NOTICE TO CONTRACTORS
OFFICE OF THE STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
801 N. BROADWAY AVENUE
BARTOW, FLORIDA 33830

April 28, 2011

District Procurement Office
District One

ADDENDUM NUMBER ONE

PROJECT DESCRIPTION:	Median Revisions on US 41 and SR 72
FINANCIAL PROJECT NOs.:	429775-1-52-01& 429778-1-52-01
FEDERAL IAD PROJECT IDs.:	3013 094P and 1401 020 P
COUNTY:	Sarasota
CONTRACT NO.:	E1J50

The following is a list of the revisions made to the Request for Proposal Package.

Request For Proposal	Page	
	1	I. Introduction, Description of Work, first paragraph concerning FPID 429775-1-52-01: ***A directional opening has been added to this paragraph and the scope of work has been further clarified for this section. Please reread this paragraph in its entirety.***
	24 & 25	Section VI, Design and Construction Criteria, A. General, description of work to be done under **FPID 429775**: ***A directional opening has been added to this section and the scope of work has been further clarified for this section. Please reread this section in its entirety.***
	36 & 37	Section VII, Technical Proposal Requirements, C. Evaluation Criteria: revised the table, 3. Environmental Protection/Commitments from 10 to ***5.*** Revised 6. Schedule from 5 to ***10.***
	36 & 37	Section VII, Technical Proposal Requirements, C. Evaluation Criteria: Revised 3. Environmental Protection/Commitments from 10 points to ***5 points.*** Revised 6. Schedule from 5 points to ***10 points.***

Attached to this Addendum is a revised copy of the Request for Proposal package (dated April 29, 2011), as well as, a revised Design Build Bid Proposal Form.

Acknowledge receipt of Addendum Number One in the space provided on the proposal.

Felipe Alvarez
Felipe Alvarez
Design Build Administrator

PLEASE SIGN BELOW IN RECEIPT OF THIS NOTICE AND ADDITIONAL DOCUMENTS ANNOTATED ABOVE.

_____ _____
Signature Date

_____
Company Name

Florida Department of Transportation
District One

DESIGN/BUILD
REQUEST FOR PROPOSAL

For

Median Revisions for US 41 and SR 72 in Sarasota County

Financial Projects Number(s):429775-1-52-01 & 429778-1-52-01
Federal Aid Project Number(s):3013 094 P & 1401 02 P
Contract Number: E1J50

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ATTACHMENTS

Attachment A, Division One Design Build Specifications
Attachment B, PD&E/NEPA Document (429775 & 429778)
Attachment C, Form FHWA 1273
Attachment D, Minimum Technical Requirements for Video Detectors
Attachment E, Value Added Signal Specifications

The attachments listed in the table of contents are by this reference hereby incorporated into and made a part of this RFP as though fully set forth herein.

OTHER DOCUMENTS

The following documents are being provided with this RFP. Except as specifically set forth in the body of this RFP, these documents are being provided for general information only. They are not being incorporated into and are not being made part of the RFP, the contract documents or any other document that is connected or related to this project except as otherwise specifically stated herein. No information contained in these documents shall be construed as a representation of any field condition or any statement of facts upon which the Design Build Firm can rely upon in performance of this contract. All information contained in these other documents must be verified by a proper factual investigation. The bidder agrees that by accepting copies of the documents, any and all claims for damages, time or any other impacts based on the documents are expressly waived.

FPID 197934-2, SR 72, (Roadway, Signal and Signing and Markings)
FPID 421830-1, US 41, (Roadway, Signal and Signing and Markings)
Survey Files for 197934-2
Survey Files for 421830-1
Concept Aerial for SR 72
Concept Aerial, for US 41

I. Introduction.

The Florida Department of Transportation (Department) has issued this Request for Proposal (RFP) to solicit competitive bids and proposals from Proposers for design and construction for FPID 429775-1-52-01, US 41 (SR 45) from 605' south of Bee Ridge Road to 60' south of Siesta Drive and FPID 429778-1-52-01, SR 72 from Rand Blvd. to west of Gantt Rd.

Description of Work

FPID 429775-1-52-01, US 41 (SR 45) from 605'S. of Bee Ridge Rd to 60' S. of Siesta Dr.: Provide a directional left turn lane (using a raised concrete median) into the Westfield Southgate Shopping Mall entrance on US 41/ SR 45 closest to Siesta Drive. Convert the existing two-way left turn lane on US 41 (SR 45) from 605' south of Bee Ridge Road to the raised concrete median at Westfield Southgate Shopping Mall entrance on US 41/ SR 45 closest to Siesta Drive into single left turn lanes using a 3 foot concrete separator with brick paver accents. The median shall be marked with striping from the directional opening at the Westfield Southgate Shopping Mall entrance north up to the stop bar at US 41 and Siesta Dr. The brick pavers shall meet City of Sarasota standard color. The four left turn lanes are; 1) northbound to westbound at US 41 and Bee Ridge Road, 2) southbound US 41 to Westfield Southgate Shopping Mall entrance on US 41/ SR 45 closest to Siesta Drive, 3) southbound to eastbound at US 41 and Bee Ridge Road, and 4) northbound to westbound left at US 41 and Siesta Drive. Revise the signal to accommodate the new geometrics and bring it up to current standards.

