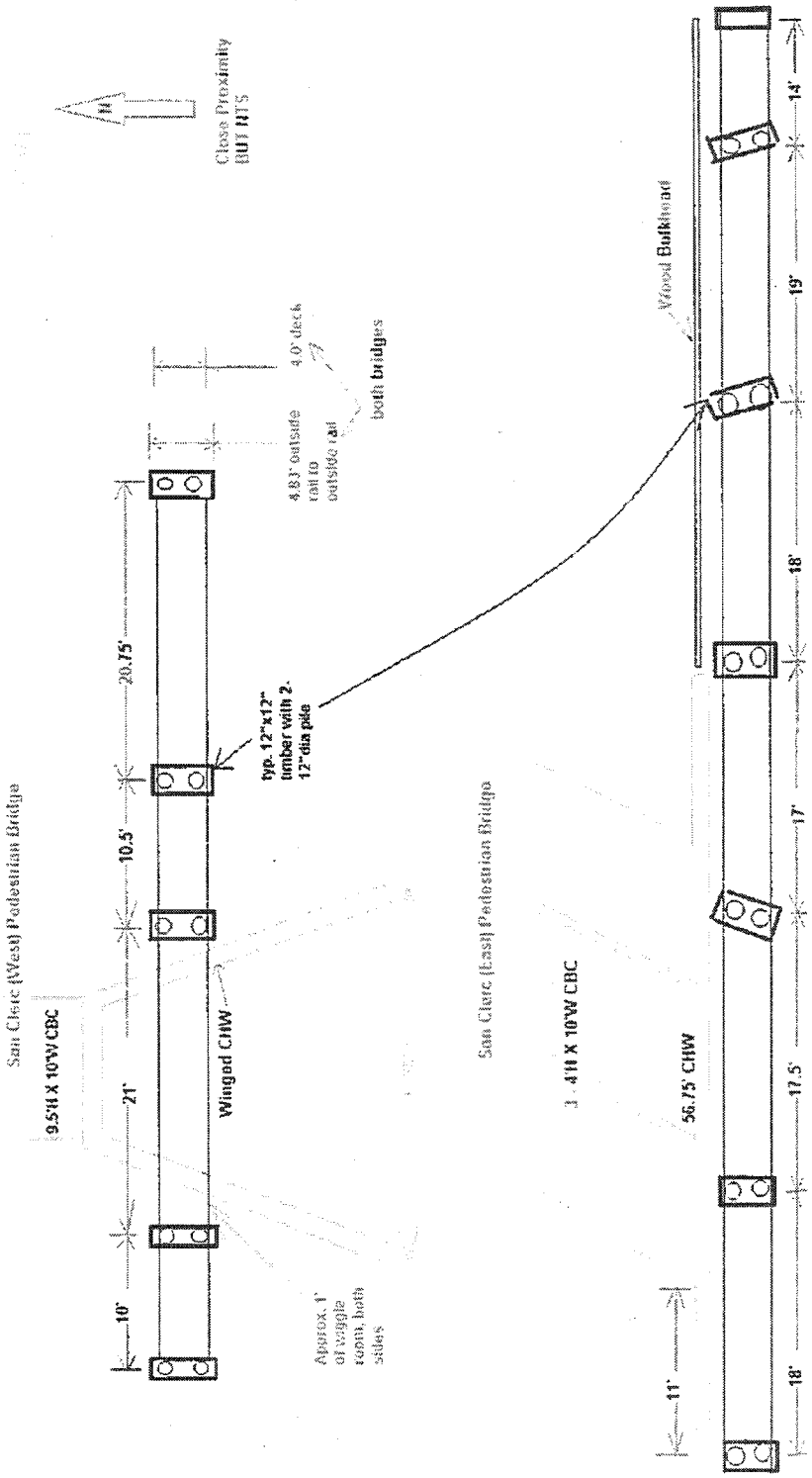


Bridge Dimensions and Pile Layout

occurs in the form of hollowing out of the timber on the ends. On the eastern bridge, some pile caps appeared to be in a usable condition, while others are also hollowed out due to rot.

Stringers
Both existing bridges are constructed using five 3"x8" stringers per span. Most of the stringers were in bad condition at the time of inspection, mostly showing wood rot on the top side in the vicinity of the deck board gaps and also on the exposed faces. Some stringers showed vertical cracking.

Decking
The decking boards appeared to be a mix of 4' long 2"x6" and 2"x8" lumber, with 2"x8" being the predominate size. All decking materials were fastened down by galvanized nails. The deck boards were in poor condition throughout, with some boards missing, or no longer fastened down due to the stringer below rotting.

Railings and Post
The existing hand rails on both bridges were constructed of 2"x6" lumber in various conditions, with most showing damage and/or decomposition to some extent. The railings are attached to 4"x4" wooden posts spaced an average of 5 feet apart. The 4"x4" posts appeared to be in good condition in most cases. In multiple segments of the bridges, the railing-post systems were insufficiently attached and unable to support much of a lateral force, mainly due to the condition of the stringers that the posts are attached to. The layout of the existing handrails spacing does not meet the Florida Building Code requirements for spacing of no greater than 4" between railings.

Hardware
All of the hardware, both the larger dimension bolts and lag screws and smaller fasteners appear to be made from galvanized steel. The bolts and lag screws appear to have minor corrosion and maintained their original cross-sections. The nails used for the decking have not endured as well and in many instances rusted to the point where the board is loose due to the lack of a nail head.

East Bridge Bulkhead
There is a wooden bulkhead beneath the east bridge along the roadside that roughly covers the last three spans, extending a distance of approximately 51 feet. The bulkhead is buckling and showing severe signs of rot along the top of the structure. It appears that this disrepair is allowing the roadway shoulder to erode by failing to keep the soil from washing into the creek. No roadway damage was observed at the time of inspection. However, continued erosion on the shoulder could cause subsidence and damage to the asphalt roadway.

