



# 95 EXPRESS PHASE 3

Broward & Palm Beach Counties



## 95 Express Phase 3C Industry Forum

April 25, 2017 FDOT District 4

# PRESENTATION OUTLINE

- PUBLIC COMMENT
- OPENING REMARKS
- DBE SPECIALIZED DEVELOPMENT PROGRAM
- PROJECT KEY GOALS AND OBJECTIVES
- PROJECT OVERVIEW (VIDEO)
- SUMMARY SCOPE OF PLANNED IMPROVEMENTS
- PROCUREMENT PROCESS AND SCHEDULE
- NEXT STEPS



# DBE SPECIALIZED DEVELOPMENT PROGRAM



# Assisting Small and Disadvantaged Businesses

## FDOT Support Services Programs

*Harvey Hawkins, Senior Project Consultant  
Specialized Development Program*

*Jackie DelRio, Field Consultant DBE Support Services Program*



## FDOT Supportive Services Programs

- Construction Management Development Program/Bond Guarantee Program (FDOT funded)
- DBE/Supportive Services Program (FHWA funded)
- Specialized Development Program (FDOT funded)



## Specialized Development Program (SDP)

- Program was created by FDOT in 2012
- Designed to assist prime contractors on major projects and identify DBEs qualified to compete for subcontracting opportunities
- Currently the program is assisting 22 prime contractors on 46 projects worth almost \$10 billion
- DBEs assisted by SDP have received over \$450 million in contracts on FDOT projects
- Provider: Florida State Minority Supplier Development Council (FSMSDC) and Ariel Business Group





## Specialized Development Program

- Assistance to Primes to meet their DBE Goals on large projects
- Technical Assistance Referrals
- DBE Capacity Assessments
- Bonding and Financing Referrals
- Administers the Bridging the Gap Pilot Program



## SDP Process

- Identification of Interested DBEs qualified to compete for subcontracting opportunities
- SDP contacts DBEs by mail, email, and phone to determine interest in working on FDOT projects
- SDP maintains database and encourages DBEs to complete and maintain business profile
- SDP meets with DBEs to access DBE capacity and capability to compete for subcontracting opportunities





## SDP Process

- Project assigned to SDP
- Major project, over \$50 million
- Usually design-build
- Pre Proposal Meeting
- Shortlist Announced
- SDP requests a list of all items that will not be self-performed by firm (sub-contracting opportunities)



## SDP Process

### SDP DBE Forum

- Scheduled at district office at least 3 weeks prior to submission of pricing proposals
- Shortlisted design-build firms and teams invited and scheduled for meetings with DBEs
- Qualified DBEs are invited to participate in DBE Forum and given the opportunity to meet with primes





## SDP Process

### Pre-Construction Meeting

- Design Completion and Construction Phase
- SDP continues to work with prime's construction staff until project completion to identify additional DBE opportunities and assist the prime with identifying DBEs qualified to perform as sub-contractors
- SDP is available to assist with any DBE related problems and coordinates additional assistance provided by other support service programs
- DBE commitments and payments tracked through the FDOT Equal Opportunity Compliance System (EOC)



## **Additional Assistance Provided BY FDOT Support Services Programs**

### **Construction Management Development Program/ Bond Guarantee Program (CMDP/BGP)**

- Created by the Florida Legislature in 1984
- Designed to improve technical and business management skills, as well as assist in learning how to do business with FDOT
- Provider: Construction Estimating Institute (CEI)
- Training is available to both small (SBE) and disadvantaged (DBE) businesses
- Classroom and online FDOT specific training
- Training available in Spanish





## DBE Support Services Program (DBE/SS)

- Designed to increase the number of certified DBEs participating in highway and bridge construction, as well as, assist DBEs with growing and eventually becoming self sufficient
- Statewide provider: Construction Estimating Institute (CEI)
- Provides the following services:
  - *General outreach and recruiting of potential DBEs*
  - *DBE certification assistance to potential DBEs*



## DBE Support Services Program

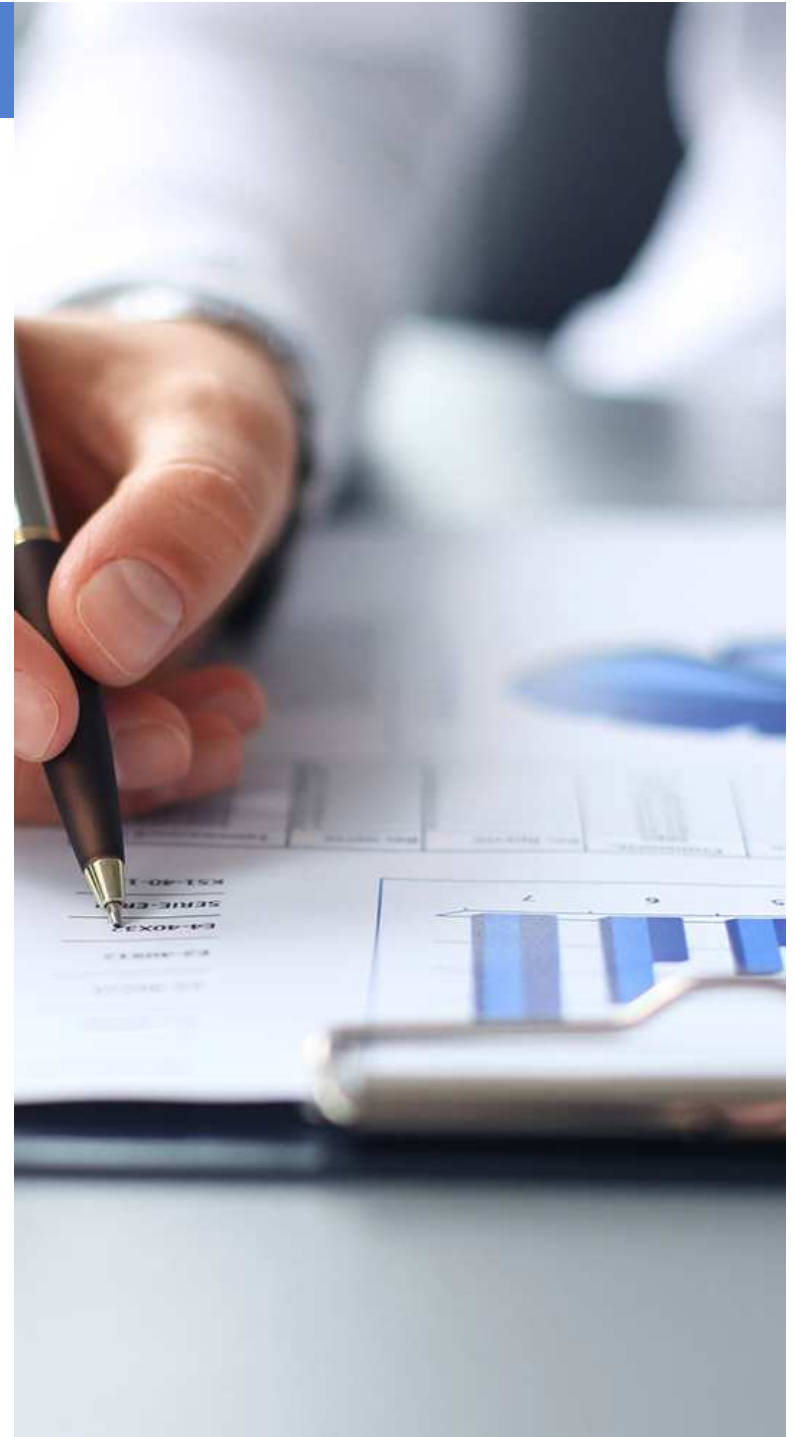
Provides the following services to certified DBEs:

- Counseling and one on one technical and managerial assistance
- Assistance with securing bonding and accessing financial assistance programs
- Developmental assistance through the Business Development Program (BDP)
- Matching prime contractors and consultants with certified DBEs for subcontracting opportunities
- Automated Bid Notification System notifies DBEs of contracting and subcontracting opportunities by project location and work classification



## FDOT DBE/SS Bid Matching Program

- Gathers information from the DBEs on the type of work they do by specialty codes and work area
- Unbundles FDOT construction and maintenance project advertisements by line item, including lump sum projects, and matches opportunities to individual DBE work types and work areas.
- Provides customized bid matching reports to all DBEs according to their certified work types and specialty codes.
- Provides DBEs with the names and contact information of the primes that are interested in bidding on specific projects.







# PROJECT GOALS AND OBJECTIVES

# DISTRICT 4 – 95 EXPRESS PROJECT

## KEY GOALS AND OBJECTIVES

- Maximize system operations, including the reduction and wherever possible the elimination of system weaves
- Minimize impacts to the public and environment during construction, including the minimization of lane closures and detours required for the improvements
- Expedite the construction of interchange and cross-street improvements
- Enhance and maintain the consistency of the corridor aesthetics through all phases of construction
- Complete project on time and under budget
- Refer to detailed goals and objectives provided on pages 10-11 of the RFP



# PROJECT OVERVIEW (VIDEO)



# SUMMARY SCOPE OF PLANNED IMPROVEMENTS

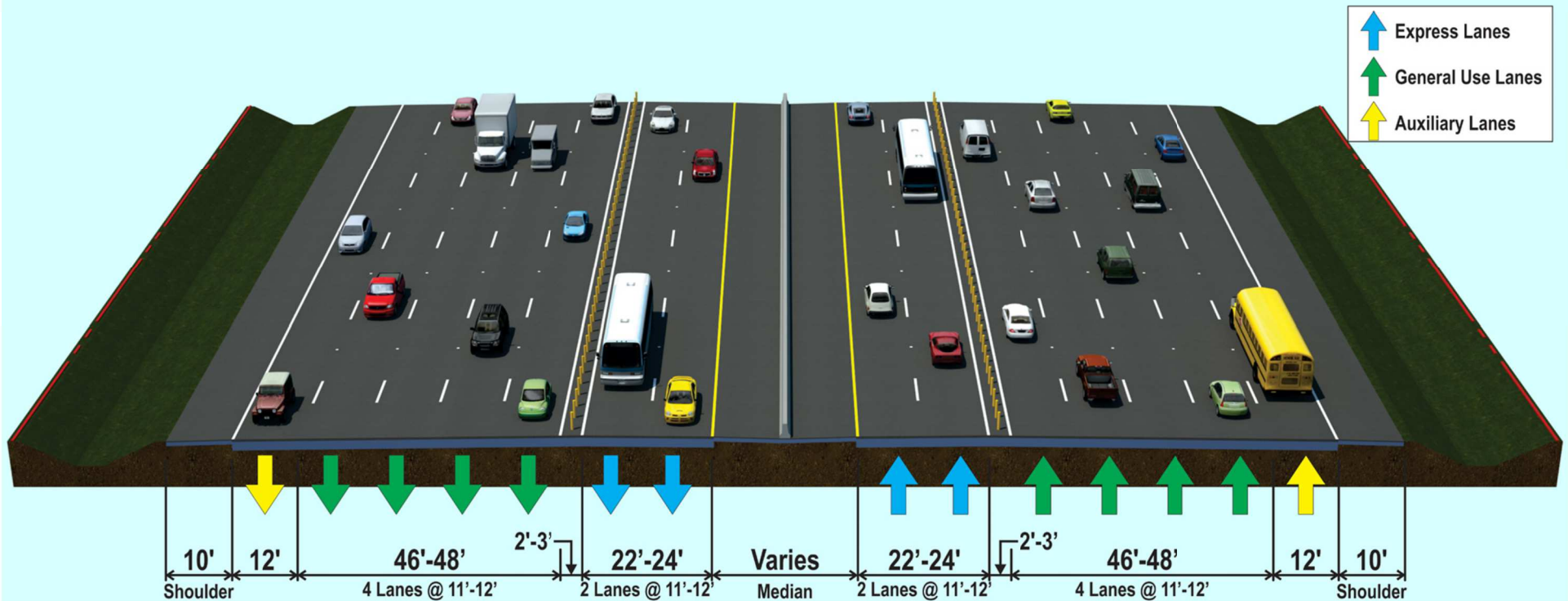


# SCOPE OF PLANNED IMPROVEMENTS

- Roadway Typical Sections
- Bid Alternative 2
- Design Exceptions and Variations
- Drainage
- Environmental / Permitting
- Structures
  - Bridges
  - Retaining Walls
  - Noise Walls
  - Sign Structures
- Ingress/Egress Points
- Tolling
- ITS
- Ramp Signaling
- Lighting
- Right of Way
- Airport Requirements
- Utility Coordination
- Geotechnical
- Survey
- Public Outreach
- Incident Management
- Emergency Management/Routine Maintenance
- Construction Management
- I/Ds and Bonus Provisions

# ROADWAY TYPICAL SECTION (I-95)

## Typical Section - 4 GP Lanes with Auxiliary Lanes



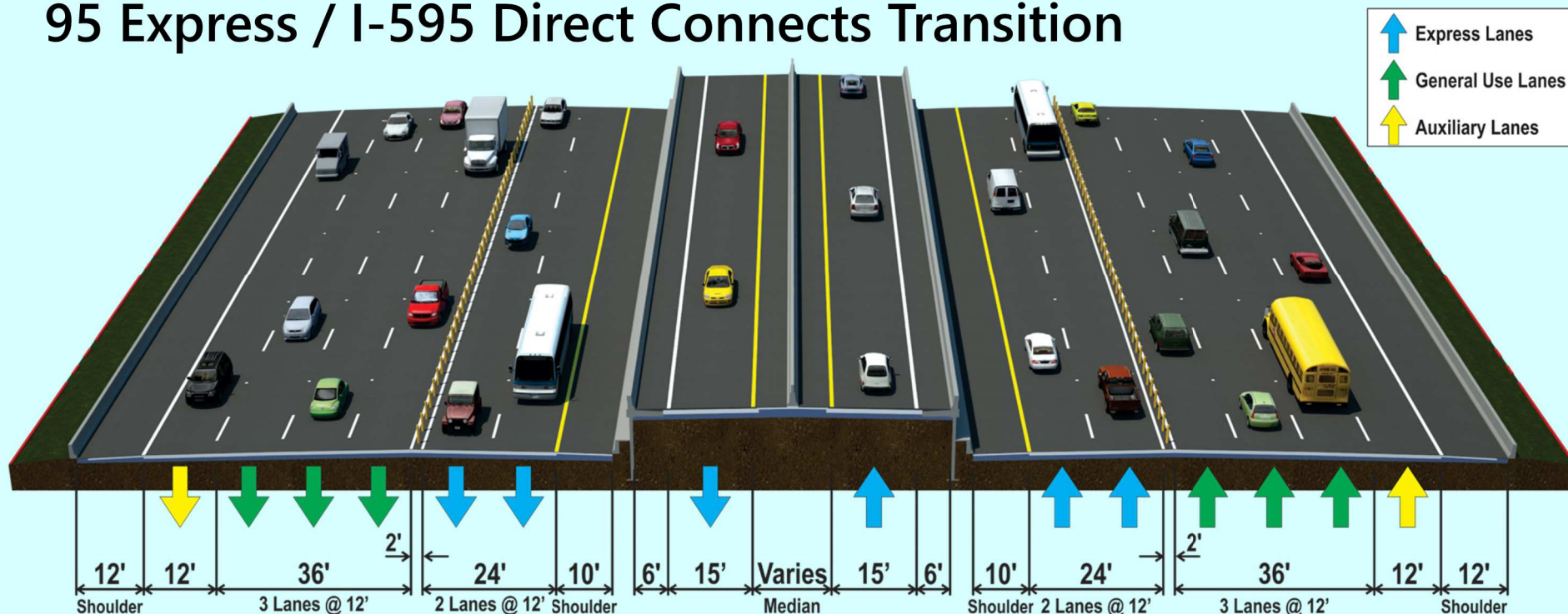
- Milling , Resurfacing, Overbuild and Widening to Accommodate the Following:
  - Two Tolled Express Lanes in Each Direction
  - Existing General Purpose and Auxiliary Lanes to Remain
  - Ingress/Egress Connection Points