FPID 429778-1-52-01, SR 72 from Rand Blvd. to west of Gantt Rd.: The existing full median opening on SR 72 at Rand Blvd shall be directionalized with overlapping separators to allow for only the eastbound to northbound left turn movement onto the Admirals Walk Condominiums. The existing westbound to southbound left turn lane onto Rand Blvd shall be completely removed and replaced with a curbed median. Lengthen the existing eastbound to northbound left turn lane on SR 72 at Gantt Road/Approach Road a minimum of 300' including 50ft taper. Lengthen the existing westbound to southbound left turn lane on SR 72 at Gantt Road/Approach Road a minimum of 250' including 50ft taper. The design speed is 45 mph.

The signalization at SR 72 at Gantt Road/Approach Road shall be removed and replaced with painted mast arms to meet current standards and all requirements of Sarasota County. Signalization equipment shall be Naztec and compatible with Sarasota County ATMS. Signalization shall include video detection and Opticon. The signalization shall be design for fully protected for the eastbound and westbound left turn movements on SR 72. The left turn movements at Gantt and Approach Rd shall be protected permissive and design to accommodate a future protected only phase. The signalization for all approaches shall be designed to meet all requirements for a four section head for the left turn movements.

The pedestrian features at SR 72 at Gantt Road/Approach Road shall be updated to meet current standards.

All striping within the limits of the project shall be refurbished.

A. Design/Build Responsibility

The Design/Build Firm shall be responsible for survey, geotechnical investigation, design, acquisition of all permits not acquired by the Department, any required modification of permits acquired by the Department, maintenance of traffic, demolition, and construction on or before the date indicated in their proposal. The Design/Build Firm will coordinate all utility relocations.

The Design and Construction Criteria (Section VI) sets forth requirements regarding survey, design, construction, and maintenance of traffic during construction, requirements relative to project management, scheduling, and coordination with other agencies and entities such as state and local government, utilities and environmental permitting agencies, and the public.

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

The Design/Build Firm shall utilize the U.S. Department of Homeland Security's E-Verify system, in accordance with the terms governing use of the system, to confirm the employment eligibility of all persons employed by the Design/Build Firm during the term of the Contract to perform employment duties within Florida and all persons, including subcontractors, assigned by the Design/Build Firm to perform work pursuant to the contract with the Department.

B. Department Responsibility

The Department will provide contract administration, management services, construction engineering inspection services and quality acceptance reviews of all work associated with the development and preparation of the contract plans and construction of the improvements. The Department will provide job specific information and/or functions as outlined in this document.

II. Schedule of Events.

Below is the current schedule of the remaining events that will take place in the selection process. The Department reserves the right to make changes or alterations to the schedule as the Department determines is in the best interests of the public. Proposers will be notified sufficiently in advance of any changes or alterations in the schedule. Unless otherwise notified in writing by the Department, the dates indicated below for submission of items or for other actions on the part of a Proposer shall constitute absolute deadlines for those activities and failure to fully comply by the time stated shall cause a Proposer to be disqualified.

Date	Event
April 21, 2011	Pre-proposal meeting at 9:00 a.m. local time in District One Headquarters, 801 N. Broadway Ave., Bartow FL. 33830.
May 5, 2011	Final deadline for submission of questions/information
May 19, 2011	Technical Proposals due in District Office by 4:00 p.m. local time
June 9, 2011	Question and Answer Session. Times will be assigned during the pre-proposal meeting. One hour will be allotted for questions and responses.
June 16, 2011	Price Proposals due in District Office by 2:00 p.m. local time.
June 16, 2011	Public announcing of Technical Scores and opening of Price Proposals at 2:00 p.m. local time in District One Headquarters, 801 N. Broadway Ave., Bartow, FL. 33830.

June 21, 2011	Public Meeting of Selection Committee to determine intended Award
June 21, 2011	Posting of the Department's intended decision to Award (will remain posted for 72 hours)
June 27, 2011	Anticipated Award Date
August 3, 2011	Anticipated Execution Date

Threshold Requirements.

A. Qualifications

Proposers are required to be pre-qualified in all work types required for the project. The technical qualification requirements of Florida Administrative Code (F.A.C.) Chapter 14-75 and all qualification requirements of F.A.C. Chapter 14-22, based on the applicable category of the project, must be satisfied.

B. Joint Venture Firm

Two or more firms submitting as a Joint Venture must meet the Joint Venture requirements of Section 14-22.007, Florida Administrative Code. Parties to a joint venture must submit a Declaration of Joint Venture and Power of Attorney Form No. 375-020-18, prior to the deadline for receipt of Letters of Interest

If the Proposer is a joint venture, the individual empowered by a properly executed Declaration of Joint Venture and Power of Attorney Form shall execute the proposal. The proposal shall clearly identify who will be responsible for the engineering, quality control, and geotechnical and construction portions of the Work.

C. Price Proposal Guarantee

A bid guaranty in an amount of not less than five percent of the total bid amount shall accompany each Proposer's Price Proposal. The guaranty may, at the discretion of the Proposer, be in the form of a cashier's check, bank money order, bank draft of any national or state bank, certified check, or surety bond, payable to the Department. The surety on any bid bond shall be a company recognized to execute bid bonds for contracts of the State of Florida. The guaranty shall stand for the Proposer's obligation to timely and properly execute the contract and supply all other submittals due therewith. The amount of the guaranty shall be a liquidated sum, which shall be due in full in the event of default, regardless of the actual damages suffered. The bid guaranty of all Proposers' shall be released at such time as the successful Proposer has complied with the condition stated herein, but not prior to that time.