Storm Damage
Despite the recent storms that were encountered in northeast Florida over the last few months, the bridges showed no signs of damage due to high water levels. This indicates that the existing deck elevations would be adequate for the replacement structures.

3. Findings

After completing the field inspection, it was determined that all existing bridge piles are still in serviceable condition and would not require replacement for a new structure of similar weight. All of the existing pile caps on the west bridge will require replacement. Some of pile caps on the east bridge appeared to be in usable shape at the time of inspection and may be able to be reused. A more

Concrete
A pedestrian bridge constructed of concrete decking would have an approximate weight of 50-76 pounds per square foot, depending on the required thickness, and has an estimated design life of 50-75 years. However, due to the concrete's weight the existing piles could potentially not be sufficient to support the structure. Further testing and engineering would be required to determine the capacity of the piles. Additional piles or replacement piles would most likely need to be installed to support the added weight of the structure.

Pros	Cons
Very low maintenance	Higher initial cost
Very high durability	Not as aesthetically pleasing
Long service life	Requires removal of existing piles
	Heavy material weight

Prefabricated Steel
Custom made steel bridges are available from several manufacturers. Generally, the bridges are configured to span the entire length. However, provisions could be made to utilize the existing pile support systems and avoid the need to install new abutments at the ends. Unless the more expensive weathering or galvanized steel is utilized, a maintenance program will be required to repaint the bridge and combat corrosion at regular intervals. The design life could vary from 25 to exceeding 50 years, depending on the type of finish utilized and the how diligent the maintenance is performed.

Pros	Cons
Durable	Higher initial cost
Much less time required for installation	Some lead time required for manufacturing
Can be retrofitted to existing supports	Requires regular maintenance

Prefabricated Aluminum
Aluminum shares many of the characteristics of the steel bridge. It has the advantage of being lighter in weight than concrete or steel and resistant to corrosion. However, it would be more costly than steel. The design life would exceed 50 years.

Pros	Cons
Low maintenance	Higher initial cost
Durable with long service life	Some lead time required for manufacturing
Much less time required for installation	
Can be retrofitted to existing supports	

5. Cost Comparison

A cost analysis was completed comparing the cost of the different construction materials, along with the estimated life cycle and maintenance cost for the materials. While some of the alternative materials do have a higher initial cost, they also provide a longer life with less maintenance requirements over the lifetime of the material.

Three bridges with the lowest Average Material Cost per Year

- Wood Substructure, Composite Deck with either All Wood Rails or Wood Rails and Vinyl Chain Link Fence Fabric Panels
- All Wood Substructure and Deck with Wood Rails and Vinyl Chain Link Fence Fabric Panels

Wood remains the least expensive material as far as initial construction costs are concerned. The bridges with the highest average life span also happens to be some of the most expensive bridges to construct. The two factors counteract each other to return a relatively high annual average material cost. Because of the inexpensive materials, the all wood bridges yield the lowest annual average material cost despite the lowest average life span.

6. Summary

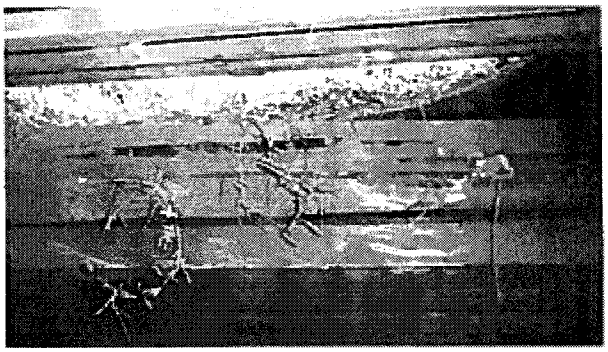
The majority of the existing bridge components are in poor condition and should be considered for replacement. The only exception are the piles, which are still in good condition and appear to be structurally sound. What materials to use for the bridge replacement depends on multiple factors such as initial budget, maintenance budget, durability and aesthetics. Although an all wood structure may be the most cost effective, if there is a desire to decrease maintenance requirements, an alternative should be considered. For a slight increase in costs, replacing a wood deck, which is the component that shows the most wear over the years, with a more resilient composite deck would decrease the need for maintenance notably. Adding an aluminum handrail increases the life expectancy and further minimizes the need for maintenance. If having a structure with little to no maintenance and longevity is desired, either a concrete, weathering steel, aluminum or steel bridge should be considered instead. All these factors need to be weighed when the decision is made on the much needed bridge replacements.