Limits are:

- South of Hollywood Boulevard to North of SW 42<sup>nd</sup> Street

# ROADWAY TYPICAL SECTION (I-95)

## Typical Section - 3 GP Lanes with Auxiliary Lanes and 95 Express / I-595 Direct Connects Transition



- Milling , Resurfacing, Overbuild, Widening and Reconstruction to Accommodate the Following:
  - Direct Connect Ramps between 95 Express and I-595
  - Two Tolloed Express Lanes in Each Direction
  - Existing General Purpose and Auxiliary Lanes to Remain

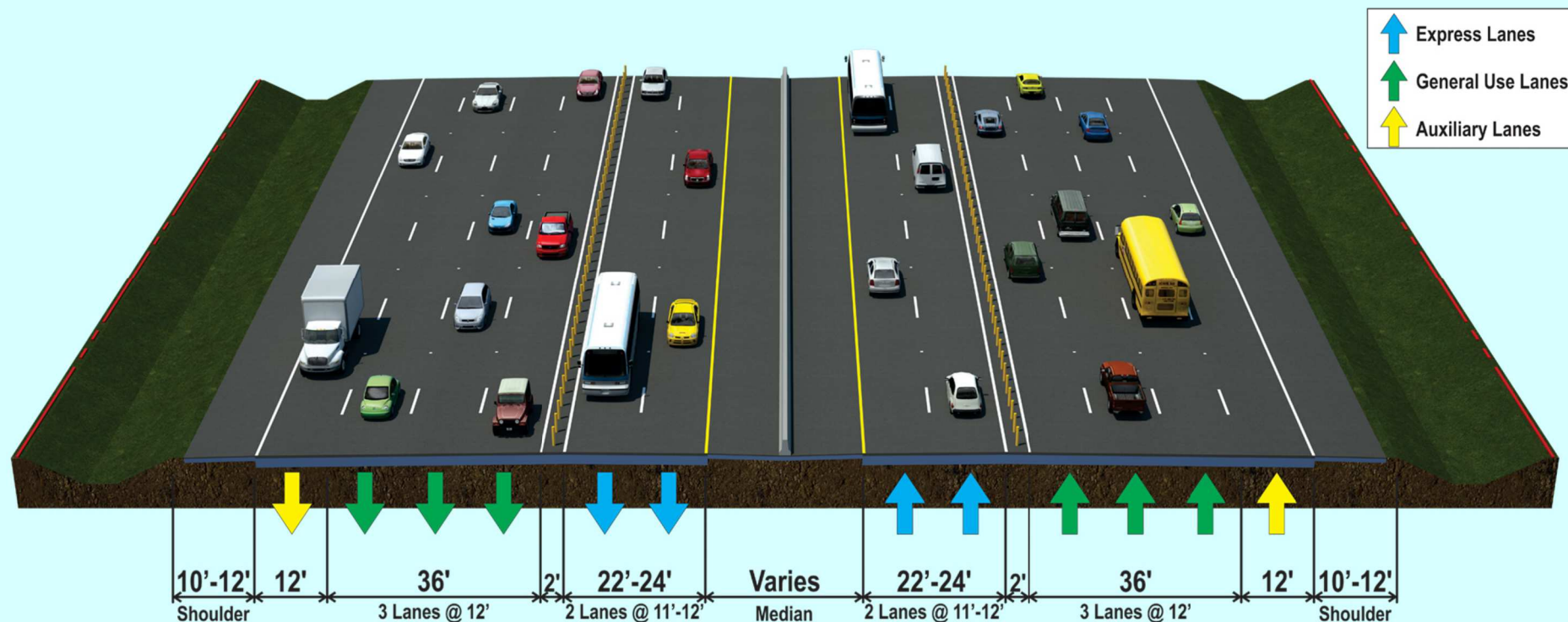
Limits are:

- North of SW 42<sup>nd</sup> Street to SR 84



# ROADWAY TYPICAL SECTION (I-95)

## Typical Section - 3 GP Lanes with Auxiliary Lanes



- Milling, Resurfacing and Restriping to Accommodate the Following:
  - Two Tolled Express Lanes in Each Direction
  - Existing General Purpose and Auxiliary Lanes to Remain

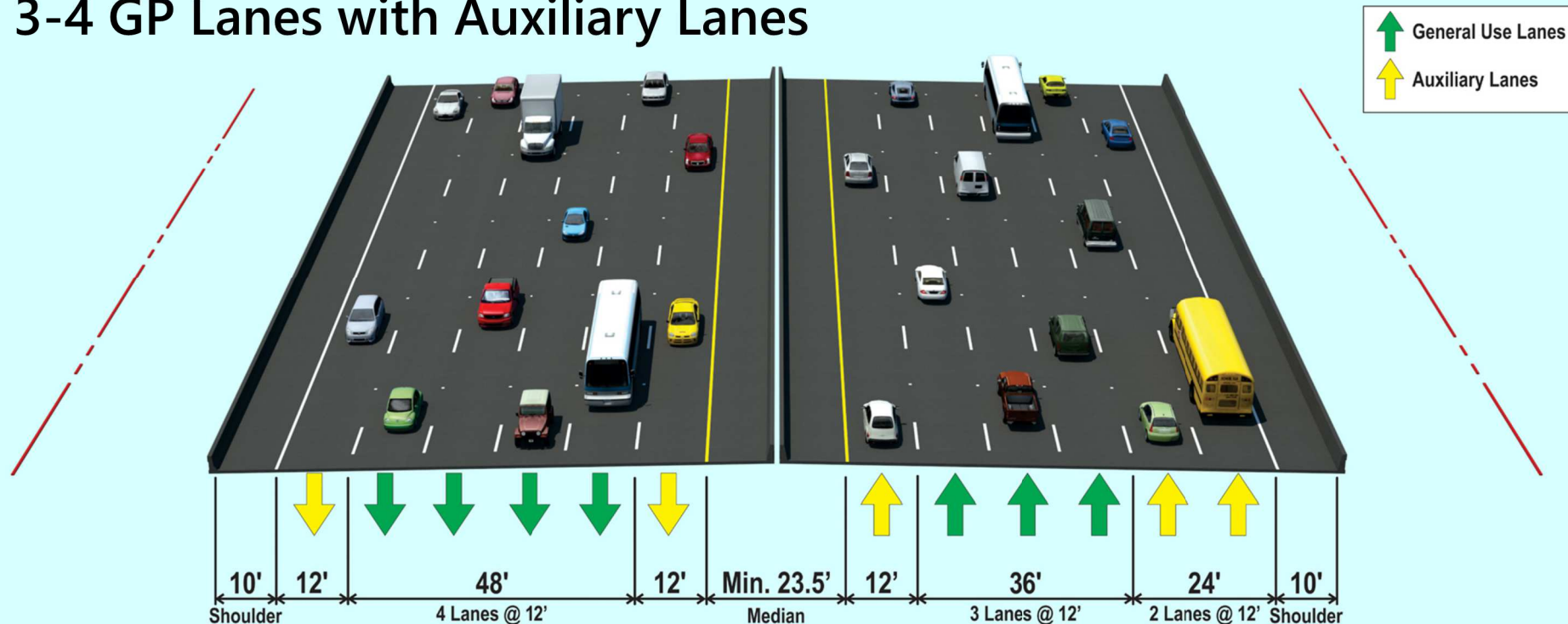
Limits are:

- SR 84 to Broward Boulevard



# ROADWAY TYPICAL SECTION (I-595)

## Typical Section I-595 Viaduct 3-4 GP Lanes with Auxiliary Lanes



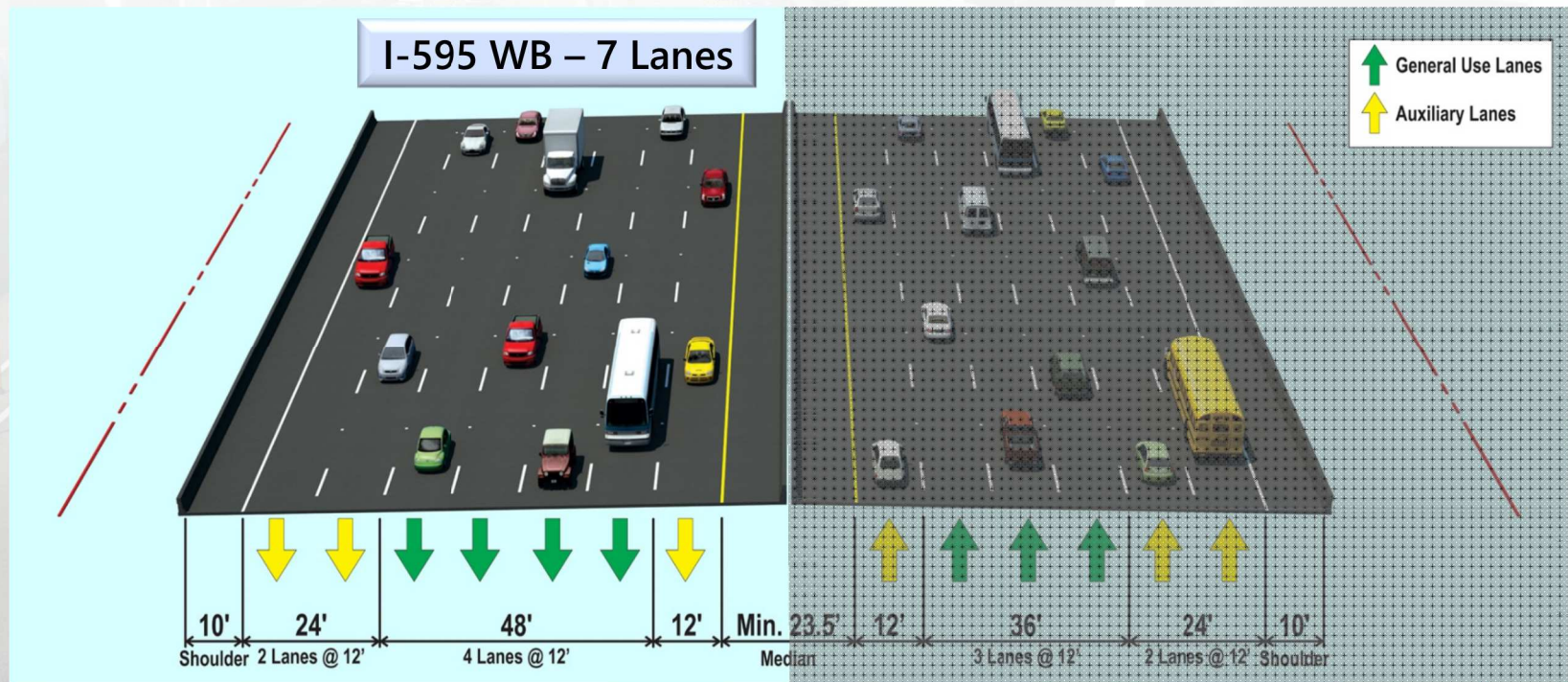
- Milling , Resurfacing, Overbuild, Widening and Reconstruction to Accommodate the Following:
  - One Additional General Purpose Lane in Each Direction and Standard Shoulder and Lane Widths
  - Direct Connect Ramps Between 95 Express and I-595

Limits are:

- SR 7/US 441 to I-95


# BID ALTERNATIVE 2

- Department currently considering Bid Alternative to provide ultimate WB I-595 Typical Section
  - 7-Lane Section between I-95 on-ramps and the SR 7/SR 84/Turnpike Exit Ramp



# DESIGN EXCEPTIONS/VARIATIONS

Design Element	Design Variation	Design Exception
Lane Width	-	X
Median Width	X	-
Shoulder Width	X	X
Border Width	X	-
Bridge Width	X	-
Vertical Clearance	X	-
Cross Slope	X	X
Superelevation	X	-
Transition Length	X	-
Horizontal Alignment	X	-
Vertical Alignment	X	-
Horizontal Stopping Sight Distance	X	X
Lateral Offset	-	-
Structural Design	X	-


I-95 (SR 9)  
Lane Width Design Exception

## DESIGN EXCEPTION – LANE WIDTH

### State Road 9 (Interstate 95)

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**Submission/Approval Letter**

To: Steve C. Braun, P.E. District Design Engineer Date: 03/30/2017

Financial Project ID: 409354-2-52-01 New Construction ☒ RRR ☐  
 Federal Aid Number: N/A  
 Project Name: SR 9/I-95 from Stirling Road to Broward Boulevard & I-95 from SR 7 to I-95  
 State Road Number: SR 9 Co./Sec./Sub: Broward /86070000  
 Begin Project MP: 2.377 End Project MP: 9.011  
 Full Federal Oversight: Yes ☒ No ☐  
 Request for Design Exception ☒ Design Variation ☐

(For Design Exceptions or Variations Requiring Central Office Approval)  
 Re-Submittal: Yes ☐ No ☐ Original Ref#           

Requested for the following element(s):

<input type="checkbox"/> Design Speed	<input checked="" type="checkbox"/> Lane Widths	<input type="checkbox"/> Shoulder Widths	<input type="checkbox"/> Bridge Widths
<input type="checkbox"/> Structural Capacity	<input type="checkbox"/> Vertical Clearance	<input type="checkbox"/> Grades	<input type="checkbox"/> Cross Slope
<input type="checkbox"/> Superelevation	<input type="checkbox"/> Horizontal Alignment	<input type="checkbox"/> Vertical Alignment	<input type="checkbox"/> Stopping Sight Distance
<input type="checkbox"/> Horizontal Clearance	<input type="checkbox"/> Other: <u>          </u>		

**Project Description:**  
 I-95 is a vital surface transportation facility along the east coast of Florida as it provides for the movement of goods and people within the 12 coastal counties, including Palm Beach, Broward and Miami-Dade Counties. Over the past few decades, increasingly high traffic volumes have brought congestion during the peak hours on I-95 to unacceptable levels of service. Preserving mobility within the corridor is of prime concern to the Florida Department of Transportation (FDOT). FDOT recently concluded several Project Development and Environment (PDE) studies for a 22.2-mile segment of I-95, from Stirling Road (SR 848) in Broward County to south of Glades Road (SR 808) in Palm Beach County. The solution to enhance operational capacity and relieve congestion along the I-95 corridor was to convert the existing High Occupancy Vehicle (HOV) lane to a tolled Express Lane and adding one additional tolled Express Lane for a total of two Express Lanes in each direction in the median of I-95. The Express Lanes will be separated from the general purpose (GP) lanes with a four-foot wide buffer with tubular markers.  
 I-95, within the project limits, varies from an eight-lane to a ten-lane (including High Occupancy Vehicle lanes) divided limited access facility classified as an urban principal arterial – interstate with a posted speed limit of 65 miles per hour (MPH). The access management classification for this corridor is Class 1.2. Freeway in an existing urbanized area with limited access. The proposed design proposes to widen the I-95 mainline to provide additional capacity in each direction within the existing limited access right of way (LA R/W). The proposed improvements were designed to avoid impacting the corridor interchanges, retaining walls, collector-distributor roads, and bridge structures over I-95. In order to avoid such impacts, the proposed roadway typical section will require reducing the express lanes width to 11 feet from south of Hollywood Boulevard to just north of the Broward Boulevard Park and Ride, and at constrained spots such as Woodlawn Cemetery, under Sunrise Boulevard overpass and the bridge over Commercial Boulevard. The auxiliary lane along I-95 NB at Woodlawn Cemetery and under Sunrise Blvd overpass is also being reduced to 11 feet. The auxiliary lane width reduction at the Woodlawn Cemetery is proposed to meet the PDE Study commitment to maintain the existing pavement footprint within the limits of the cemetery. According to Volume 1, Chapter 2 of the FDOT's Plans Preparation Manual, Table 2-1.1, the required lane width is 12 feet for through or travel lanes and auxiliary lanes on an urban freeway. According to Chapters 8 and 10 (2011 AASHTO, A Policy on Geometric Design of Highways and Streets), Pages 8-2 and 10-76 respectively, it is required to provide a minimum travel lane width of 12 feet for freeways. Upgrading these lanes to meet the minimum width criteria will significantly increase the cost of the project and will negatively impact the project schedule. A design exception is being requested to reduce the express lanes width including the auxiliary lanes within the constrained segments in each direction.