D. Pre-Proposal Meeting

Attendance at the pre-proposal meeting is mandatory and any short listed Proposer who fails to attend will be deemed non-responsive and automatically disqualified from further consideration. The purpose of this meeting is to provide a forum for all concerned parties to discuss the proposed project, answer questions on the design and construction criteria, CPM schedule, and method of compensation, instructions for submitting proposals, and other relevant issues. In the event that any discussions or questions at the pre-proposal meeting require, in the Department's opinion, official additions, deletions, or clarifications of the Request for Proposal, the Design and Construction Criteria, or any other document, the Department will issue a written summary of questions and answers or an addendum to this Request for Proposals as the Department determines is appropriate. No oral representations or discussions, which take place at the pre-proposal meeting, will be binding on the Department. FHWA will be invited on oversight projects, in

order to discuss the project in detail and to clarify any concerns. The Proposers will be instructed to direct all questions after the meeting to one entity, either the Project Manager or the Contracting Unit.

During and after the meeting, it is the responsibility of the Project Manager/Contracting Unit to ensure that each Proposer develops their technical proposal with the same information. If a Proposer receives information from the Department relating to the project prior to the information cutoff date, the Department will ensure that all Proposers receive the same information in a timely fashion. The project file will clearly document all communications with any Firm regarding the design and construction criteria by the Contracting Unit or the Project Manager.

E. Question and Answer Session

The Department may meet with each Proposer, formally, for a Question and Answer session**.** FHWA shall be invited on FA Oversight Projects. The purpose of the Q & A session is for the Technical Review Committee to seek clarification and ask questions, as it relates to the Technical Proposal, of the Proposer. The Question and Answer sessions will occur a minimum of two (2) weeks after the date the Technical Proposal are due, and be part of the Overall Technical Proposal Scoring. The Proposers shall be given a minimum of one (1) week after the Question and Answer session to submit their Price Proposal. The Department will terminate the presentations promptly at the end of the allotted time. The Department may tape record or videotape all or part of the presentations. The Question and Answer session will not constitute "discussions" or negotiations. Proposers will not be permitted to ask questions of the Department except to ask the meaning of a clarification question posed by the Department. Within one (1) week of the Q&A session, the Design-Build Firm shall submit to the Department a written clarification letter summarizing the clarifications provided during the Q&A session. No additional time will be allowed to research answers.

The Department will provide some (not necessarily all) proposed questions to each firm as it relates to their technical proposal approximately 24 hours before the scheduled Question and Answer Session. No supplemental materials, handouts, etc. will be allowed to be presented in the Question and Answer Session.

F. Protest Rights

Any person who is adversely affected by the specifications contained in this Request for Proposal must file a notice of intent to protest in writing within seventy-two hours of the receipt of this Request for Proposals. The formal written protest shall be filed within ten days after the date of the notice of protest if filed. The person filing the Protest must send the notice of intent and the formal written protest to:

Clerk of Agency Proceedings
Department of Transportation
605 Suwannee Street, MS 58, Room 562
Tallahassee, Florida 32399-0458

The formal written protest must state with particularity the facts and law upon which the protest is based and be legible, on 8 ½ x 11-inch white paper and contain the following:

1. Name, address, telephone number, and Department identifying number on the Notice, if known, and name, address and telephone number of a representative, if any; and

2. An explanation of how substantial interest will be affected by the action described in the Request for Proposals; and

3. A statement of when and how the request for Proposals was received; and

4. A statement of all disputed issues of material fact. If there are none, this must be indicated; and

5. A concise statement of the ultimate facts alleged, as well as the rules and statutes, which entitle to relief; and

6. A demand for relief; and

7. Conform to all other requirements set out in Florida Statutes (F.S.), Chapter 120 and F.A.C., Chapter 28-106, including but not limited to Section 120.57 F.S. and Rules 28-106.301, F.A.C., as may be applicable.

A formal hearing will be held if there are disputed issues of material fact. If a formal hearing is held, this matter will be referred to the Division of Administrative Hearings, where witnesses and evidence may be presented and other witnesses may be cross-examined before an administrative law judge. If there are no disputed issues of material fact, an informal hearing will be held, in which case the person filing the protest will have the right to provide the Department with any written documentation or legal arguments which they wish the Department to consider.

Mediation pursuant to Section 120.573, F.S., may be available if agreed to by all parties, and on such terms as may be agreed upon by all parties. The right to administrative hearing is not affected when mediation does not result in a settlement.

Failure to file a protest within the time prescribed in Section 120.57(3), F.S., shall constitute a waiver of proceedings under Chapter 120, F.S.

G. Non-Responsive Proposals

Proposals found to be non-responsive shall not be considered. Proposals may be rejected if found to be in nonconformance with the requirements and instructions herein contained. A proposal may be found to be non-responsive by reasons, including, but not limited to, failure to utilize or complete prescribed forms, conditional proposals, incomplete proposals, indefinite or ambiguous proposals, failure to meet deadlines and improper and/or undated signatures.