EXHIBIT N-1

Appendix A

Inspection Photographs

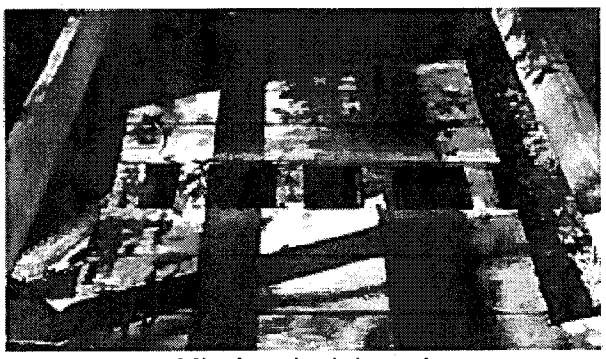
HANSON



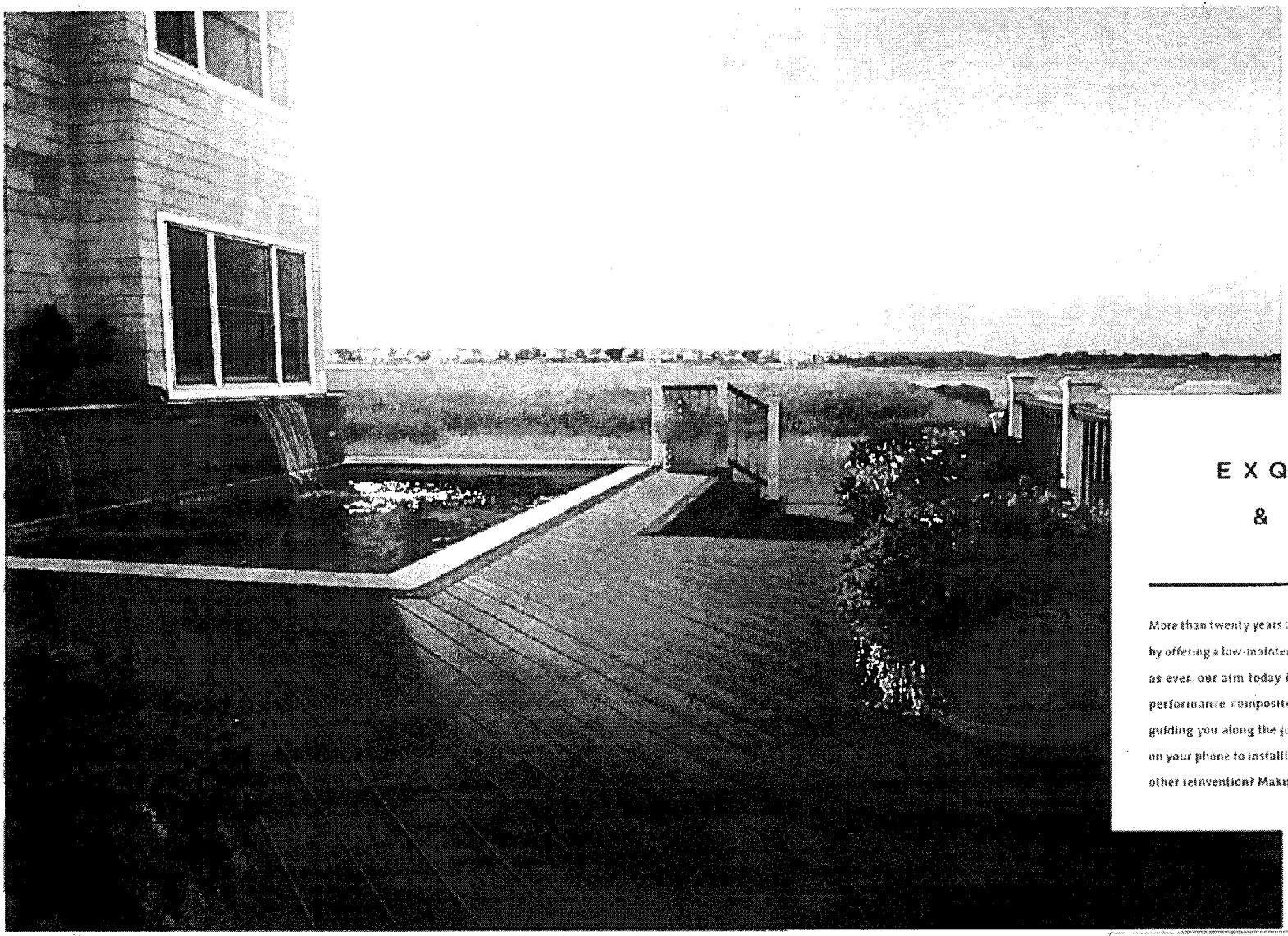
Rotting bulkhead

Rotting stringer

Stringer and pile cap in good condition



Missing deck board



Decking Transcend in Spiced Rum & Vintage Lantern
railing Transcend in Vintage Lantern & Classic White with round aluminum balusters in Charcoal Black

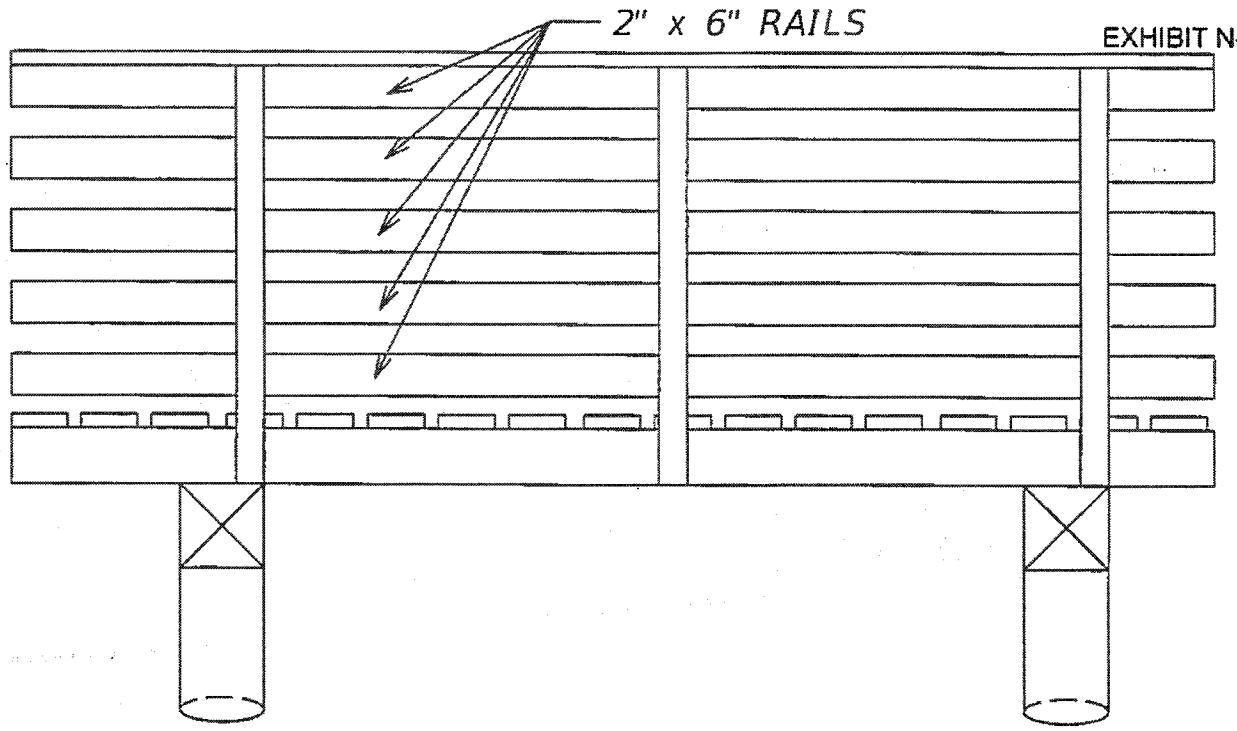
EXQUISITE & EASY

More than twenty years ago, Trex® revolutionized the industry by offering a low-maintenance alternative to wood. Committed as ever, our aim today is to continue to reinvent the high-performance composite decking category—which means guiding you along the journey from browsing a deck gallery on your phone to installing one in your backyard. Because the other reinvention? Making it easy.