**Recommended by:**  
 Date:             
 Javier Marso, P.E. No.: 69183  
 Responsible Professional Engineer  
 HDR Engineering, Inc.

**Approvals:**

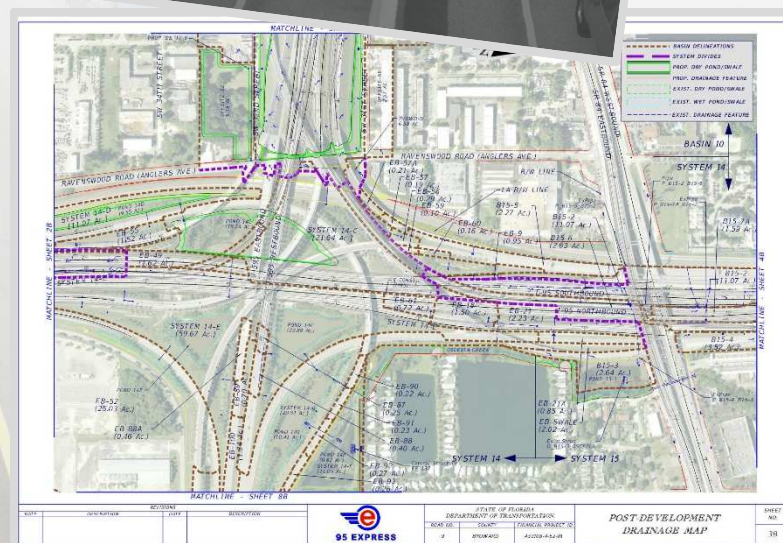
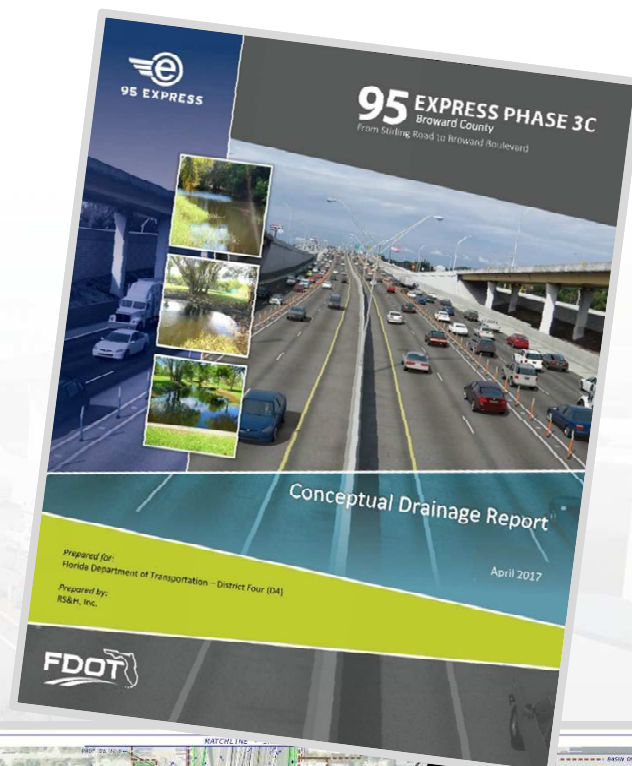
Date: <u>          </u> Steve C. Braun, P.E., - District Design Engineer	N/A District Structures Design Engineer	Date: <u>          </u>
Date: <u>          </u> Michael Shepard, P.E., - State Roadway Design Engineer	N/A State Structures Design Engineer	Date: <u>          </u>
Date: <u>          </u> State Chief Engineer	N/A Mark E. Clasgens, P.E., - FHWA Division Administrator	Date: <u>          </u>



# DRAINAGE

## ■ Stormwater Management Facilities

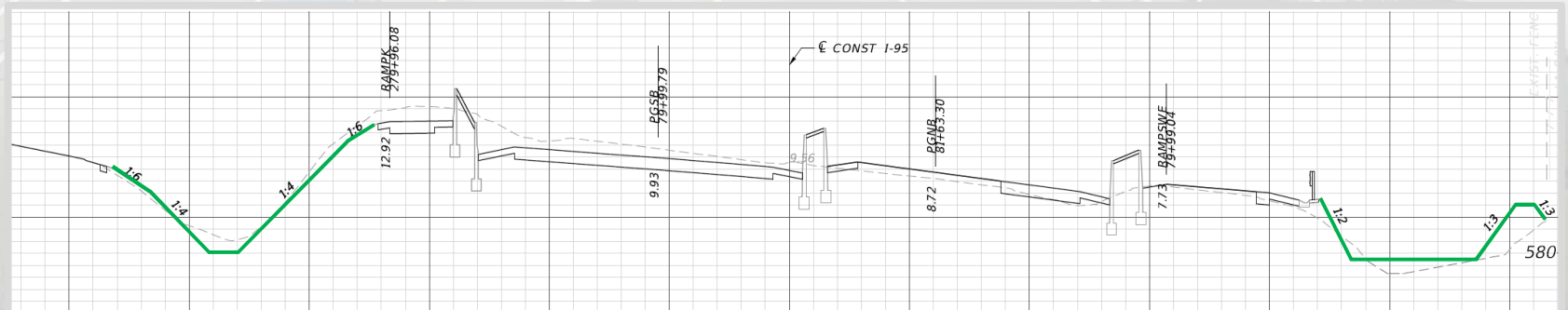
- Linear dry ponds (swales)
- Dry and/or wet detention/retention ponds:
  - Interchange infield areas
  - Surplus airport parcels south of SW 32<sup>nd</sup> Street
  - Below I-595 viaduct
- New or modified control structures and outfalls
- Avoid Landscape Opportunity areas and Pond Modifications at SR 7/I-595 and I-95/I-595





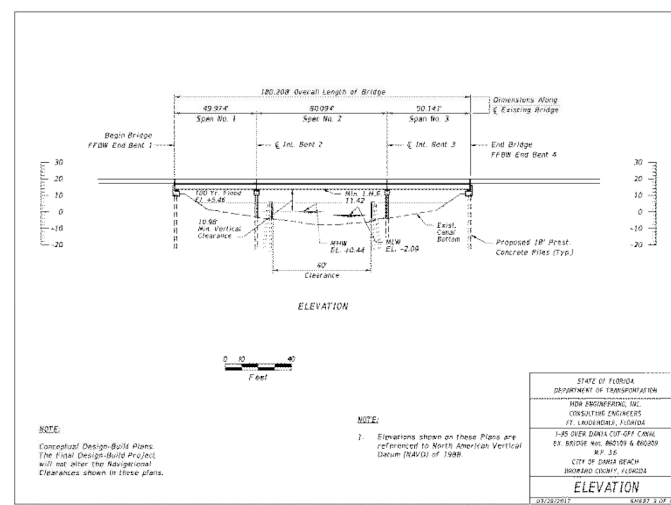
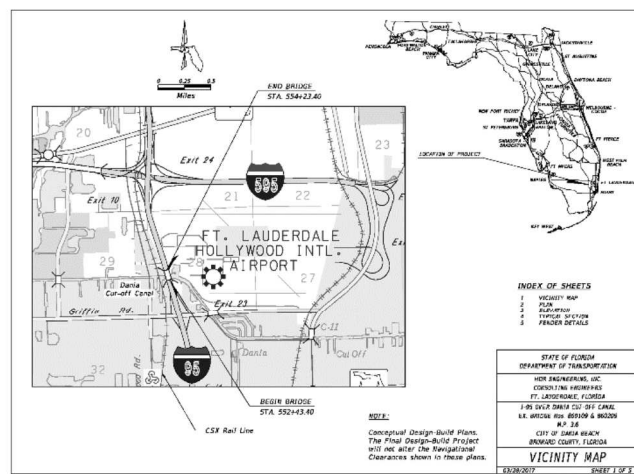
# DRAINAGE

- Drainage Collection and Conveyance Systems
  - Modifications to closed drainage systems required in median to accommodate shift in crown point
  - New closed drainage systems required along outsides in barrier wall and guardrail/shoulder gutter sections, as well as accommodation of bridge deck runoff
  - MSE wall drainage and culvert extensions required



# DRAINAGE

- **Bridge Hydraulics, Scour, Stabilization**
  - Perform analyses and design re: Dania Cutoff Canal and South Fork of the New River Canal per forthcoming SFWMD Right-of-Way Occupancy and USCG Bridge permit coordination



# ENVIRONMENTAL

- Threatened & Endangered Species
  - Endangered Species Biological Assessment Report (ESBA), Essential Fish Habitat (EFH), and Wetland Evaluation Report (WER) prepared during PD&E Study
  - Coordination conducted with FWS and NMFS for wood stork, gopher tortoise, burrowing owl, scrub jay, manatee, and indigo snake during PD&E Study
  - Consultation forthcoming with NMFS for Smalltooth Sawfish





# ENVIRONMENTAL

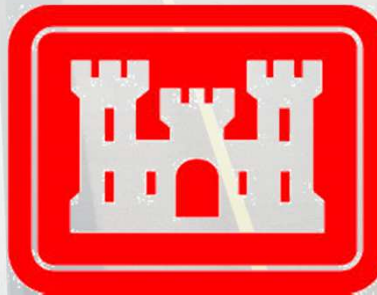
- **Wetlands & Mitigation**
  - Jurisdictional Wetland Survey, Environmental Assessments, and Wetland Impact and Mitigation Assessment Completed
  - Existing Credits from West Lake Park, Broward County PAS Mitigation Site, and Loxahatchee Mitigation Bank to be used for mitigation of estuarine wetland impacts along I-95, estuarine wetland and mudflat impacts along I-595, and freshwater forested impacts, respectively





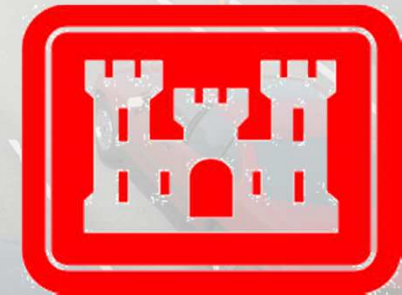
# PERMITTING

- Department planning to submit the following permit applications in May 2017:
  - FDEP Letter of Consent
  - SFWMD Conceptual ERP
  - SFWMD General Permit (Geotechnical Activities)
  - SFWMD ROW Occupancy Permit(s)
  - USACE Section 404 Dredge & Fill Permit
  - USACE Section 408 Approval(s)
  - USCG Bridge Permit
  - Permits approvals being targeted prior to Price Proposal submittal date
- *SFWMD Water Use (Dewatering) Master Permit(s) in Place for FDOT District 4 Projects*



# PERMITTING

- DB Firm Responsible for Obtaining Following Permits per Phase(s):
  - NPDES Construction Generic Permit(s)
  - SFWMD Construction ERP(s)
  - Modifications to SFWMD, USACE, and USCG Permits due to ITS, Final Design, and/or Construction Changes, including Special Conditions Documentation in Support of SFWMD Master Dewatering Permit Requirements





# STRUCTURES



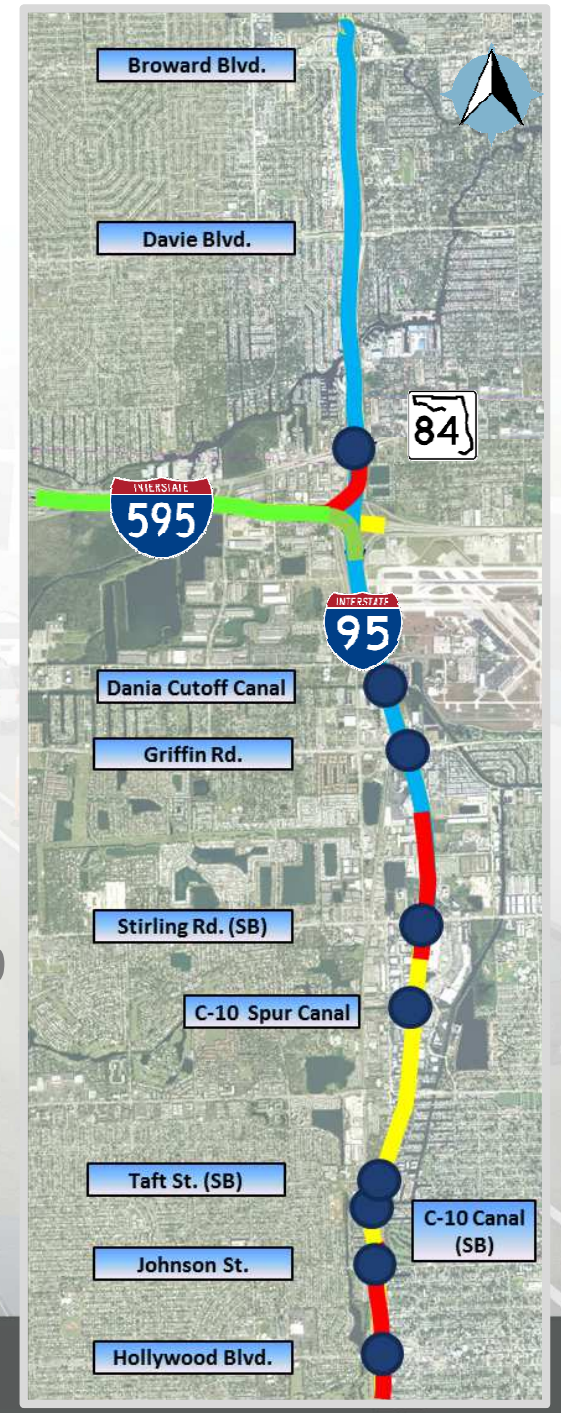
# STRUCTURES

- New Bridges and Existing Bridge Widening:
  - I-95 Widening South of SW 42<sup>nd</sup> Street (11 bridges)
  - I-595/I-95 Main Interchange (4 bridges)
  - SR 84 Interchange (7 bridges, including new WB Bridge)
  - I-595 West of I-95 (3 bridges)
- Steel Bridge Painting (18 existing steel bridges)
- Retaining Walls
- Noise Walls
- Sign Structures
- Tolling Gantries