Other conditions which may cause rejection of proposals include evidence of collusion among Proposers, obvious lack of experience or expertise to perform the required work, submission of more than one proposal for the same work from an individual, firm, joint venture, or corporation under the same or a different name (also included for Design/Build projects are those proposals wherein the same Engineer is identified in more than one proposal), failure to perform or meet financial obligations on previous contracts, employment of unauthorized aliens in violation of Section 274A (e) of the Immigration and Nationalization Act, or in the event an individual, firm, partnership, or corporation is on the United States Comptroller General's List of Ineligible Design/Build Firms for Federally Financed or Assisted Projects.

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

H. Waiver of Irregularities

The Department may waive minor informalities or irregularities in proposals received where such is merely a matter of form and not substance, and the correction or waiver of which is not prejudicial to other Proposers. Minor irregularities are defined as those that will not have an adverse effect on the Department's interest and will not affect the price of the Proposals by giving a Proposer an advantage or benefit not enjoyed by other Proposers.

1. Any design submittals that are part of a proposal shall be deemed preliminary only.

2. Preliminary design submittals may vary from the requirements of the Design and Construction Criteria. The Department, at their discretion, may elect to consider those variations in awarding points to the proposal rather than rejecting the entire proposal.

3. In no event will any such elections by the Department be deemed to be a waiving of the Design and Construction Criteria.

4. The Proposer who is selected for the project will be required to fully comply with the Design and Construction Criteria for the price bid, regardless that the proposal may have been based on a variation from the Design and Construction Criteria.

5. Proposers shall identify separately all innovative aspects as such in the Technical Proposal. An innovative aspect does not include revisions to specifications or established Department policies. Innovation should be limited to Design/Build Firm's means and methods, roadway alignments, approach to project, use of new products, new uses for established products, etc.

6. The Proposer shall obtain any necessary permits or permit modifications not already provided.

7. Those changes to the Design Concept may be considered together with innovative construction techniques, as well as other areas, as the basis for grading the Technical Proposals in the area of innovative measures.

I. Modification or Withdrawal of Proposal

Proposers may modify or withdraw previously submitted proposals at any time prior to the proposal due date. Requests for modification or withdrawal of a submitted proposal shall be in writing and shall be signed in the same manner as the proposal. Upon receipt and acceptance of such a request, the entire proposal will be returned to the Proposer and not considered unless resubmitted by the due date and time. Proposers may also send a change in sealed envelope to be opened at the same time as the proposal provided the change is submitted prior to the proposal due date.

J. Department's Responsibilities

This Request for Proposal does not commit the Department to make studies or designs for the preparation of any proposal, nor to procure or contract for any articles or services. Proposers shall examine the Contract Documents and the site of the proposed work carefully before submitting a proposal for the work contemplated and shall investigate the conditions to be encountered, as to the character, quality, and quantities of work to be performed and materials to be furnished and as to the requirements of all Contract

Documents. Written notification of differing site conditions discovered during the design or construction phase of the project will be given to the Department's Project Manager.

The Department does not guarantee the details pertaining to borings, as shown on any documents supplied by the Department, to be more than a general indication of the materials likely to be found adjacent to holes bored at the site of the work, approximately at the locations indicated. Proposers shall examine boring data, where available, and make their own interpretation of the subsoil investigations and other preliminary data, and shall base his bid on his own opinion of the conditions likely to be encountered. The submission of a proposal is prima facie evidence that the Proposer has made an examination as described in this provision.

K. Design/Build Contract

The Department will enter into a Lump Sum contract with the successful Design/Build Firm. In accordance with Section V, the Design/Build Firm will provide a schedule of values to the Department for their approval. The total of the Schedule of Values will be the lump sum contract amount.

The terms and conditions of this contract are fixed price and fixed time. The Design Build Firm's submitted bid (time and cost) is to be a lump sum bid for completing the scope of work detailed in the Request for Proposal.

III. Disadvantaged Business Enterprise (DBE) Program.

A. DBE Availability Goal Percentage:

The Department of Transportation has an overall eight point one eight percent (8.18%) race-neutral DBE goal. This means that the State's goal is to spend at least 8.18% of the highway dollars with Certified DBE's as prime Design/Build Firms or as subcontractors. Race-neutral means that the Department believes that the 8.18% overall goal can be achieved through the normal competitive procurement process. The Department has reviewed this project and assigned a DBE availability goal shown on the bid blank/contract front page under "% DBE Availability Goal". Although not a contract requirement, the Department believes that this DBE percentage can realistically be achieved on this project based on the number of DBE's associated with the different types of work that will be required.

Under 49 Code of Federal Regulations Part 26, if the 8.18% goal is not achieved, the Department may be required to return to a race-conscious program where goals are imposed on individual contracts. The Department encourages all of our Design/Build Firms to actively pursue obtaining bids and quotes from Certified DBE's.

B. Anticipated DBE Participation Statement:

The Department is reporting to the Federal Highway Administration the planned commitments to use DBE's. This information is being collected through the Anticipated DBE Participation Statement. This statement shall be submitted to the District Contract Compliance Manager/ Resident Compliance Officer who will then submit it electronically to the Equal Opportunity Office. Although these statements WILL NOT become a mandatory part of the contract, they will assist the Department in tracking and reporting planned or estimated DBE utilization.