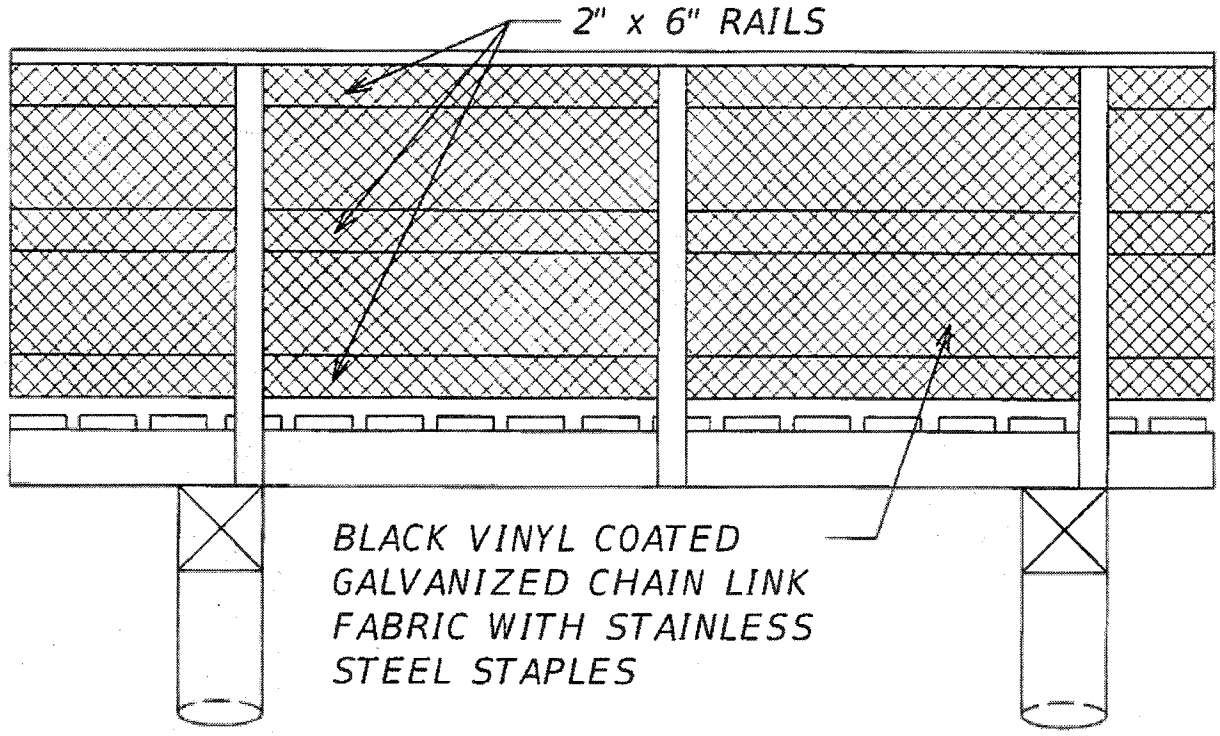
EXQ

Dimensional Composite Decking

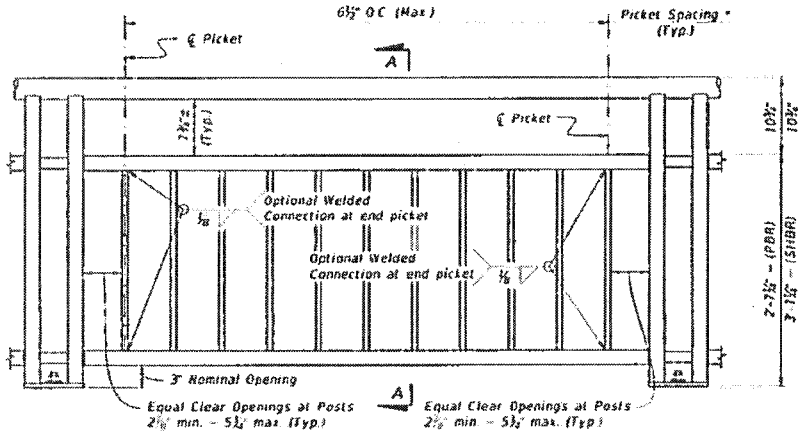
EXHIBIT N-1



WOOD RAIL

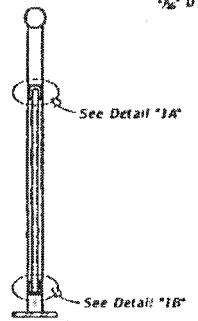


WOOD RAIL WITH CHAIN LINK FENCE

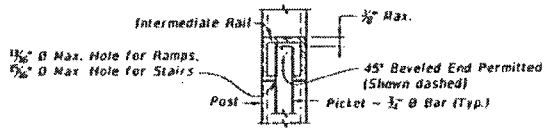


TYPE 1 - PICKET INFILL PANEL

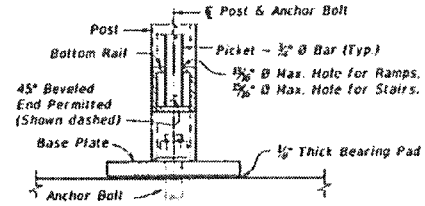
PICKET NOTES:
* Picket Spacing of 6½" centers is based on a ½" Ø Bar for standard applications. When shown in the Contract Plans a 4½" picket spacing may be required. See Note 4 (Sheet 1)