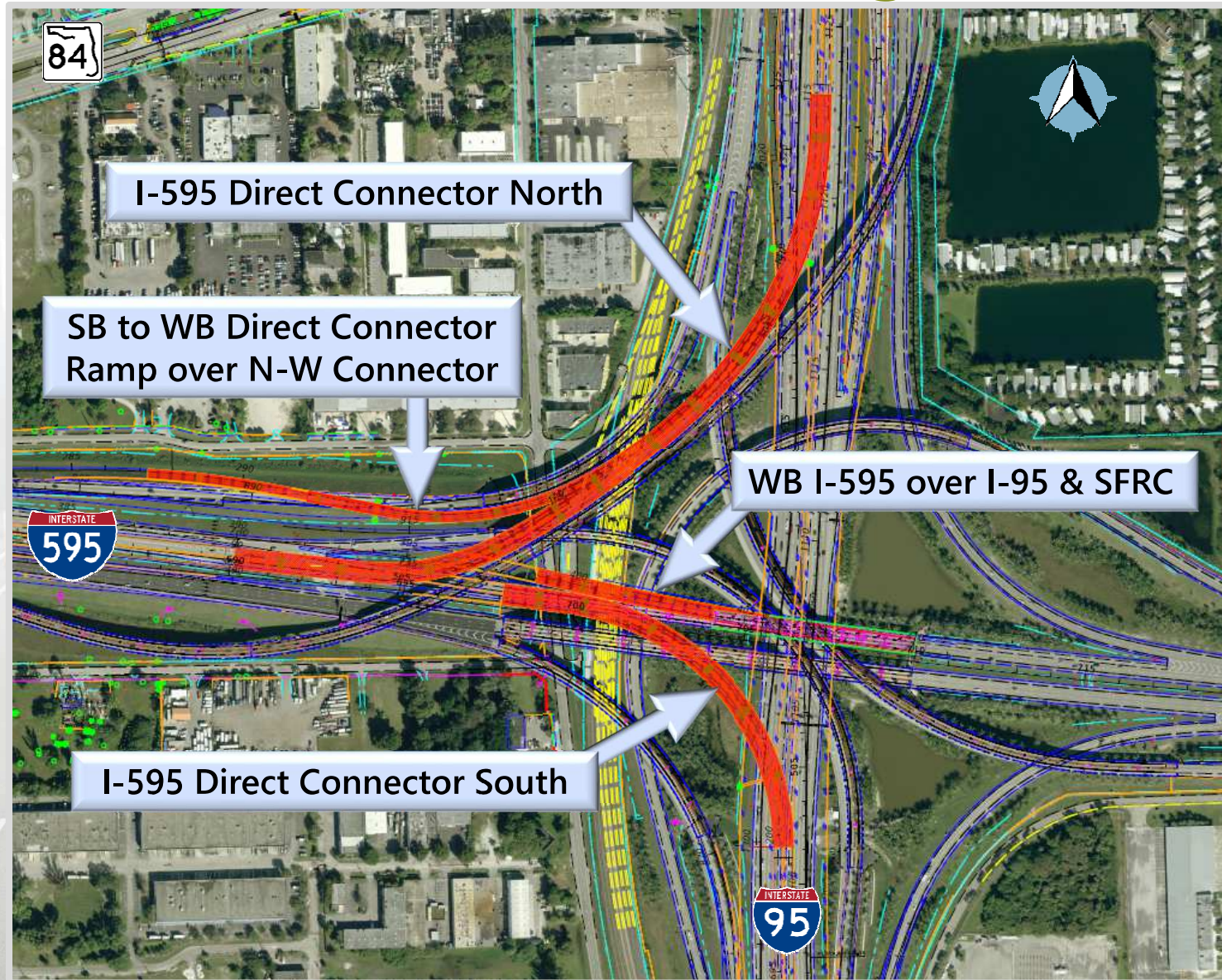
# I-95 Widenings South of 42<sup>nd</sup> Street

- I-95 / Hollywood Blvd – 860530
- I-95 / Johnson St – 860102/860202
- I-95 / C-10 Canal (SB Only) – 860575
- I-95 / Taft St (SB Only) – 860104
- I-95 / C-10 Spur Canal – 860578
- I-95 / Stirling Rd (SB Only) – 860579
- I-95 / Griffin Rd – 860554/860555
  - Florida Gas Transmission (FGT) line located near existing substructure
- I-95 / Dania Cut-Off Canal – 860109/860209
  - Fender system lengthening shall match the existing fender system as shown in the USCG Bridge Permit Plans





# I-95/I-595 Main Interchange



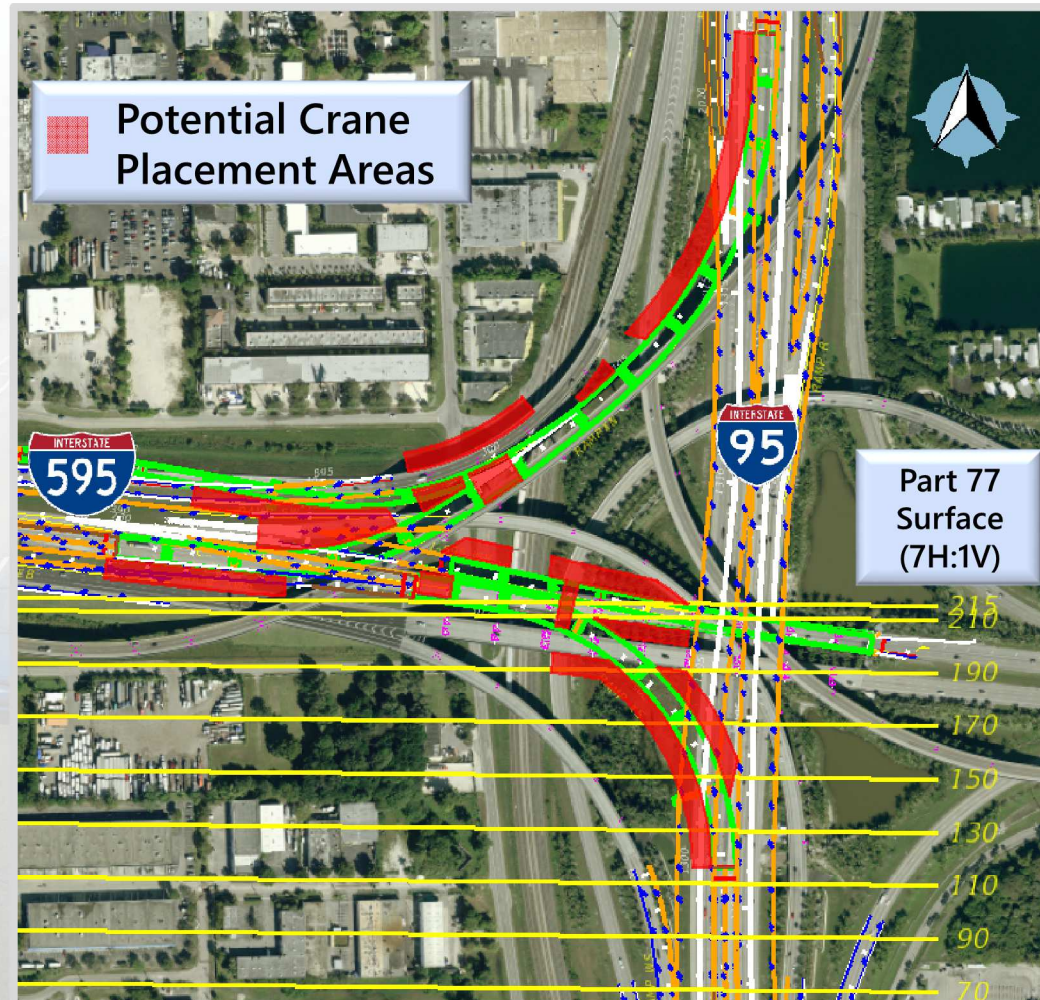
# I-95/I-595 Main Interchange

- I-595 Direct Connector North (New)
  - EB I-595 to NB 95 Express
  - SB 95 Express to WB I-595
- SB to WB Direct Connector Ramp over N-W Connector (New)
  - SB 95 Express to SR 7/SR84/TPK Exit
- I-595 Direct Connector South (New)
  - EB I-595 to SB 95 Express
  - NB 95 Express to WB I-595
- WB I-595 over I-95 & SFRC - 860535
  - Partial bridge replacement
- Aesthetics and Constructability Issues:
  - Steel box superstructure is required
  - Unpainted weathering steel not allowed
  - Typical Piers shall match existing
  - FLL glide path restrictions to be considered for construction of interchange improvements



# I-95/I-595 Main Interchange

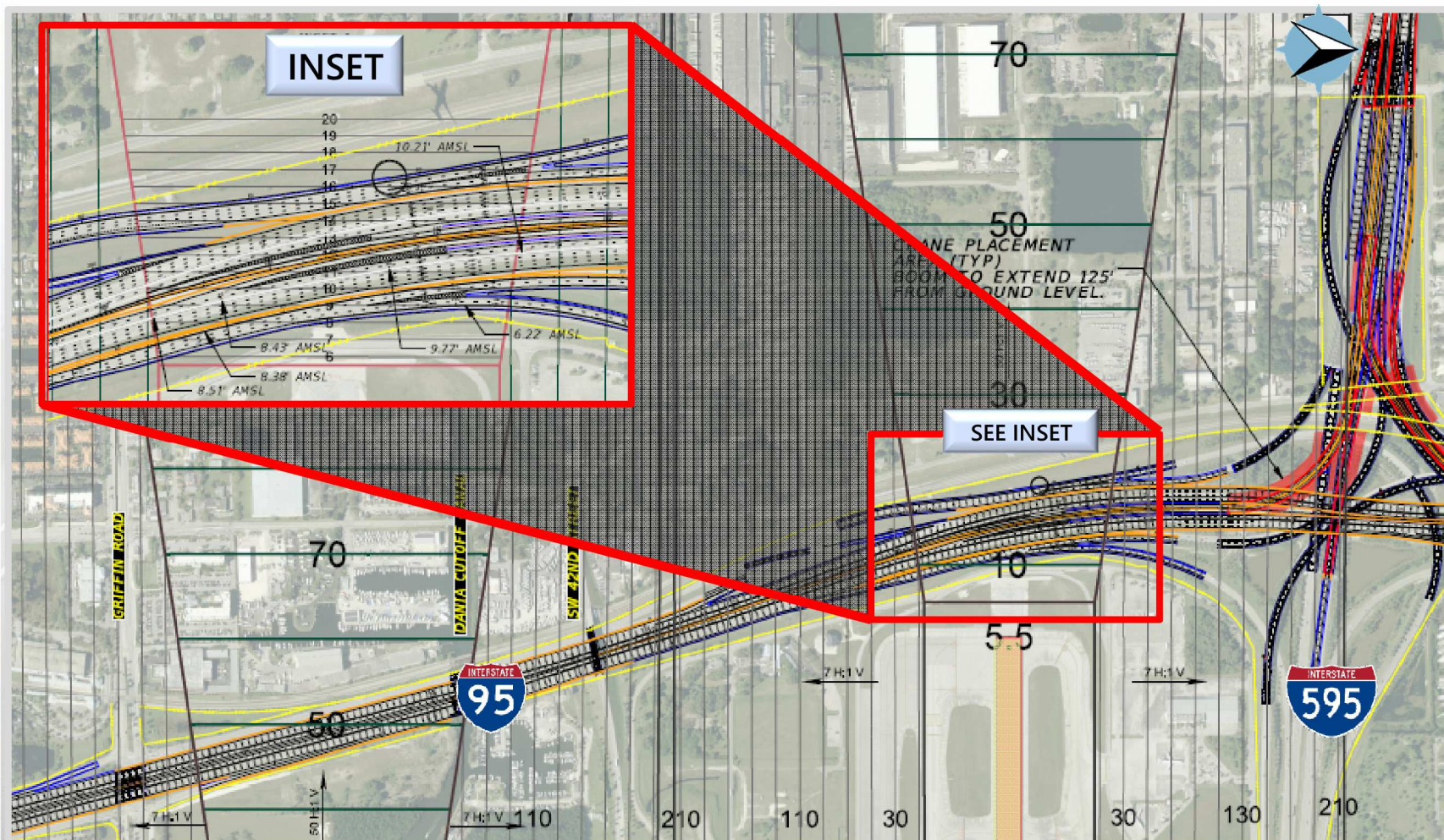
Potential crane placement for bridge construction





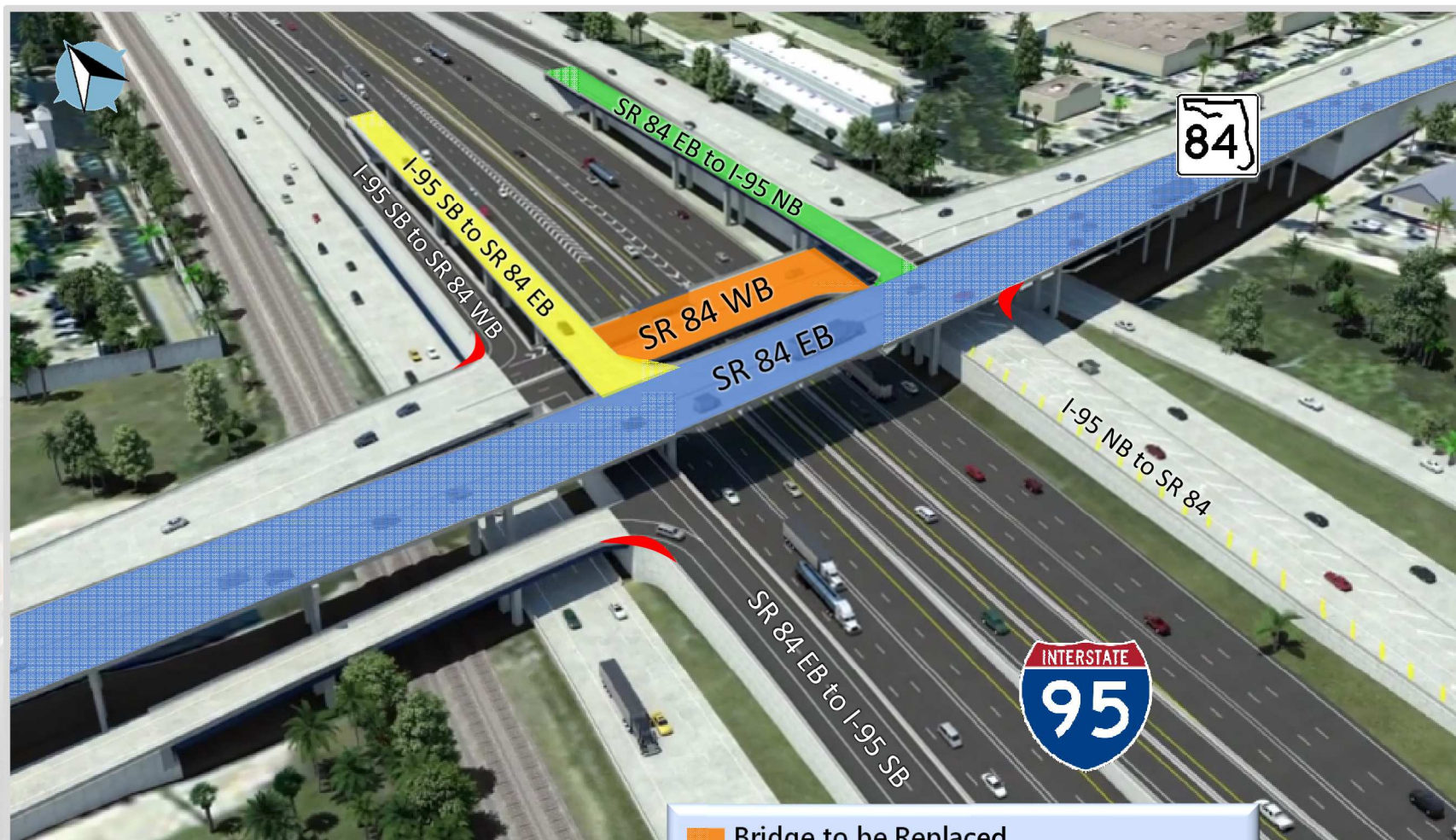
# I-95/I-595 Main Interchange

I-95/I-595 exchange area adjacent to runway 10L-28R





# SR 84 Interchange



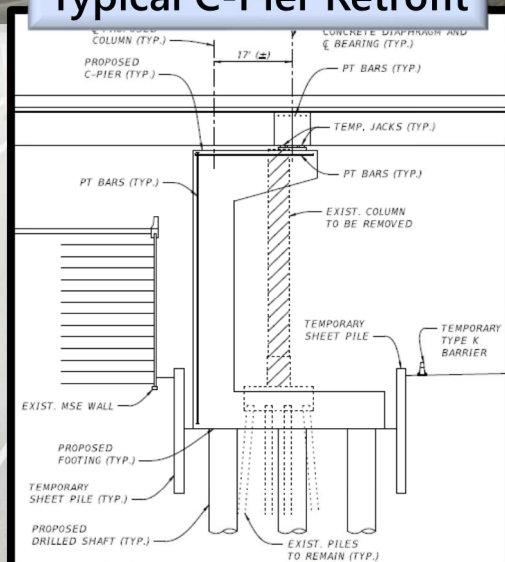
-  Bridge to be Replaced
-  Bridge to be Widened & C-Pier Retrofit
-  Bridge Section & C-Pier Retrofit
-  C-Pier Retrofit
-  Turning Radius Improvements