C. Equal Opportunity Reporting System:

The Design/Build Firm is required to report monthly, through the Department's Equal Opportunity Reporting System on the Internet at, http://www.dot.state.fl.us/equalopportunityoffice/ actual payments, minority status, and the work type of all subcontractors and suppliers. All DBE payments must be reported whether or not the prime initially planned to utilize the company. Each month the prime must report actual payments to all DBE and MBE subcontractors and suppliers. In order for the race neutral DBE Program to be successful, cooperation is imperative.

D. DBE Supportive Services Providers:

The Department has contracted with a consultant, referred to as DBE Supportive Services Provider, to provide managerial and technical assistance to DBE's. This consultant is also required to work with prime Design/Build Firms, who have been awarded contracts, to assist in identifying DBE's that are available to participate on the project. The successful Design/Build Firm should meet with the DBE Supportive Services Provider to discuss the DBE's that are available to work on this project. The current Provider for the State of Florida is serviced by Blackmon Roberts Group and can be reached at (863) 802-1280 in Lakeland or (305) 777-0231 in Coral Gables.

E. DBE Affirmative Action Plan:

A DBE Affirmative Action Plan must be approved and on file with the Equal Opportunity Office prior to award of the contract for each prime Design/Build Firm. Update and resubmit the plan every three years. No Contract will be awarded until the Department approves the plan. The DBE Affirmative Action Plan must be on your company's letterhead, signed by a company official, dated and contain all elements of an effective DBE Affirmative Action Plan. These Plans should be mailed to:

Florida Department of Transportation
Equal Opportunity Office
605 Suwannee Street, MS 65
Tallahassee, FL 32399-0450

Questions concerning the DBE Affirmative Action Plan may be directed to the Equal Opportunity Office by calling (850) 414-4747.

F. Bidders Opportunity List:

The Federal DBE Program requires States to maintain a database of all firms that are participating, or attempting to participate, on DOT-assisted contracts. The list must include all firms that bid on prime contracts or bid or quote subcontracts on DOT-assisted projects, including both DBE's and Non-DBE's.

On the Bidders Opportunity Form if the answers to numbers 2, 3, 4, or 5 are not known, leave them blank and the Department will complete the information. This information should be returned with the bid package or proposal package or submitted to the Equal Opportunity Office within three days of submission. It can be mailed to the Equal Opportunity Office or faxed to (850) 414-4879.

IV. PROJECT REQUIREMENTS AND PROVISIONS FOR WORK.

A. Governing Regulations:

The services performed by the Design/Build Firm shall be in compliance with all applicable Manuals and Guidelines including the Department, FHWA, AASHTO, and additional requirements specified in this document. Except to the extent inconsistent with the specific provisions in this document, the current edition, including updates, of the following Manuals and Guidelines shall be used in the performance of this work. Current edition is defined as the edition in place and adopted by the Department at the date of advertisement of this contract with the exception of the Standard Specifications for Road and Bridge Construction (Divisions II & III), Special Provisions and Supplemental Specifications, Manual on Uniform Traffic Control Devices (MUTCD), Design Standards and Design Standards Modifications. The Design/Build Firm shall use the edition of the Standard Specifications for Road and Bridge Construction (Divisions II & III), Special Provisions and Supplemental Specifications, Design Standards and Design Standard Modifications in effect at the time the bid price proposals are due in the District Office. The Design/Build Firm shall use the 2009 edition of the MUTCD. It shall be the Design/Build Firm's responsibility to acquire and utilize the necessary manuals and guidelines that apply to the work required to complete this project. The services will include preparation of all documents necessary to complete the project as described in Section I of this document.

1. Florida Department of Transportation Roadway Plans Preparation Manuals
http://www.dot.state.fl.us/rddesign/PPMManual/PPM.shtm

2. Florida Department of Transportation Design Standards
http://www.dot.state.fl.us/rddesign/DesignStandards/Standards.shtm

3. Florida Department of Transportation Standard Specifications for Road and Bridge Construction (Divisions II & III), Special Provisions and Supplemental Specifications
http://www.dot.state.fl.us/specificationsoffice/Default.shtm

4. Florida Department of Transportation Surveying Procedure
http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/550030101.pdf

5. Florida Department of Transportation EFB User Guide (Electronic Field Book)
http://www.dot.state.fl.us/surveyingandmapping/downloads.shtm

6. Florida Department of Transportation Drainage Manual
http://www.dot.state.fl.us/rddesign/dr/Manualsandhandbooks.shtm

7. Florida Department of Transportation Soils and Foundations Handbook
http://www.dot.state.fl.us/structures/Manuals/SFH.pdf

8. Florida Department of Transportation Structures Manual
http://www.dot.state.fl.us/structures/manlib.shtm

9. Florida Department of Transportation Computer Aided Design and Drafting (CADD) Production Criteria Handbook Roadway Standards
http://www.dot.state.fl.us/ecso/downloads/publications/CriteriaHandBook/

10. Florida Department of Transportation Production Criteria Handbook CADD Structures Standards http://www.dot.state.fl.us/ecso/downloads/publications/CriteriaHandBook/

11. Florida Department of Transportation Structures Manual including Temporary Design Bulletins
http://www.dot.state.fl.us/structures/StructuresManual/CurrentRelease/StructuresManual.shtm