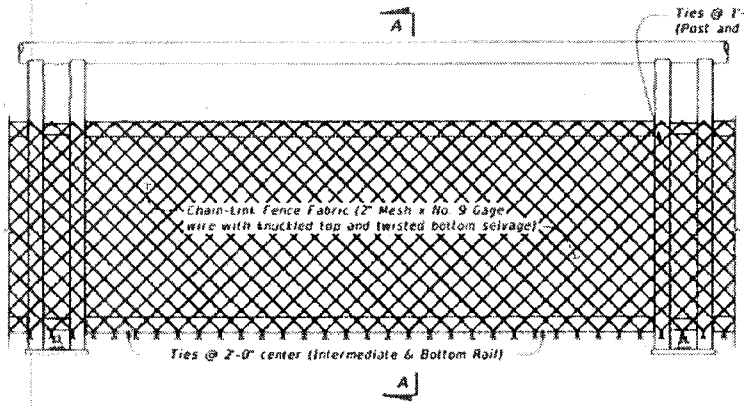
SECTION A-A



DETAIL "1A"
(Top of Picket Connection)

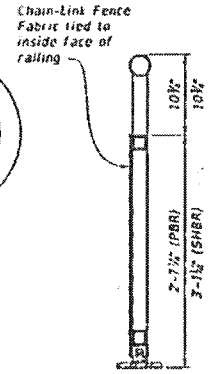


DETAIL "1B"
(Bottom of Picket Connection)



TYPE 2 - CHAIN-LINK (Continuous Infill Panel)

NOTES:
1. See Plans for Infill Panel option required.



SECTION A-A

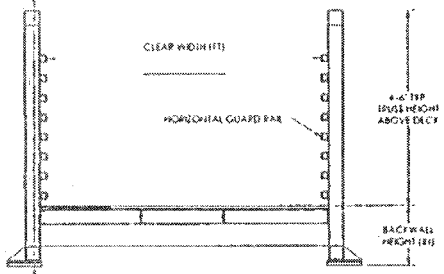
TABLE 2 - CHAIN-LINK PANEL COMPONENT MATERIALS		
COMPONENT	ASTM	COMPONENT INFORMATION
Chain-Link Fence Fabric (2" mesh with twisted bottom and knuckled top selvage)	A392	Zinc-Coated Steel - No. 9 gage (coated wire diameter), Class 2 Coating
	A491	Aluminum-Coated Steel - No. 9 gage (coated wire diameter)
	F668	Polyvinyl Chloride (PVC) Coated Steel - No 9 gage Zinc-Coated Wire (metallic-coated core wire diameter) - See Plans for specified color of PVC.
Tie Wires	F626	Zinc-Coated Steel Wire - No. 9 gage with coating to match Chain-Link Fence Fabric.
Tension Bars	F626	3/16" (min. thickness) x ¾" (min. width) x 2'-3" (min. height) Steel Bars
Miscellaneous Fence Components	F626	Zinc-Coated Steel

CHAIN-LINK PANEL NOTE:
Chain-Link Fence Fabric shall be continuous along limits of railing. Splicing of Chain-Link panels using Tension Bars at 20'-0" minimum increments is permitted.

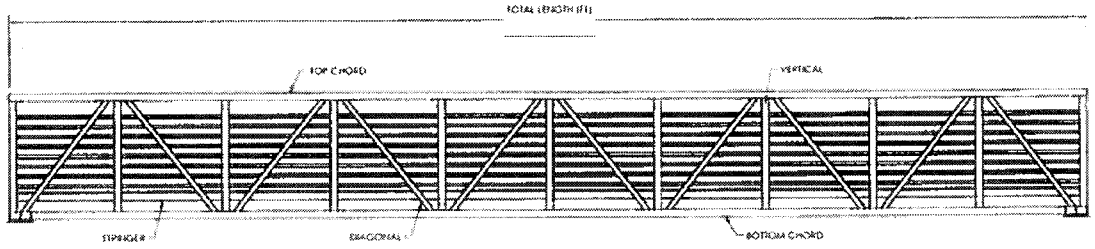
LAST REVISION	REVISION	DESCRIPTION:	FDOT FY 2017-18 DESIGN STANDARDS	ALUMINUM PEDESTRIAN/BICYCLE RAILING	INDEX NO.	SHEET NO.
11/01/16					862	6 of 9

EXHIBIT N-1

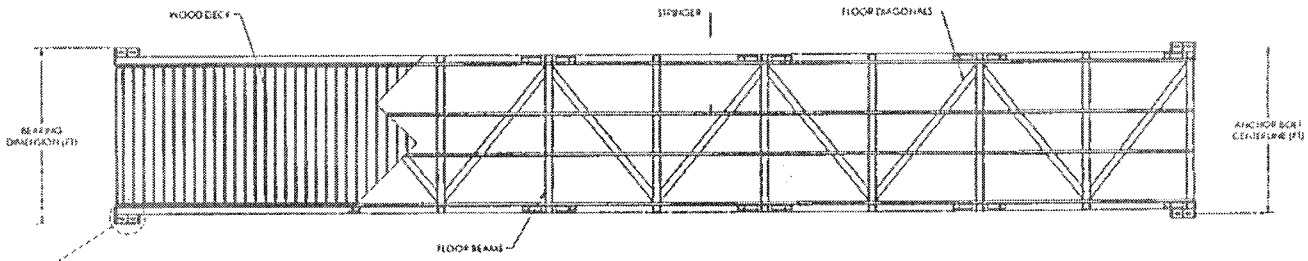
SHIPPING WEIGHT =



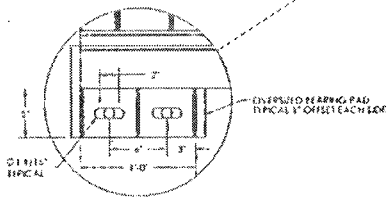
SECTION VIEW



BRIDGE ELEVATION



BRIDGE PLAN



DETAIL 1

GENERAL NOTES:

1. BRIDGE BEARINGS SHALL BE CONSTRUCTED AT SAME LEVEL
2. BRIDGE SETTING PLATES SHALL BE UHMW OR TEFLON COATED STEEL AND SHALL BE SHIPPED LOOSE FROM BRIDGE
3. ANCHOR DESIGN AND INSTALLATION SHALL BE BY OTHERS - NO RESPONSIBILITY ACCEPTED FOR WORK BY OTHERS
4. BRIDGE INSTALLATION SHALL BE BY OTHERS - NO RESPONSIBILITY ACCEPTED FOR WORK BY OTHERS
5. BRIDGE MAY BE CAMBERED DURING FABRICATION TO OFFSET DEAD LOAD DISPLACEMENT
6. STEEL COMPONENTS SHALL BE WEATHERING STEEL
7. HSS SQUARE & RECTANGULAR TUBING SHALL BE ASTM A847 (YIELD 50KSI MINIMUM)
8. PLATE, ANGLE, & CHANNEL SHALL BE ASTM A588 (YIELD 50KSI MINIMUM)
9. MECHANICAL SPLICE FASTENERS SHALL BE ASTM A325
10. STEEL WELDING SHALL CONFORM TO AWS D1.1
11. DEBUR ALL EXPOSED WELDS WHICH MAY COME IN CONTACT WITH PEDESTRIANS
12. ALL EXPOSED SURFACES OF TRUSS & DECK FRAME SHALL BE BLAST CLEANED IN ACCORDANCE WITH SSPC-SP7

*THE VIEWS AND DETAILS DEPICTED ON THIS PAGE ARE TYPICAL AND DO NOT REPRESENT ANY SPECIFIC PROJECT DESIGN.

BRIDGE BROTHERS

57 OLD ivy SQUARE, ATLANTA GA 30342
(866) 258-3431 WWW.BRIDGEBROTHERSINC.COM

THE INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE PROPERTY OF BRIDGE BROTHERS LLC. ANY REPRODUCTION IN PART OR AS A WHOLE WITHOUT THE WRITTEN PERMISSION OF BRIDGE BROTHERS LLC IS PROHIBITED.

WARREN PEDESTRIAN BRIDGE

CUSTOMER:

PROJECT #

PO #

APPROVAL INITIALS:

TOLERANCES UNLESS SPECIFIED OTHERWISE
XXX = 1/16" FRACTIONS = 1/8" ANGULAR

DRAWN BY:

CHECKED BY:

SHEET 1 of 1

PRELIMINARY DRAWING

SCALE: N/A

BRIDGE REACTIONS

	Z (LBS)	Y (LBS)	X (LBS)
DEAD LOAD	---		---
VEHICLE LOAD (10,000 LBS)	---		---
LIVE LOAD (@ 90PSF)	---		---
HORIZONTAL WIND (@ 46.2PSF)			
OVERTURNING			
THERMAL (COEF			
BRIDGE LIFTING WEIGH			
THERMAL EXPANSION (			
Y = VERTICAL LOAD @			
Z= HORIZONTAL LOAD			
X = LONGITUDINAL LOA			

Prefab Steel Bridge

EXHIBIT N-1

Appendix C

Engineer's Opinion of Costs

HANSON

EXHIBIT N-1

City of Jacksonville Cost Estimate- Initial Estimate

San Clerc Road Bridge Replacement - 4' Wood Decking

No.	Qty	Units	Item Description	Unit Price	Total Cost
1	1060.8	LF	2" x 8" DECK BOARD	$1.06	$1,120
2	2652	EA	#10 x 3.5" STAINLESS STEEL SCREWS	$0.24	$620
				SUBTOTAL:	**$1,740**
				CONTINGENCY (30%):	**$520**
				ESTIMATED CONSTRUCTION COST:	**$2,260**

EXHIBIT N-1

City of Jacksonville Cost Estimate- Initial Estimate

San Clerc Road Bridge Replacements - Prefabricated Composite Decking

No.	Qty	Units	Item Description	Unit Price	Total Cost
1	663	SF	FIBERSPAN PREFAB COMPOSITE DECKING	$60.33	$40,000
				SUBTOTAL:	$40,000
				CONTINGENCY (30%):	$12,000
				ESTIMATED CONSTRUCTION COST:	$52,000

EXHIBIT N-1

City of Jacksonville Cost Estimate- Initial Estimate
San Clerc Road Bridge Replacement - Wood Railing

No.	Qty	Units	Item Description	Unit Price	Total Cost
1	848.75	LF	4" x 4" RAILING POST	$1.35	$1,140
2	1989	LF	2" x 6" RAILS	$0.85	$1,690
3	174	EA	5/8" x 10" GALVANIZED STEEL CARRIAGE BOLTS	$6.85	$1,190
4	1326	EA	#10 x 3.5" STAINLESS STEEL SCREWS	$0.24	$310
5	166	EA	0.25" x 4" GALVANIZED LAG SCREWS FOR HARDRAIL CAP	$0.35	$60
				SUBTOTAL:	**$4,390**
				CONTINGENCY (30%):	**$1,320**
				ESTIMATED CONSTRUCTION COST:	**$5,710**

EXHIBIT N-1

City of Jacksonville Cost Estimate- Initial Estimate

San Clerc Road Bridge Replacement - Steel Railing with Pickets

No.	Qty	Units	Item Description	Unit Price	Total Cost
1	331.5	LF	STEEL HANDRAIL WITH STEEL PICKETS	$87.80	$29,110
				SUBTOTAL:	**$29,110**
				CONTINGENCY (30%):	**$8,730**
				ESTIMATED CONSTRUCTION COST:	**$37,840**