# SR 84 Interchange



## Typical C-Pier Retrofit



- EB SR 84 over I-95 & SFRC - 860528
  - C-Pier Retrofit
  - Section reconfiguration for Bike Lane/Pedestrian Improvements
- SB I-95 to EB SR 84 - 860526
  - Pier Retrofit
  - Combined foundation
- EB SR 84 to NB I-95 - 860527
  - Widening and C-Pier Retrofits
  - Combined foundations
  - Attention to aesthetics at the end of the bridge

# SR 84 Interchange

- WB SR 84 over I-95 - 860523 existing
  - Existing Single Span
  - Bridge Replacement
  - 2-Span Accelerated Bridge Construction (ABC) Concept
  - ABC Opportunities
    - Methodology
    - Staging Area
    - Assembly / Demolition
    - Installation – Self Propelled Modular Transporters (SPMT)
    - Considerations





# WB SR 84 Bridge - ABC Opportunities Methodology Option



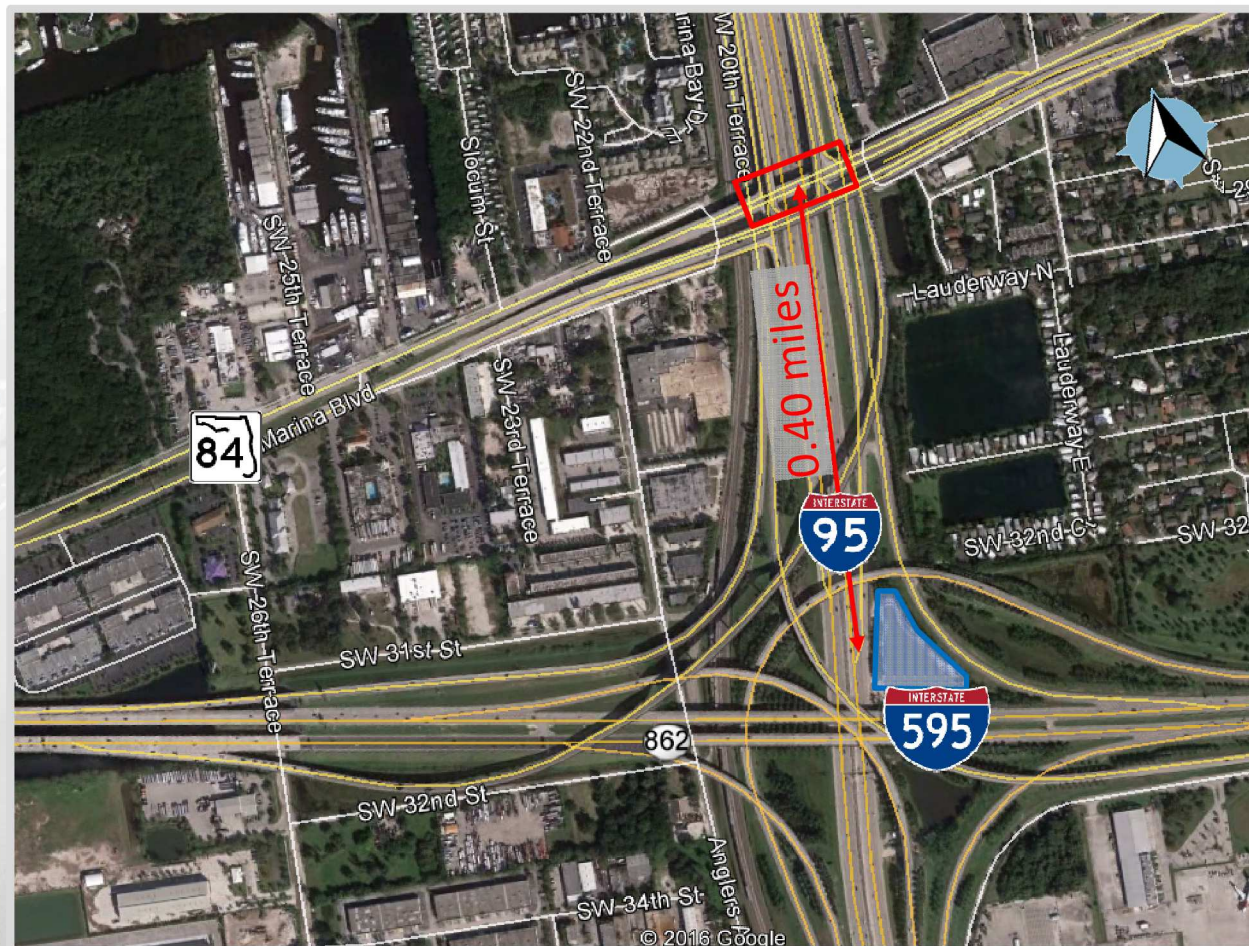
SPMT Removal/Installation



Offsite Demolition & Assembly



# WB SR 84 Bridge - ABC Opportunities Staging Area Option





# WB SR 84 Bridge - ABC Opportunities Assembly/Demolition Option





# WB SR 84 Bridge - ABC Opportunities SPMT Installation Option





# WB SR 84 Bridge - ABC Considerations



Looking SE at Wet Pond Area



Looking N along I-95 and Ramp

# SR 84 Interchange

## Turning Radius Improvements



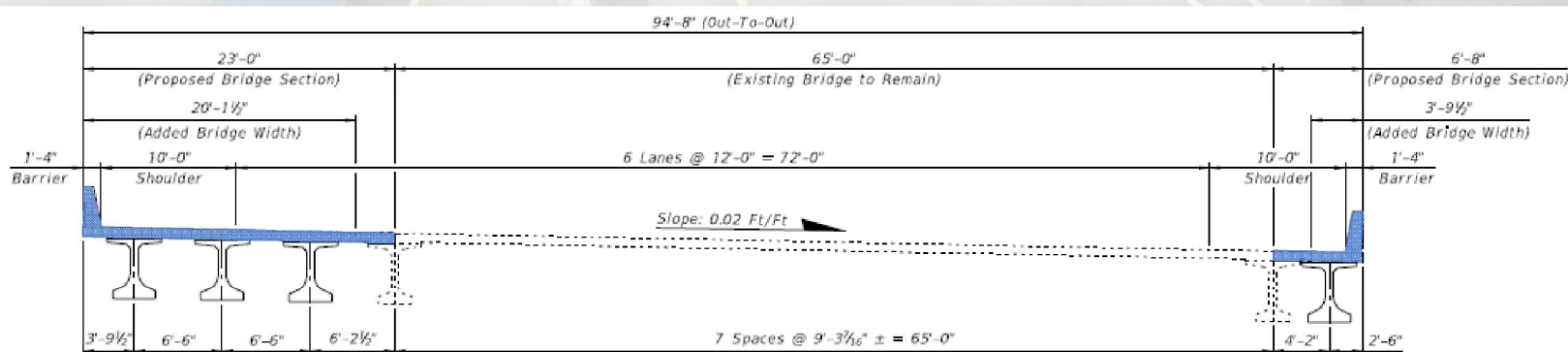
- Ramp F over SFRC & N-W Connector - 860521
- WB SR 84 over SFRC & N-W Connector - 860522
- Ramp K over E-N & W-N Connectors - 860525



# I-595 Bridges West of I-95



**I-595 over Pond Apple Slough & South Fork New River (SFNR)**





# I-595 Over Pond Apple Slough & SFNR – 860427/860428

- Key Design Features / Considerations
  - 4800' long widening, EB & WB
  - Existing foundations are a combination of spread footings and pile foundations
    - Settlement issues must be considered
  - 138kV FPL Overhead electric
  - Maintain Existing Fender System
    - Use of drilled shafts behind existing fender to maintain clearance
    - Extract and replace fender piles in conflict with drilled shafts
  - Sign Structures to be placed on new piers
  - Bridge deck drainage system
  - Maintenance roads and access platforms shall be constructed for future maintenance/inspection
  - Strengthen piers for any increase in loading

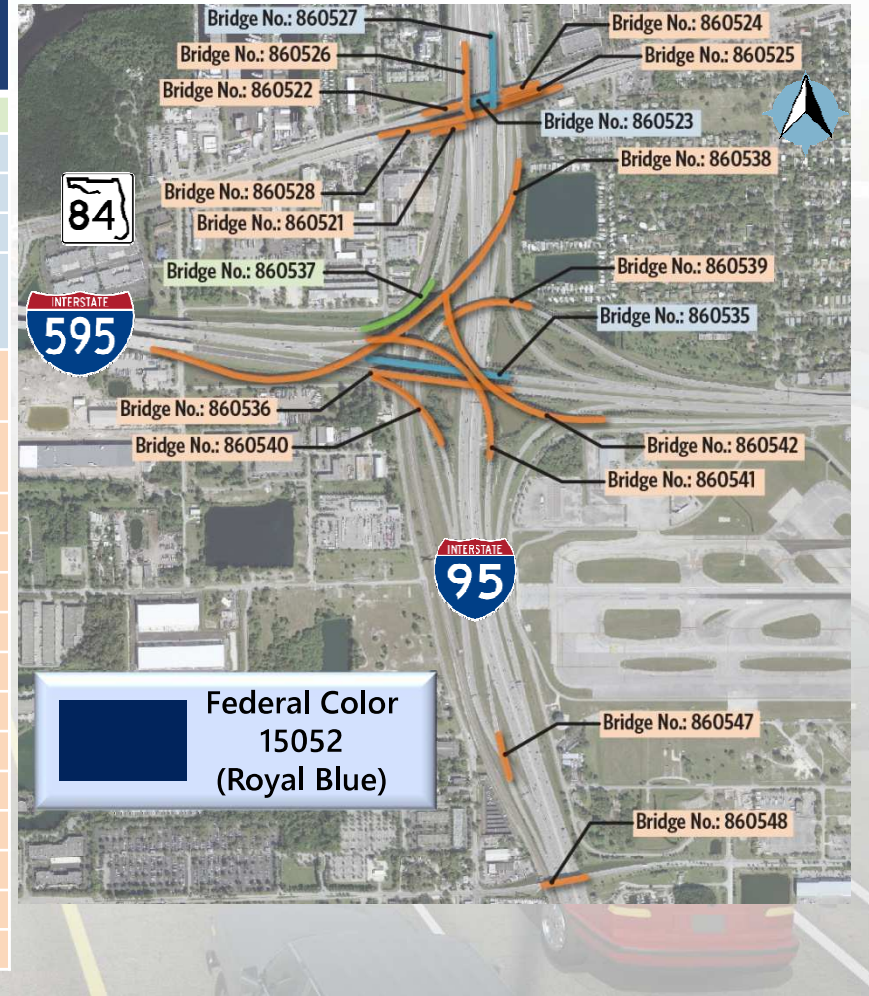
# WB I-595 Over SR 84 - 860426



- Plate girder widening
- 67 degree skew (Design Variation)
- Span imbalance
- Uplift issues (Design Variation for uplift at Strength Limit)

# Bridge Painting Locations

Bridge No.	Class 5 Recoating	Existing Bridge to be Repainted	Repainted Recently	Proposed Structural Improvements Replace/ Modify
860537	✓	✓	✓	
860523				Replace
860527	✓	✓		Modify
860535	✓	✓		Modify
860426 I-595 over SR 84 (NOT SHOWN ON MAP)				Modify
860521	✓	✓		Modify
860522	✓	✓		Modify
860524	✓	✓		
860525	✓	✓		Modify
860526	✓	✓		Modify
860528	✓	✓		Modify
860536	✓	✓		
860538	✓	✓		
860539	✓	✓		
860540	✓	✓		
860541	✓	✓		
860542	✓	✓		
860547	✓	✓		
860548	✓	✓		





## I-95/SR 84 Interchange & I-95/I-595 Erection Plan Meetings & Process

- Mandatory One-on-One I-95/SR 84 Interchange and I-95/I-595 Erection Plan Meetings (Initial & Final)
- Erection Plans Approval Determination
- Process to be built into overall ATC meetings and Submittal Schedule

# RETAINING WALLS

- The Maximum height of retaining walls shall be limited to 40 feet
- Front slope adjacent to MSE Walls shall be no steeper than 1:3 for maintenance purposes
- Partial height retaining walls such as perched or toe walls, will not be permitted. Specific exceptions along I-95 are noted in the RFP as follows:
  - Sta. 335+00 to Sta. 340+00 (RT) - existing toe wall
  - Sta. 344+00 to Sta. 349+00 (LT) - existing toe wall
  - Sta. 374+35 to Sta. 371+20 (LT) – proposed toe wall
  - Sta. 370+50 to Sta. 371+00 (RT) - existing toe wall