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

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

14. Safe Mobility For Life Program Policy Statement
http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/000750001.pdf

15. Traffic Engineering and Operations Safe Mobility for Life Program
http://www.dot.state.fl.us/trafficoperations/Operations/SafetyisGolden.shtm

16. American with Disabilities Act
http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/625020015.pdf

17. Florida Highway Landscape Guide
http://www.dot.state.fl.us/emo/beauty/landscap.pdf

18. Florida Department of Transportation Florida Sampling and Testing Methods
http://www.dot.state.fl.us/statematerialsoffice/administration/resources/library/publications/fstm/disclaimer.shtm

19. Florida Department of Transportation Pavement Coring and Evaluation Procedure
http://www.dot.state.fl.us/statematerialsoffice/administration/resources/library/publications/materialsmanual/documents/v1-section32-clean.pdf

20. Florida Department of Transportation District Design Guidelines
http://www.dot.state.fl.us/rddesign/updates/files/updates.shtm

21. Florida Department of Transportation District Design Memos or Practices Manual (as applicable)
22. http://www.dot.state.fl.us/ecso/downloads/publications/DistrictOnePractices/default.shtm ; password: firstdistrict

23. Florida Department of Transportation Utility Accommodation Manual
http://www.dot.state.fl.us/rddesign/utilities/UAM.shtm

24. AASHTO – Specifications for Highway Bridges
https://bookstore.transportation.org/category_item.aspx?id=BR

25. Florida Department of Transportation Construction Project Administration Manual
http://www.dot.state.fl.us/construction/Manuals/cpam/CPAMManual.shtm

26. Florida Department of Transportation Flexible Pavement Design Manual
http://www.dot.state.fl.us/pavementmanagement/PUBLICATIONS.shtm

27. Florida Department of Transportation Rigid Pavement Design Manual
http://www.dot.state.fl.us/pavementmanagement/PUBLICATIONS.shtm

28. Florida Department of Transportation Pavement Type Section Manual
http://www.dot.state.fl.us/pavementmanagement/PUBLICATIONS.shtm

29. Florida Department of Transportation Right of Way Manual
http://www.dot.state.fl.us/rightofway/Documents.shtm

30. Florida Department of Transportation Intelligent Transportation System Guide Book
http://www.dot.state.fl.us/TrafficOperations/Doc_Library/Doc_Library.shtm

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

32. Florida Department of Transportation Bicycle Facilities Planning and Design Handbook
http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/625010050.pdf
http://www.dot.state.fl.us/emo/pubs/pdeman/pt2ch14.pdf

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

34. Florida Department of Transportation Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways
http://www.dot.state.fl.us/rddesign/FloridaGreenbook/FGB.shtm

35. FDOT Project Development and Environment Manual
http://www.dot.state.fl.us/emo/pubs/pdeman/pdeman1.shtm

36. Florida Department of Transportation Manual on Uniform Traffic Studies (MUTS)
http://www.dot.state.fl.us/trafficoperations/Operations/Studies/MUTS/MUTS.shtm

37. Florida Department of Transportation Traffic Engineering Manual
http://www.dot.state.fl.us/trafficoperations/Operations/Studies/TEM/TEM.shtm

38. Minimum Specifications for Traffic Control Signal Devices
http://www.dot.state.fl.us/trafficoperations/Traf Sys/terl/ap14.shtm

39. MUTCD Standard Highway Signs
http://www.dot.state.fl.us/trafficoperations/Operations/Studies/MUTS/MUTS.shtm

40. FDOT – District One Signing and Marking Policies and Procedures
ftp://ftp.dot.state.fl.us/fdot/d1/traffops/ - Signing and Marking Folder

41. FDOT – District One Signal Design Updates
ftp://ftp.dot.state.fl.us/fdot/d1/traffops/ - Signal Design Updates Folder

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

B. Innovative Aspects:

All innovative aspects shall be identified separately as such in the Technical Proposal.

An innovative aspect does not include revisions to specifications, standards or established Department policies. Innovation should be limited to Design/Build Firm's means and methods, roadway alignments, approach to project, etc.

C. Geotechnical Services:

1. General Conditions:

The Design/Build Firm will be responsible for identifying and performing any geotechnical investigation, analysis, and design dictated by the project needs. All geotechnical work necessary shall be performed in accordance with the governing regulations.

The Design/Build Firm shall provide the Department signed and sealed design and construction reports. The reports shall be a record set of all geotechnical information, including relevant support data.

2. Pile Foundations (Not Applicable to this Project)

3. Drilled Shaft Foundations for Bridges and Major Structures (Not Applicable to this Project)

D. Environmental Services and Permitting:

The Design/Build Firm will be required to pay all costs for Permit Fees and will be responsible for any fines levied by Environmental Permit Agencies as a result of their construction activities or non-compliance with any permit special or general conditions.

1. Storm Water and Surface Water

Plans shall be prepared in accordance with FAC Chapter 62-25, Regulation of Storm water Discharge.

This project may require the design of stormwater treatment systems that address both water quality and quantity. Prior to the Design/Build Firm initiating their stormwater design, they shall meet with the District Permits and District Drainage offices to determine if there are any prior agreements made between the Department and Southwest Florida Water Management District (SWFWMD) or if there are any exceptions in the rules that might pertain to transportation projects.