EXHIBIT N-1

City of Jacksonville Cost Estimate- Initial Estimate

San Clerc Road Bridge Replacement - Aluminum Railing with Pickets

No.	Qty	Units	Item Description	Unit Price	Total Cost
1	331.5	LF	ALUMINUM HANDRAIL WITH PICKETS	$70.37	$23,330
				SUBTOTAL:	**$23,330**
				CONTINGENCY (30%):	**$7,000**
				ESTIMATED CONSTRUCTION COST:	**$30,330**

Appendix 2

Section 31 – Special Conditions

SECTION 31
SPECIAL CONDITIONS

31.1 APPLICATION OF SECTION 31, SPECIAL CONDITIONS

31.1.1 CONFLICTS

Where conflicts exist between the Special Conditions and other parts of the Contract Documents, the order of precedence, as set forth in the Design Build Services Contract, shall apply. If certain situations arise whereby it would be difficult or impossible for the Special Conditions to prevail then the final decision shall be made by the City Engineer.

31.2 NOISE POLLUTION CONTROL

Jacksonville's Noise Pollution Control rule is referred to herein to heighten the Contractor's awareness of the applicable restrictions and enforcements contained therein. It is the Contractor's responsibility to be familiar with the provisions of the ordinance and to arrange work activities in such a manner to be in compliance with the ordinance requirements. No additional compensation will be allowed for complying with the ordinance.

31.3 EROSION CONTROL AND POLLUTION ABATEMENT

31.3.1 The NPDES permit program requires that if the magnitudes of construction activities covered by the general permit are above certain thresholds, development and implementation of a Storm Water Pollution Prevention Plan (SWPPP) specifically designed for each construction site is required. Also involved are certain certification, notification, inspection and record-keeping activities.

31.3.2 SPECIFIC REQUIREMENTS

The Contractor shall implement and comply with Best Management Practices (BMPs) and controls which prevent the pollution of storm water discharges.

31.4 SURVEYS AND GRADE STAKES

The Contractor shall be responsible for setting all grade stakes, lines and levels. Any reference points, points of intersection, property corners, or bench marks which are disturbed during construction shall be restored by a land surveyor registered to practice in the State of Florida, and all costs thereof shall be borne by the Contractor. The setting of grade stakes and alignment to be accomplished by a registered land surveyor may be waived by the Engineer in the event the Contractor desires to utilize his own personnel and furnishes, in writing, to the Engineer, satisfactory evidence that his personnel are qualified to set the grade and all alignment stakes.

31.9 COORDINATION OF CONSTRUCTION WITH EXISTING UTILITIES

The Contractor shall establish liaison with, and coordinate his work with all utilities, including but not limited to: JEA (formerly Jacksonville Electric Authority), AT&T, TECO/People's Gas, COMCAST, City Traffic Engineer, the Department of Public Works, City of Jacksonville, and any other utility providers within the project limits to prevent interference with overhead and buried electrical, water, sewer, telephone, TV cables and gas facilities.

The following is a list of utility companies or businesses which may have utilities within the job site, there may be others, and there coordination representative:

JEA – Water/Sewer	Michael Barber	(904) 665-6754
JEA – Electric	Ryan Heaton	(904) 665-6171
AT&T	P.K. Patel	(904) 727-1568
COMCAST	James Graham	(904) 380-6341
Sunshine State One Call		(800) 432-4770
TECO/People's Gas	Doug Davis	(904) 443-7317

If utility conflicts are encountered, these various utility owners will need time to relocate their facilities. The Contractor shall coordinate his work with the utility companies to minimize the length of time (duration) that maintenance of traffic is required.

The Contractor shall at all times conduct his operation so as to interfere with existing utilities as little as possible. The Contractor shall develop a program in cooperation with the Engineer, which shall provide for the construction of, and putting into service, the new work in the most orderly manner possible. Should utilities be encountered, all work of connecting with, cutting into, and reconstructing existing pipes and structures shall be planned so as not to interfere with the operation of the existing utilities.

31.10 TREE PROTECTION ON PUBLICLY-OWNED OR CONTROLLED PROPERTY

31.10.1 The CONTRACTOR shall protect all trees, in accordance with Chapter 656 (Part 12 – Landscape and Tree Protection Regulations) of the Jacksonville Ordinance Code from damage by vehicles, equipment and machinery, except those trees designated for removal (via permit) on the construction drawings. Removal of any tree not so designated nor permitted, shall be only upon specific approval by the ENGINEER.

31.10.2 Excavated dirt shall not be piled around the base of the trees. The CONTRACTOR shall not bury or burn any refuse around or near the trees. The CONTRACTOR shall proceed with caution when excavating in the vicinity of root structure of any tree. Excavation shall be by hand if necessary.

Roots up to 2 inches in diameter when severed do not require any pruning paint. Roots from 2 inches to 4 inches in diameter must be severed with a pruning saw and painted.

Hardwoods up to 6" Dia.	2 lbs. per inch of dia.
Hardwoods over 6" Dia.	4 " " " " "
Evergreens up to 6" Dia.	1 " " " " "
Evergreens over 6" Dia.	2 " " " " "

31.10.9 It shall be the responsibility of the ENGINEER to make all decisions pertaining to removal of trees. The ENGINEER is granted authority, as a blanket permit, for the necessary removal of trees under the requirements of the Code. Each project file is to contain documentation and a brief explanation of the ENGINEER'S decision to remove trees so as to provide the justification for such action for later reference. The final authority in settling any conflict with trees on publicly-owned or controlled property shall remain with the Director of Public Works.

31.11 PROJECT SIGN:

There shall be no project sign required for this project.