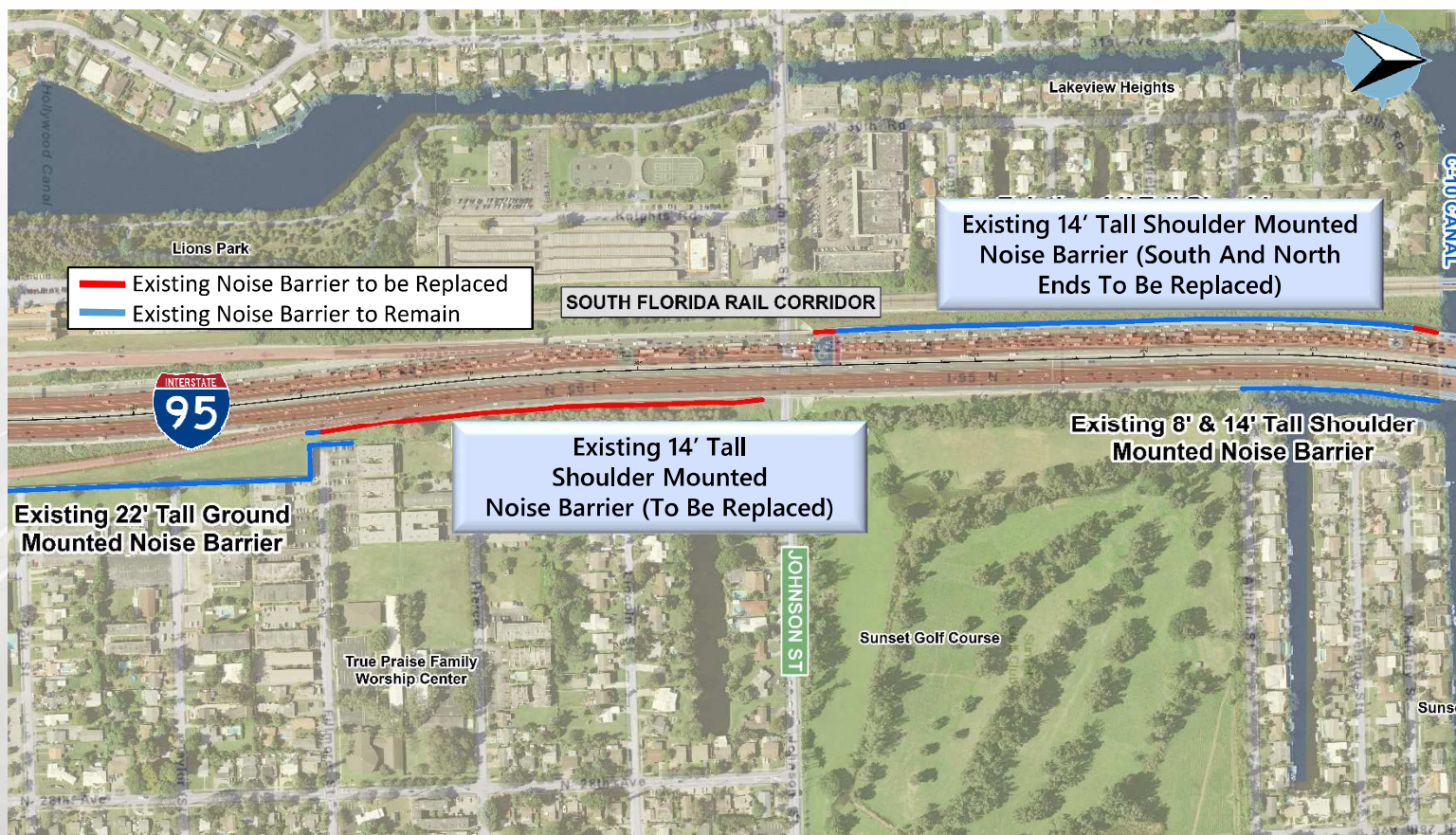


# NOISE WALLS

- Replacement of Existing Noise Barrier Segments Impacted by the Proposed Improvements:
  - Approximately 1,460 Linear Feet of 14-Foot Tall Shoulder Mounted Noise Barrier



# EXISTING AND PROPOSED REPLACEMENT NOISE WALLS





# SIGN STRUCTURES




- Phase 3C- along I-95:
  - 30 Cantilever Sign Structures
  - 23 Truss Sign Structures
  - 2 Truss DMS Structure
  - 2 Cantilever DMS Structures
  - 3 Toll Gantry Structure
  
- Phase 3C- along I-595:
  - 1 Cantilever Sign Structures
  - 15 Truss Sign Structures
  - 1 Truss DMS Structure











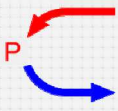

# 95 EXPRESS SIGN PANEL CHANGES

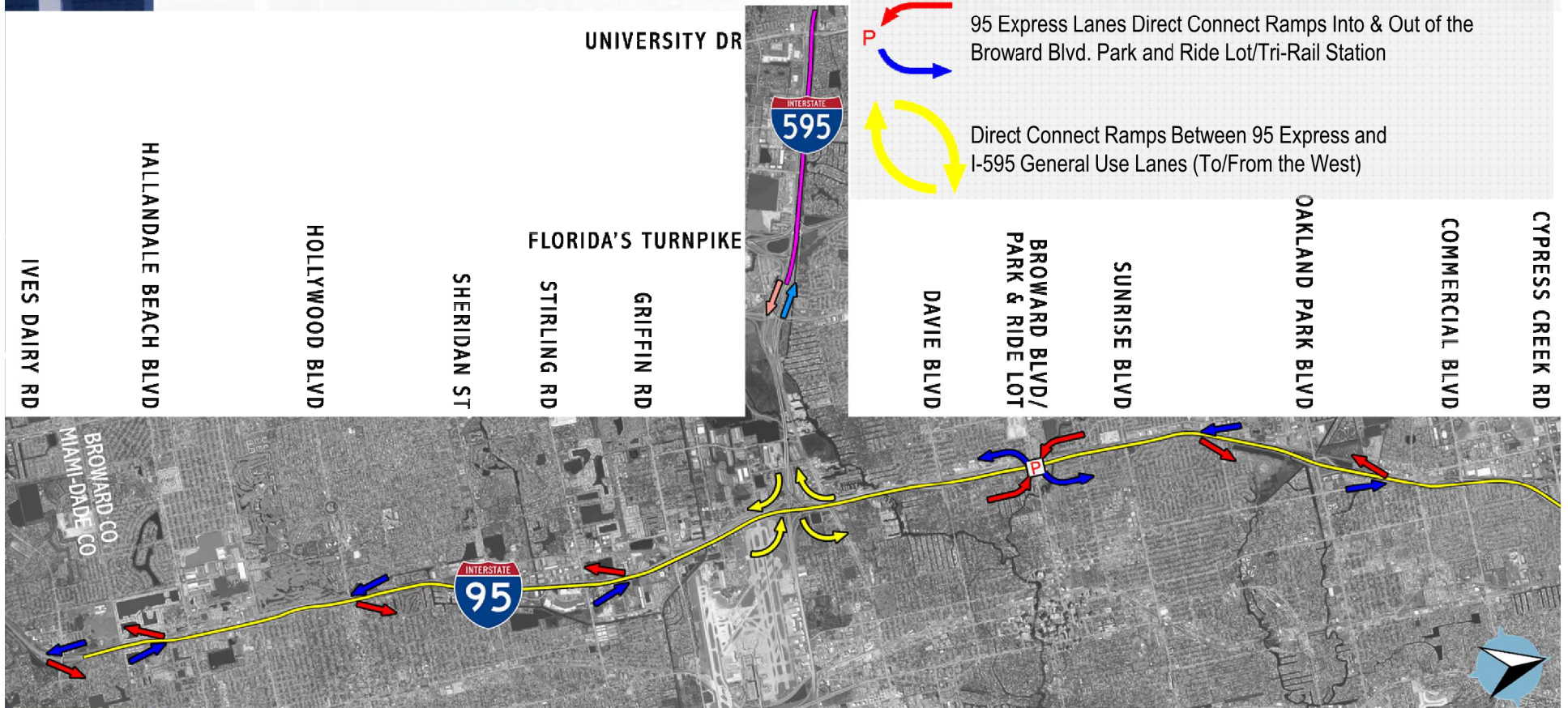
- Includes six toll amount panel overlays within 95 Express Phase 1 limits
- Includes four panel replacements within 95 Express Phase 2 limits
- Includes eleven panel replacements within 95 Express Phase 3A-1 limits

EXISTING		Sample Overlay		OVERLAY	
EXPRESS LANES		EXPRESS LANES		EXPRESS LANES	
SUNPASS ONLY		SUNPASS ONLY		SUNPASS ONLY	
TO		\$00.00	TO		\$00.00
TO	Ives Dairy	\$00.00	TO	Ives Dairy	\$00.00
TO		\$00.00	TO	Sheridan	\$00.00

Overlay I-595 shield with "Sheridan" destination

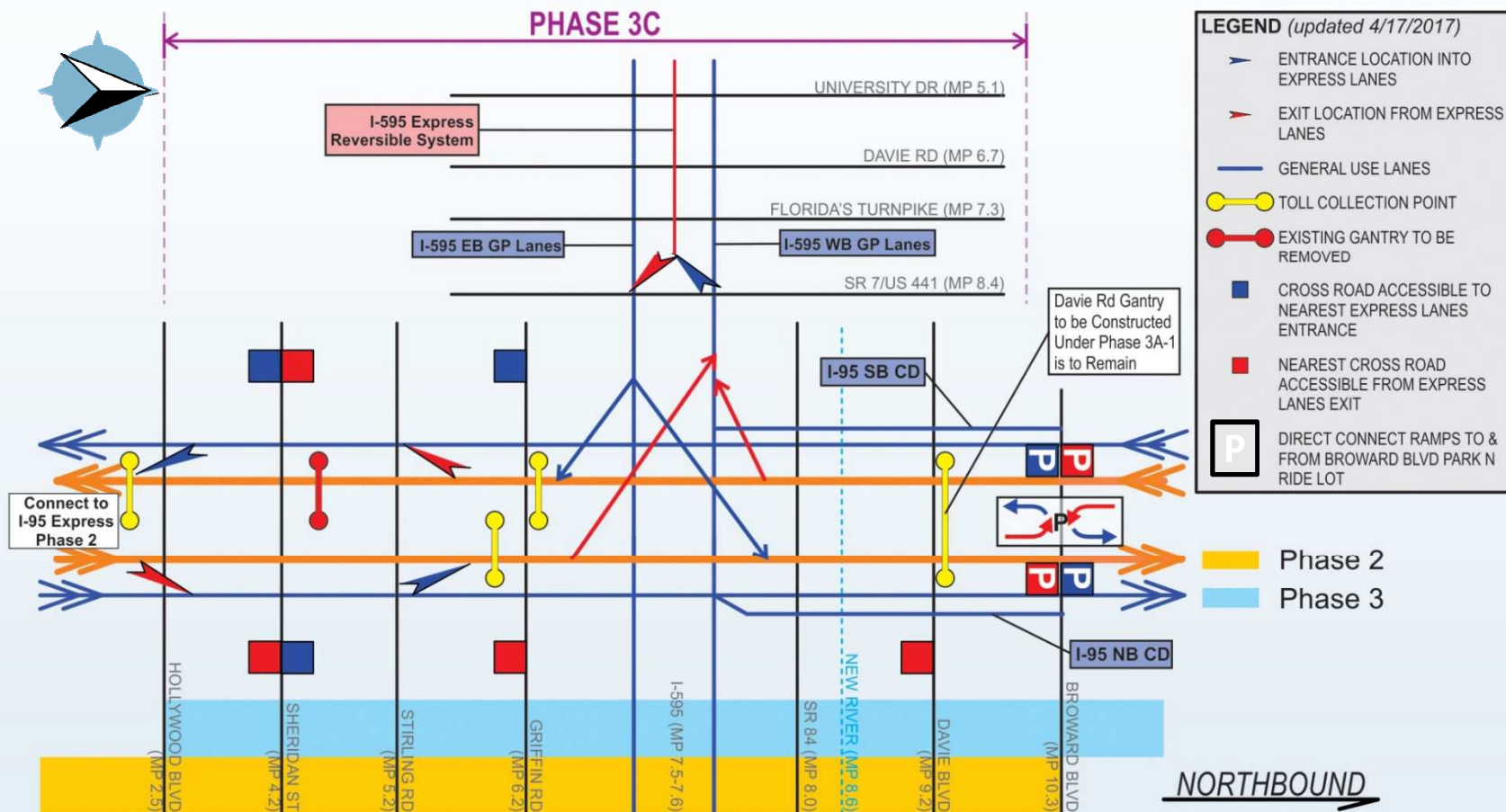
# INGRESS / EGRESS POINTS

-  Entry Point from I-95 General Use Lanes to 95 Express Lanes
-  Exit Point from 95 Express Lanes to I-95 General Use Lanes
-  WB 595 Express Ingress (PM Peak)
-  EB 595 Express Egress (AM Peak)
-  595 Express Lanes
-  95 Express Lanes
-  95 Express Lanes Direct Connect Ramps Into & Out of the Broward Blvd. Park and Ride Lot/Tri-Rail Station
-  Direct Connect Ramps Between 95 Express and I-595 General Use Lanes (To/From the West)



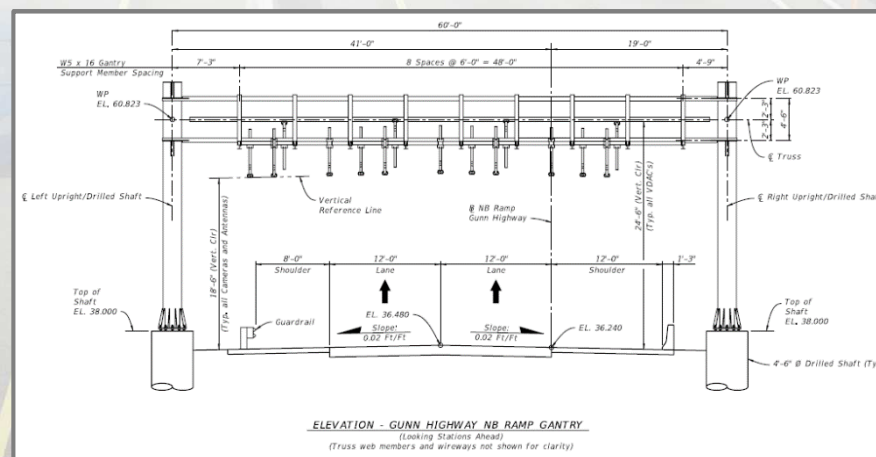


# INGRESS/EGRESS & TOLLING LOCATIONS



# TOLLING

- Three uni-directional tolling points (South of I-595)
  - Two Southbound
  - One Northbound
- One Existing southbound uni-directional tolling point to be removed
  - DB Firm to Provide Toll Operations Transition Plan
- Non-Accessible Toll Gantries
- Turnpike General Tolling Requirements





# ITS

- ITS Maintenance of Communications (MOC) Plan
- Maintain and Upgrade Existing ITS Devices Throughout I-95 and I-595 Project Limits
- Proposed 144-Count Fiber Optic Backbone Cables on the NB Side of I-95 and Along I-595 Viaduct
- DMS Subsystem, Including Toll Amount and Lane Status DMS
- CCTV Camera Subsystem
- MVDS Subsystem
- Power Distribution Subsystem
- System Integration and FTE Coordination



# RAMP SIGNALING

- Operational Technique to Control the Rate of Traffic Entering an Expressway
- Improves the Flow of Traffic Entering the Mainline While Avoiding Lengthy Backups on the Entrance Ramps and Cross-Streets
- To be implemented at all I-95 service interchange on-ramps





# LIGHTING

- I-95 mainline: New lighting to replace existing lighting system (South of Hollywood Blvd. to Broward Blvd.)
- I-595 and Direct Connect Ramps: New lighting system (SR 7 to SW 26<sup>th</sup> Terrace)
- SR84 Westbound: New lighting to replace existing lighting system
- New LED lighting systems to meet current FDOT Standards