Stormwater facility permits which require water quality monitoring as a condition of future performance are undesirable to the Department.

2. Permits

The project will require, at a minimum, an Environmental Resource Permit (ERP) from SWFWMD, a Section 404 Clean Water Act Dredge and Fill Permit from the U.S. Army Corps of Engineers and a National Pollutant Discharge Elimination System (NPDES) permit from the Florida Department of Environmental Protection (FDEP).

All permit applications or permit modifications (hereinafter referred to as permits or permit applications) shall be prepared in accordance with Chapter 373, Part IV, F.S., Section 401, Public Law 92-500, 33 USC, Section 1341, the appropriate Rules of the Southwest Florida Water Management District, Chapter 233, Florida Statutes, Chapters 18-21, 62-620 and 62-621, Florida Administrative Code. In addition, Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403) and Section 404 of the Clean Water Act (33 U.S.C. 1344); Parts 114 and 115, Title 33, Code of Federal Regulations and any other applicable law, statute, rule or Florida Administrative Code under which this project may be subject to jurisdiction.

The Design/Build Firm will be responsible for the acquisition of all applicable permits. The Design/Build Firm will be responsible for the preparation of complete permit packages. Prior to submittal of the permit applications to the appropriate permitting agencies, the Design/Build Firm will submit copies of the permit packages to the District Permits Office for review and comment. The Department will respond within two weeks. The Design/Build Firm will obtain the required permits. The District Permits Office will provide the appropriate letters of authorization or sign the appropriate application forms to allow the Design/Build Firm to submit applications on behalf of the Department.

If any agency rejects or denies a permit application, the Design/Build Firm will provide the reasons for rejection to the District Permits Engineer. Appropriate modifications will be made to the permit application by the Design/Build Firm. After review and comment by the District Permits Office, the Design/Build Firm will submit the proposed modifications to the permit agencies for further review and further processing of the permit applications.

The Design/Build Firm from the beginning of the contract must aggressively, efficiently, and effectively pursue acquisition of all permits including the utilization of any and all reasonably available means and methods to secure the permits. The Design/Build Firm must develop into their project schedules the statutory time allowed for agencies to review permit submittals, mandatory public notice comment periods, review times by commenting agencies, time necessary to prepare responses to agency questions, additional review time by agencies, and the maximum time period allowed for an agency to issue a permit once an application is deemed complete. The Design/Build Firm will advise the District Permits Office of all agency meetings with sufficient notice to allow them to attend any meetings.

However, notwithstanding anything above to the contrary, upon the Design/Build Firm's preliminary request for extension of Contract Time, pursuant to 8-7.3, being made directly to the District Construction Engineer, the Department reserves unto the District Construction Engineer, in his sole and absolute discretion, according to the parameters set forth below, the authority to make a determination to grant a non-compensable time extension for any impacts beyond the reasonable control of the Design/Build Firm in securing permits. Furthermore, as to any such impact, no modification provision will be considered by the District Construction Engineer unless the Design/Build Firm clearly establishes that it has continuously from the beginning of the project aggressively, efficiently and effectively pursued the securing of the permits including the utilization of any and all reasonably available means and methods to overcome all impacts. There shall be no right of any kind on behalf of the Design Build Firm to challenge or otherwise seek review or appeal in any forum of any determination made by the District Construction Engineer under this provision.

Delays that result from agency issued violation notices or the time necessary to implement corrective actions for violation notices will not be considered sufficient reasons for time extensions.

The Design/Build Firm is responsible for preparing a design and proposing construction and demolition techniques that are permitable. When developing the project design and proposing construction techniques, the Design/Build Firm must consider the potential impacts on wetlands and protected species. The Design/Build Firm must first look at avoidance of the impacts, then minimization of impacts and the final action, mitigation of impacts. These decisions will need to be provided to the Department and documented in the permit applications.

The Design/Build Firm must make all efforts to eliminate or reduce flood plain impacts. If flood plain impacts are unavoidable, then floodplain compensation must be provided within existing ROW.

The Design/Build Firm must ensure that the project is constructed and maintained in accordance with all conditions of each permit. The Design/Build Firm is responsible for all commencement and termination

of construction notices as well as the preparation and submittal of any post construction certifications, as-built plans and transferring of the construction permit to an operations permit.

In the event that a Division of State Lands, Sovereign, Submerged Lands Easement/Lease is required for any water crossing, the Department will assist the Design/Build Firm in the preparation of the appropriate documents necessary to secure those documents. It would be advantageous for the Design/Build Firm to request sovereign, submerged lands determinations early in the design process.

The Design/Build Firm shall be responsible for all activities (including mitigation) and costs associated with any wetland and/or wildlife related permit, commitments, requirements, understandings, or agreements throughout the life of the project.

3. Mitigation of Environmental Impacts

The Design/Build Firm shall be responsible for all activities and costs associated with any wetland impacts including mitigation and/or wildlife-related permit, commitments, requirements, understandings, or agreements throughout the life of the project. The goal of the project is to avoid impacts, minimize where impacts cannot be avoided, and then mitigate for the minimized impacts.