SUBJECT: RFQ- FOR DESIGN- BUILD SERVICES OF HORIZONTAL/CIVIL ENGINEERING PROJECTS

BID # CDB-0006-16

OPEN DATE: 10/21/2015

COMPETITIVE SEALED PROPOSAL EVALUATION COMMITTEE

KIND AND BASIS OF CONTRACT:
CONSTRUCTION – DESIGN/BUILD

AGENCY: DEPARTMENT OF PUBLIC WORKS

BASIS OF AWARD: EVALUATION CRITERIA

NUMBER OF BIDS INVITED: 5 NUMBER RECEIVED: 5 OTHER: 1

SUMMARY OF BIDS AND RECOMMENDED ACTIONS:

The City had previously issued this RFP, and the evaluation committee has evaluated proposals. Subsequently, presentations were conducted and evaluated on January 28, 2016. Based upon the combination of proposal and presentation evaluations, scores and rankings are as follows (Listed in alphabetical order):

2) Archer-Western – 118.25
3) Callaway Contracting, Inc. - 100
1) J.B. Coxwell Contracting, Inc. - 121.5

Recommend approval of award to J.B. Coxwell Contracting, Inc., as receiving the highest score in accordance with the evaluation and ranking above. Period of Service will be five (5) years from effective date of contract with funding not-to-exceed $6,000,000.00 annually. To be executed by formal contract through Office of General Counsel.

Attachments: Recommendation Memo, Scoring Matrix, Previous Award

BUYER Marilyn Laidler
MARILYN LAIDLER

RESPECTFULLY SUBMITTED
GREGORY REASE, CHIEF
PROCUREMENT DIVISION

CONCURRENCE BY: Thomas N. Fallin, P.E., Acting Chief-Engineering & Construction Management Division

(ALL AWARD ACTIONS SUBJECT TO LAWFULLY APPROPRIATED FUNDS)
ACTION OF CSPEC COMMITTEE ON RECOMMENDATIONS ABOVE

MEMBERS APPROVING 5 MEMBERS DISAPPROVING _____ DATE: 2/4/16

OTHER _____

ACTION OF AWARDING AUTHORITY DATE 2/04/16

MR APPROVED ✓ DISAPPROVED: _____

Sam E. Mousa
Chief Administrative Officer
For: Mayor Lenny Curry
Under Authority of
Executive Order No. 2015-05

OTHER: _____

SIGNATURE OF AUTHENTICATION _____

SUBJECT: RFQ- FOR DESIGN- BUILD SERVICES OF HORIZONTAL/CIVIL ENGINEERING PROJECTS

BID # CDB-0006-16

OPEN DATE: 10/21/2015

COMPETITIVE SEALED PROPOSAL EVALUATION COMMITTEE

KIND AND BASIS OF CONTRACT:
CONSTRUCTION – DESIGN/BUILD

AGENCY: DEPARTMENT OF PUBLIC WORKS

BASIS OF AWARD: EVALUATION CRITERIA

NUMBER OF BIDS INVITED: 5 NUMBER RECEIVED: 5 OTHER: 1

SUMMARY OF BIDS AND RECOMMENDED ACTIONS:

The City had previously issued this RFP, and the evaluation committee has evaluated proposals. Based upon the proposal evaluation, the average scores and rankings are as follows (Listed in alphabetical order):

2) Archer-Western Contractors, LLC. – 91
1) J.B. Coxwell Contracting- 92
3) Callaway Contracting- 74

Pursuant to Section 2.6 – Award of Contract of the RFP, recommend approval to conduct formal interviews with each of the three-top ranked Firms.

Attachments: Recommendation Memo, Scoring Matrix, Bid Tabulation, Section 2.6, JSEB Letter

BUYER Marilyn Laidler
MARILYN LAIDLER

RESPECTFULLY SUBMITTED
GREGORY PEASE, CHIEF
PROCUREMENT DIVISION

CONCURRENCE BY: William J. Joyce, P.E., Chief-Engineering & Construction Management

(ALL AWARD ACTIONS SUBJECT TO LAWFULLY APPROPRIATED FUNDS)
ACTION OF CSPEC COMMITTEE ON RECOMMENDATIONS ABOVE

MEMBERS APPROVING 5 MEMBERS DISAPPROVING _____ DATE: 12-30-15

OTHER _____

ACTION OF AWARDING AUTHORITY

DATE 1/01/16

MR APPROVED ✓ DISAPPROVED: _____

OTHER: _____

SIGNATURE OF AUTHENTICATION

Sam E. Mousa
Chief Administrative Officer
For: Mayor Lenny Curry
Under Authority of:
Executive Order No. 2015-05

QWS3270X 6/15/2018 11:10 AM
FAML6350 V5.1 ** NW COJ FAMIS PRODUCTION ** 06/15/2018
LINK TO: ACCOUNT SUMMARY INQUIRY 11:10 AM

FISCAL MO/YEAR : 09 2018 CURRENCY CODE :
INDEX CODE : PWCP32ERD549 PW ROAD CAPITAL PROJECTS (F5490)
SUBOBJECT : 069505 DM-OTHER CONSTRUCTION COSTS
PROJECT : PW0381 COUNTYWIDE INTERSECTION IMP,BRIDGE REHAB
PROJECT DETAIL : 02 COUNTYWIDE INTERSECTION IMP,BRGE-BRIDGES
GRANT :
GRANT DETAIL :
USER CODE :

S	JUNE 2018	ANNUAL BALANCE	ALL YEARS BALANCE
ESTIMATED REVENUES	.00	.00	.00
REVENUES	.00	.00	.00
UNREALIZED REVENUES	.00	.00	.00
BUDGET	.00	438,783.00	2,882,914.00
EXPENDITURES	.00	178,433.80	309,000.36
ENCUMBRANCES	.00	248,189.35	262,539.35
PRE-ENCUMBRANCES	.00	.00	.00
REMAINING BALANCE	.00	12,159.85	2,311,374.29

F1-HELP F2-SELECT F4-PRIOR F5-NEXT
F9-LINK F10-PRIOR-MO F11-NEXT-MO
G005 - PRIOR RECORD DISPLAYED