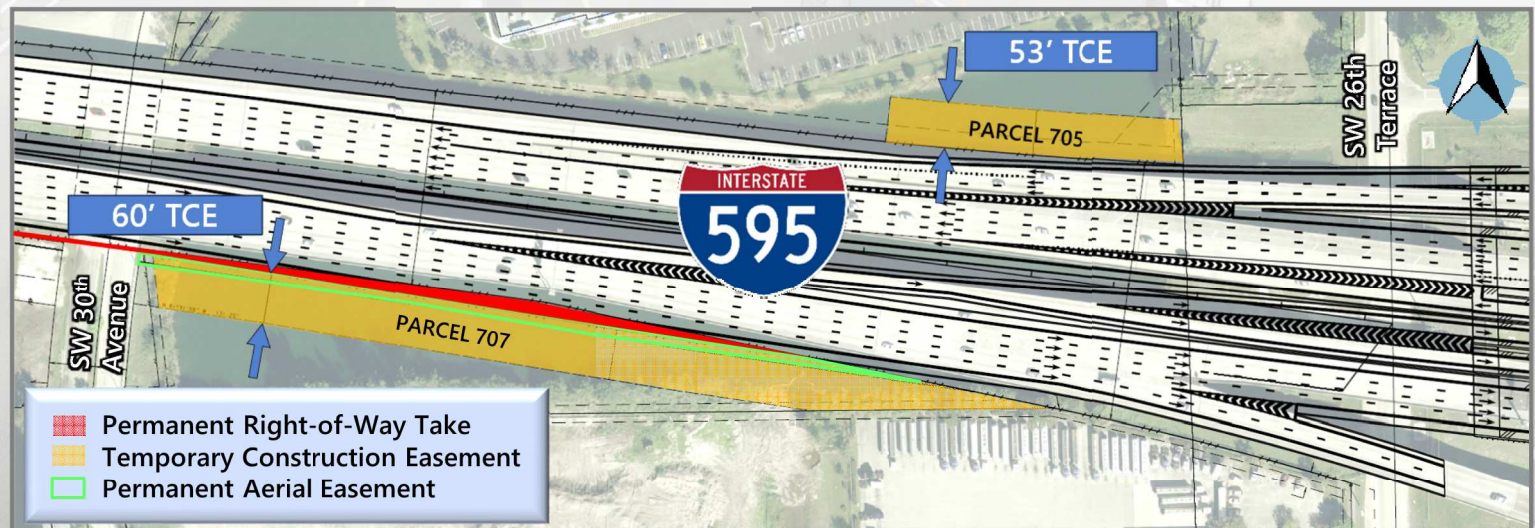


# RIGHT OF WAY

- Department Intent to Avoid/Minimize Construction Activities Outside the Existing Right of Way
  - Partial Takes and Temporary Construction Easements (TCE's) Required Adjacent to I-595 Viaduct Between SFNR and SW 26<sup>th</sup> Terrace
  - Drainage Parcels South of SW 32<sup>nd</sup> Street
  - Right of Way Clear July 2018



# RIGHT OF WAY





# AIRPORT REQUIREMENTS

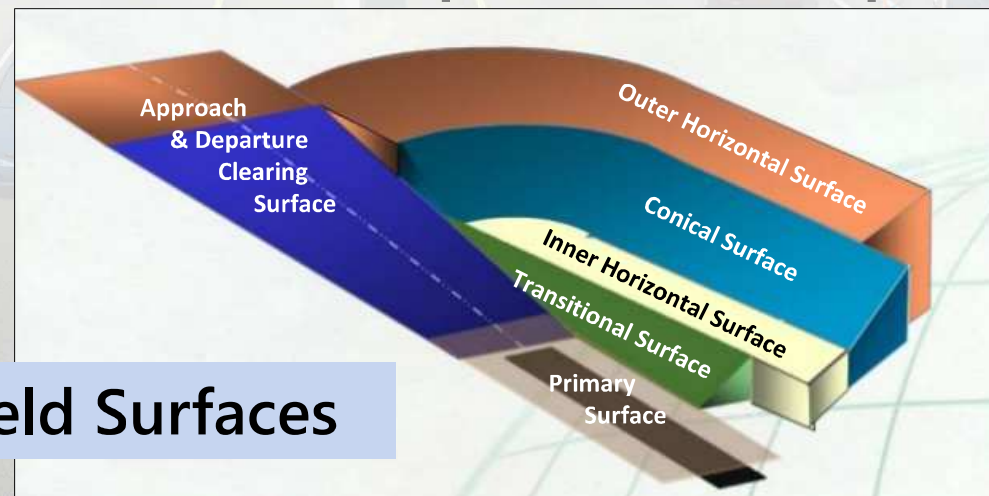
## Design Coordination

- FAA Obstruction Evaluation / Airport Airspace Analysis (OE/AAA)
  - <https://oeaaa.faa.gov/oeaaa/external/portal.jsp>
- Broward County Aviation Department Internal Review

# AIRPORT REQUIREMENTS

## Regulatory

- FAA Part 77 Surfaces
  - Graphic of influence area, Ex. Part 77 surface
- Terminal Instrument Procedures (TERPS) Surfaces
- One Engine Out – Obstacle Identification Surface (OEI-OIS)
- Florida Statute Chapter 333 – Airport Zoning



**Airfield Surfaces**



# AIRPORT REQUIREMENTS

## DB Firm Responsibility

- FAA Form 7460 for any changes to vertical/aerial components of project
- Runway Protection Zone (RPZ) Analysis for any land use changes within the Runway 10L-28R RPZ
- Construction phase coordination with FLL Air Traffic Control and Tech Ops

# LANDSCAPING

- Department to Provide the Following:
  - Conceptual Landscape Opportunity Plans Illustrating Areas to be Preserved and Maximized for Future Landscaping and areas that Include Vegetation that Must Remain Undisturbed
  - Preliminary Tree Inventory
  - Tree Relocation and Landscape Screening Plans showing where Existing Trees Could Potentially be Relocated Within Project Limits and Where new Landscape Screening is Required
- DB Firm Responsible for:
  - Tree Relocation and Landscape Screening Plans
  - Relocation of Suitable Trees Impacted by Construction
  - Installation of new Landscape Screening





# LANDSCAPING (I-95 / I-595)

- Original I-95/I-595 landscaping placement was based on anticipated interchange flyover ramp improvements
  - Landscape and Irrigation to be Maintained during Construction by DB Firm
  - Impacted Terrace Walls to be Replaced in Kind and Impacted Landscaping to be Relocated as Requirement of Construction Contract





# UTILITY COORDINATION

- Department Coordinating with UAOs for Phase 3C:
  - UAO Design Costs
  - Utility Relocation Costs
  - Subsurface Utility Engineering
  - UAO Phase 36 Funding
- Streamlining Utility Coordination for DB Firms by Advancing UAO Utility Design Efforts for Unavoidable Utility Relocations
- DB Firm Responsible for All Costs Related to Utility Coordination and Utility Relocations

# UTILITY COORDINATION

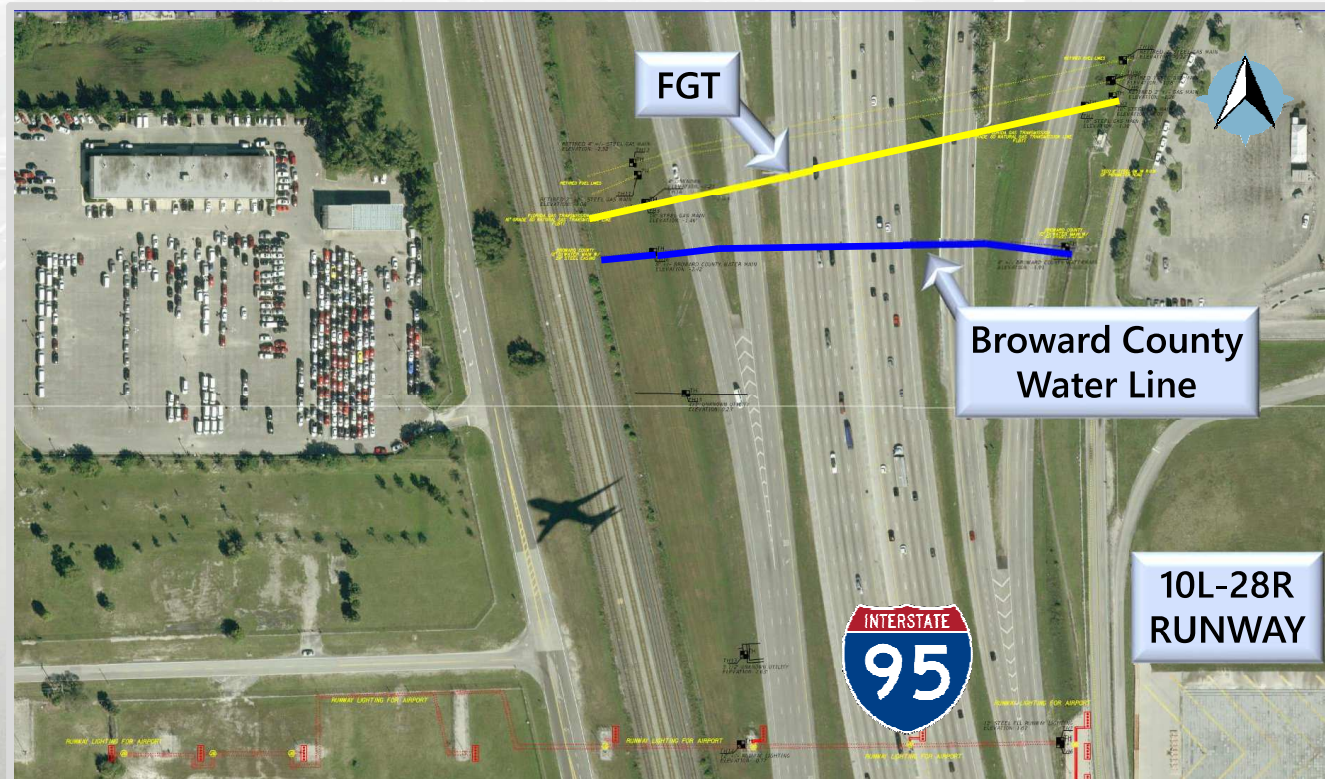
- Department Preparing the Following Items for the Phase 3C Project:
  - Utility Base Map
  - Preliminary Utility Conflict Matrix

I95 EXPRESS PHASE 3C, PRELIMINARY UTILITY CONFLICT MATRIX January 25, 2017								
Stirling Road to Broward Boulevard and I-95 from State Road 7 to I-95								
Location	Utility Agency Owner	Facility	Size	Begin Station	Ending Station	Potential Conflict	Potential Conflict	Notes
<b>SEGMENT 3C</b>								
<b>Johnson Street</b>	FLORIDA POWER AND LIGHT	OVERHEAD	POLES			BRIDGE WIDENING		FPL poles at the SE and SW quadrant, NE and NW stub poles with down guys and anchors
	AT&T	DUCT BANK	MANHOLE			BRIDGE WIDENING		Proximity to potential bridge widening
	COMMUNICATION (COMCAST/ AT&T)	OVERHEAD				BRIDGE WIDENING		To be moved from wood pole to concrete
	GAS					BRIDGE WIDENING		Need to determine direction of gas
	FDOT	ITS				BRIDGE WIDENING		ITS facilities are attached east side of the bridge, come down to a manhole and cross Johnson on east side
<b>Stirling Road (SB)</b>	BRIDGE LIGHTING					BRIDGE WIDENING		Attached to the west side of the bridge
	BRIDGE LIGHTING	ELECTRIC						
	SIGNALIZATION/ LIGHTING	ELECTRIC						
	FIBERNET	FIBER						
	CITY OF HOLLYWOOD	12" DIP	WATERLINE					
<b>Griffin Road</b>	CITY OF DANIA		WATERLINE			BRIDGE WIDENING		Waterlines in vicinity of construction SB 45
	FLORIDA POWER AND LIGHT	158KV OVERHEAD	TRANSMISSION					
	FLORIDA POWER AND LIGHT	15KV	DISTRIBUTION			BRIDGE WIDENING		FPL Distribution is attached to the Transmission pole line underbuilt
	AT&T	DUCT BANK	COMMUNICATION			BRIDGE WIDENING		Located in the southern westbound travel lane
<b>Dania Cut Off Canal</b>	FLORIDA GAS TRANSMISSION	GAS				BRIDGE WIDENING		Gas line located in the westbound travel lanes
	EVERGLADES FUEL	FUEL				BRIDGE WIDENING		Let Fuel line located in the westbound travel lanes
	TECO PEOPLES GAS	GAS				BRIDGE WIDENING		
	BROWARD COUNTY WATER					BRIDGE WIDENING		
	LEVEL 3	FIBER				BRIDGE WIDENING		
<b>SW 42nd Street</b>	SIGNALIZATION/ STREET LIGHTING					BRIDGE WIDENING		Northside Griffin road
	FLORIDA POWER AND LIGHT					BRIDGE WIDENING		Attached to the east side of the bridge
	FDOT	ITS				BRIDGE WIDENING		Attached to the SW pole line, buried under I-95
	FIBERNET							Attached to the west side of the bridge
								FPL line crossing south of SW 42nd St along SW 20th Avenue
<b>FLR</b>	FLORIDA POWER AND LIGHT	OVERHEAD	DISTRIBUTION					
<b>SR84</b>	FLORIDA POWER AND LIGHT	OVERHEAD	DISTRIBUTION			BRIDGE WIDENING		Attached to the east side of the wall
						BRIDGE WIDENING		Construction activities
<b>SR84</b>	FLORIDA POWER AND LIGHT	OVERHEAD	TRANSMISSION/ DISTRIBUTION			BRIDGE WIDENING		Runway approach lighting Construction activities
						BRIDGE WIDENING		FDOT maintains a crossing
								Decommissioned fuel lines
								FPL crossing at SW 23rd terrace
								FPL Pole line is parallel to SR84 on the south side service road, all conductors extend north



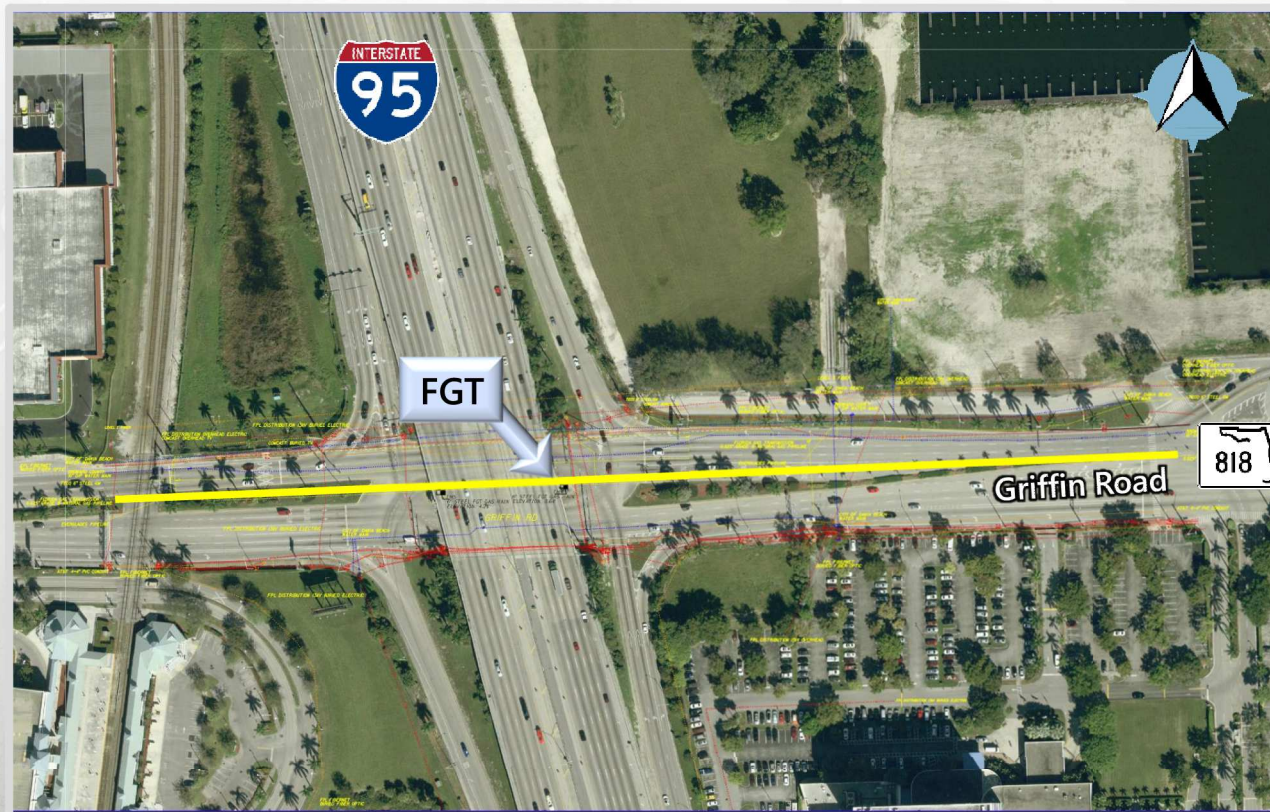
# UTILITY COORDINATION

- Florida Gas Transmission line under I-95 to remain
- Broward County Water line under I-95 may require relocation



# UTILITY COORDINATION

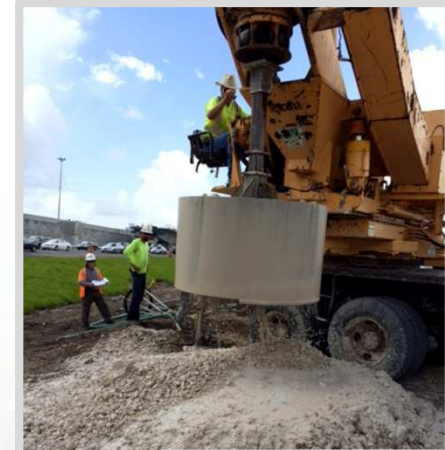
- Florida Gas Transmission line along Griffin Road to remain





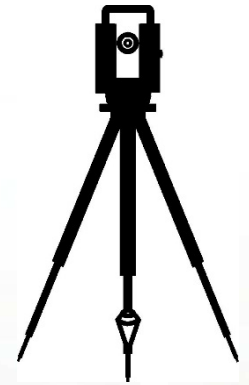
# GEOTECHNICAL

- Department to Provide the Following:
  - Geotechnical Report (PD&E Study)
  - Additional Geotechnical Investigation Underway (Reports to be provided with Final RFP)
    - Roadway
    - Bridges
    - Retaining Walls
- DB Firm Responsible for all Other Geotechnical Investigations & Services





# SURVEY



- Department to Provide the Following:
  - Controlled Rasters (Aerials)
  - Alignment and Right-of-Way Survey
  - Aerial Planimetrics (Topo and DTM) for I-95, I-595, and side streets
  - Supplemental Ground Topo and DTM below bridge obstructed areas
  - Bathymetric Survey and DTM within Canal Crossings
  - Subsurface Utility Engineering (SUE)
  - Jurisdictional Wetlands and Species Surveys
- DB Firm Responsible for:
  - Existing Drainage Survey
  - Supplemental Topo and DTM in Obstructed and/or Unpaved Areas
  - Supplemental SUE

# PUBLIC OUTREACH

- Recent and Ongoing Outreach Efforts:
  - Elected Official Briefings
  - Fall 2017 Public Workshop
- DB Firm Responsible for Ongoing Support to FDOT Public Information Officer for:
  - Community Awareness Plan
  - Public Meetings/Workshops
  - Technical Assistance/Display Materials





# INCIDENT MANAGEMENT & SERVICE PATROL

DB Firm Responsible for:

- Long-Term Maintenance of Traffic (>60 mins.) associated with incidents
- Cooperating, coordinating, and assisting in meeting the goals of the “Open Roads Policy” agreement with the Florida Highway Patrol

# EMERGENCY MANAGEMENT & ROUTINE MAINTENANCE

- DB Firm responsible for:
  - Compliance with Section 7.6 of the CPAM regarding responsibilities and payment for any advance preparation, repairs, replacement, etc. required as a result of natural disaster, catastrophic or emergency response events
  - Routine maintenance throughout the extent of the Department's Right of Way within the construction limits



# CONSTRUCTION MANAGEMENT

- Adjacent Projects Coordination
  - 95 Express Phase 3A-1 (FPID 433108-4)  
Construction ongoing; Complete late 2019
  - I-595 Ramp U-9 Improvements (FPID 439757-1)  
Letting March 2019
  - NB I-95 CD over South Fork New River Bridge  
Rehabilitation (FPID 431110-1)  
Letting July 2017
- Construction Time Estimate: 1,800-1,900 days
- Incentives/Disincentives and Bonus Provisions

## INCENTIVES, DISINCENTIVES, AND BONUS PROVISIONS (Approx. \$8.5 M) \*

- Design Build Specifications (Sub-articles 8-13.1 and 8-13.2) to minimize the inconvenience to the traveling public by reducing the time frame of certain portions of the work
  - No Excuse Bonus (\$2,000,000)
  - Incentive/Disincentive (I/D) for Early Completion and project Final Acceptance (\$2,000,000)
  - I/D to reduce cross-street impacts - I-95 (5 Each), I-595 (3 Each) (\$1,650,000)
  - I/D to reduce I-95 express lane closures to complete median work (South of Stirling Rd.) (\$700,000)
  - I/D to reduce detours for I-95 and I-595 overhead construction (\$950,000)
  - I/D for early completion of the work at I-95/SR 84 Interchange, including WB bridge replacement and ramp improvements (\$1,200,000)

\* Amounts shown for Bonus and I/D's are subject to change



# PROCUREMENT PROCESS AND SCHEDULE



# CEI PROCUREMENT SCHEDULE

CEI Estimated Cost : \$50 M

- Advertisement Start: July 31, 2017
- Advertisement Close: August 14, 2017
- Shortlist: September 4, 2017
- Final Selection: September 25, 2017
- NTP: December 21, 2017
- Technical Review Committee:
  - Chris Rojas, PE
  - Tony Castro, PE
  - Albert Salas, PE

# DB PROCUREMENT PROCESS

- Standard FDOT Two-Phase DB Approach
- Phase I – Expanded Letter of Interest
- Phase II – Technical Proposal
  - Alternative Technical Concept (ATC) Meetings
  - I-95/SR 84 and I-95/I-595 Erection Plan Meetings
  - Page Turn Meeting
  - Question & Answer Session
- Price Proposal
- Final Selection Formula (Adjusted Score)
  - Bid Price Proposal/Technical Score

# DB PROCUREMENT PROCESS

- Phase I – Expanded Letter of Interest

1. DB Firm Name and Prequalification  
**(Pass/Fail)**
2. Past Performance Evaluations, DB Project Experience, Organization, and Staffing  
**(0-10 Points)**
3. DB Project Requirements and Critical Issues  
**(0-10 Points)**



# DB PROCUREMENT PROCESS

## ■ Phase I – Expanded Letter of Interest

### 2. Past Performance Evaluations, DB Project Experience, Organization, and Staffing: **(0-10 Points)**

- Contractor and Professional Consultant Grades
- DB or Similar Work Experience
- Performance History with Other States or Agencies, if None With the Department
- Environmental Record
- Current Year Contractor Experience Modification Rating
- Organization/Staffing/Coordination Plans

# DB PROCUREMENT PROCESS

- Phase I – Expanded Letter of Interest

## 3. DB Project Requirements and Critical Issues: **(0-10 Points)**

- Understanding of DB Project Requirements
- Identification of Critical Issues
- Outline for Addressing Critical Issues

# DB PROCUREMENT PROCESS

- Technical Review Committee
  - Ben Goldsberry, PE
  - Tony Castro, PE
  - Chris Rojas, PE
  - Anson Sonnett, PE



# ENGINEERING DATA TO BE MADE AVAILABLE WITH FINAL RFP

- Electronic Survey Data \*
- Existing Utilities Base Map \* and Potential Conflict Matrix
- Concept Design \*
- Typical Section Package \*
- Pavement Design Report \*
- Design Exceptions and Variations \*
- Right-of-Way Maps \*
- S&PM, ITS and Lighting Master Plans \*
- ITS Deployment Requirements \*
- Lighting Analysis Report \*
- Landscape Opportunity Plans \*
- Geotechnical Reports
- SFWMD Individual (Conceptual) ERP Application
- SFWMD Standard Right of Way Occupancy Permit(s) Application
- SFWMD Water Use Permit (Master Dewatering) Application
- USACE Section 404 Dredge & Fill Permit Application
- USCG Bridge Permit Applic.
- Conceptual Drainage Report \*
- Bridge Hydraulics Report
- Cross Drain Report
- Sound Barrier and Retaining Wall Requirements and Locations \*

\* To be Provided with Draft RFP at Advertisement

# DB PROCUREMENT SCHEDULE

Procurement Activity	Milestone Date
Planned Advertisement (with Draft RFP)	April 17, 2017
Advertisement	May 30, 2017
Expanded Letters of Interest Due	June 20, 2017
Shortlist Posting	July 27, 2017
Final RFP Provided to DB Firms	August 3, 2017
Technical Proposals Due	December 21, 2017
Price Proposals Due	March 21, 2018
Anticipated Award Date	April 16, 2018
Anticipated Execution Date	May 3, 2018

## NEXT STEPS



# NEXT STEPS

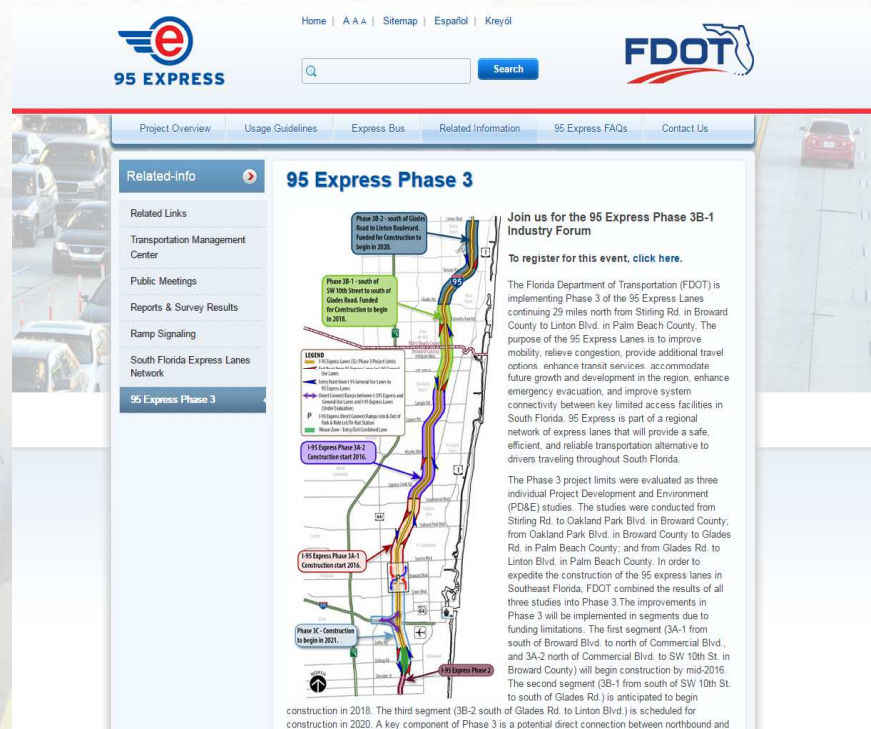
- One-on-One Meetings  
April 26-28, 2017 at D4 Headquarters
  - D4 Management Team
  - Technical Review Committee (TRC)
- DB Advertisement – May 30, 2017

# PROJECT CONTACTS

- Before Advertisement:  
Vanita Saini, PE  
Project Manager  
Office: (954) 777-4468  
E-mail: [Vanita.Saini@dot.state.fl.us](mailto:Vanita.Saini@dot.state.fl.us)
- After Advertisement:  
Stacy-Ann Brown  
Contract Coordinator  
Office: (954) 777-4620  
E-mail: [Stacy.Brown@dot.state.fl.us](mailto:Stacy.Brown@dot.state.fl.us)

# PROJECT WEBSITE

[www.95express.com/phase3](http://www.95express.com/phase3)



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**95 EXPRESS**

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Project Overview | Usage Guidelines | Express Bus | Related Information | 95 Express FAQs | Contact Us

**Related Info**

- Related Links
- Transportation Management Center
- Public Meetings
- Reports & Survey Results
- Ramp Signaling
- South Florida Express Lanes Network
- 95 Express Phase 3**

## 95 Express Phase 3

**Phase 3B-1:** south of Glades Rd to Linton Blvd. Funded for Construction to begin in 2020.

**Phase 3B-2:** south of SW 10th Street to south of Glades Rd. Funded for Construction to begin in 2018.

**Phase 3A-1:** south of Broward Blvd. to south of Commercial Blvd. Construction start 2016.

**Phase 3C:** Construction to begin in 2021.

**95 Express Phase 3A-2:** Construction start 2016.

**95 Express Phase 3B-2:** Construction start 2018.

**95 Express Phase 3B-1:** Construction start 2020.

**95 Express Phase 3C:** Construction start 2021.

**Join us for the 95 Express Phase 3B-1 Industry Forum**

To register for this event, [click here](#).

The Florida Department of Transportation (FDOT) is implementing Phase 3 of the 95 Express Lanes continuing 29 miles north from Stirling Rd. in Broward County to Linton Blvd. in Palm Beach County. The purpose of the 95 Express Lanes is to improve mobility, relieve congestion, provide additional travel options, enhance transit services, accommodate future growth and development in the region, enhance emergency evacuation, and improve system connectivity between key limited access facilities in South Florida. 95 Express is part of a regional network of express lanes that will provide a safe, efficient, and reliable transportation alternative to drivers traveling throughout South Florida.

The Phase 3 project limits were evaluated as three individual Project Development and Environment (PD&E) studies. The studies were conducted from Stirling Rd. to Oakland Park Blvd. in Broward County; from Oakland Park Blvd. in Broward County to Glades Rd. in Palm Beach County; and from Glades Rd. to Linton Blvd. in Palm Beach County. In order to expedite the construction of the 95 express lanes in Southwest Florida, FDOT combined the results of all three studies into Phase 3. The improvements in Phase 3 will be implemented in segments due to funding limitations. The first segment (3A-1 from south of Broward Blvd. to north of Commercial Blvd., and 3A-2 north of Commercial Blvd. to SW 10th St. in Broward County) will begin construction by mid-2016. The second segment (3B-1 from south of SW 10th St. to south of Glades Rd.) is anticipated to begin construction in 2018. The third segment (3B-2 south of Glades Rd. to Linton Blvd.) is scheduled for construction in 2020. A key component of Phase 3 is a potential direct connection between northbound and



# QUESTIONS