Mitigation for this project will be provided in accordance with the provisions of F.A.C. Chapter 373.4137, which could include de-listing the project from the FDOT/SWFWMD Mitigation Plan in the event that SWFWMD is either unable to provide the appropriate mitigation or cannot provide the mitigation in a timely manner to meet production schedules. Other viable forms of mitigation could include mitigation banking, on-site creation, enhancement/restoration of existing wetlands or joint participation with other parties. The Design/Build Firm shall be responsible for all mitigation costs that do not utilize FDOT/SWFWMD Mitigation to offset impacts to both wetlands and protected species.

The Design/Build Firm shall coordinate all discussions of wetland and protected species impact mitigation through the Department's Permits Section and Environmental Management Office for concurrence prior to coordination with any regulatory agency.

4. Protected Species

For activities within the project limits, the Design/Build Firm is advised that Federal, and /or State permits may be required from USFWS, NMFS, and/or FFWCC. The Design/Build Firm shall be responsible for the preparation and coordination of all applicable permit applications and discussions/information on or about protected species and/or habitat impact mitigation through the Department's Environmental Management Office for concurrence prior to coordination with any regulatory agency. The Design/Build Firm shall be responsible for supplying any and all information in support of obtaining any required permits. The Department will be allotted 30 days to review and comment on any submittal or re-submittal.

The Design/Build Firm is hereby notified that the sandhill crane, Audubon's crested caracara, snail kite, and bald eagle may occur within and adjacent to project limits.

The Design/Build Firm shall be responsible for all activities associated with the project (including any mitigation and/or any off site activities such as borrow pits and staging areas) and all costs associated with any wildlife related permit, coordination, commitments, conditions, requirements, understandings, or agreements throughout the life of the project.

The Design/Build Firm must develop into their project schedules the statutory time allowed and/or other reasonable time frame for agencies to review submittals, time necessary to prepare responses to agency questions/comments, additional review time by agencies, and the maximum and/or reasonable time period allowed for agency action.

5. Archaeological and Historical Features

The Design/Build Firm shall collect all data necessary to completely analyze the impacts to all cultural and historic resources for all project ROW, including any ponds and/or mitigation sites and prepare a Cultural Resource Assessment Survey (CRAS) in accordance with the FDOT *PD&E Manual* Part 2, Chapter 13. This CRAS shall be provided to the Department's Environmental Management Office for review, approval, and further coordination with FHWA and the State Historic Preservation Office (SHPO). The Department will be allotted 30 days to review and comment on any submittal or re-submittal.

The Design/Build Firm shall be responsible for all activities associated with the project (including any mitigation and/or any off site activities such as borrow pits and staging areas) and all costs associated with any archaeological and historical features and/or coordination, commitments, conditions, requirements, understandings, or agreements throughout the life of the project.

The Design/Build Firm must develop into their project schedules the statutory time allowed and/or other reasonable time frame for agencies to review submittals, time necessary to prepare responses to agency questions/comments, additional review time by agencies, and the maximum and/or reasonable time period allowed for agency action.

6. Project Development and Environmental (PD&E)

Any design proposal that changes the intent of the existing approved PD&E documents must be approved by the Department and may require a re-evaluation. It is the responsibility of the Department to determine the need and complete a re-evaluation. The Design/Build Firm shall furnish all necessary information to assist with the Department's re-evaluation effort(s).

Commitments made in the approved PD&E documents, see Attachment B, NEPA & PD&E Commitments, will be honored by the Design/Build Firm. Costs associated with adherence to these commitments are the responsibility of the Design/Build Firm.

Copies of the all PD&E documents including any approved reevaluations will be provided to short-listed firms.

E. Railroad Coordination: (Not Applicable to this Project)

F. Survey:

The Design/Build Firm shall perform all surveying and mapping services necessary to complete the project. Survey services must also comply with all pertinent Florida Statutes and applicable rules in the Florida Administrative Code. All surveying and mapping work must be accomplished in accordance with the Department's Surveying Procedure, Topic Nos. 550-030-101; Right-of-Way Mapping Procedure, Topic No. 550-030-015; Aerial Surveying Standards for Transportation Projects Procedure, Topic No. 550-020-002. This work must comply with the Minimum Technical Standards for Professional Surveyors and Mappers, Chapter 5J-17, Florida Administrative Code (F.A.C.), pursuant to Section 472.027, Florida Statutes (F.S.) and any special instructions from the Department. This survey also must comply with the

Department of Environmental Protection Rule, Chapter 18-5, F.A.C. pursuant to Chapter 177, F.S., and the Department of Environmental Protection.

G. Verification of Existing Conditions:

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

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

H. Submittals:

1. Plans:

Plans must meet the minimum contents of a particular phase submittal prior to submission for review. The particular phase of each submittal shall be clearly indicated on the cover sheet. Component submittals must be accompanied by sufficient information for adjoining components or areas of work to allow for proper evaluation of the component under review.

The Design/Build Firm shall provide copies of required review documents as listed below.

90% Component Plans

5 sets of 11" X 17" roadway plans
5 sets of signalization plans
2 copies of Final Geotechnical Report
2 sets of documentation – roadway/drainage
1 copy of Completed Traffic Signal Checklist (See checklists subfolder in Signal Design Updates folder on ftp://ftp.dot.state.fl.us/fdot/d1/traffops/)

Final Component Plans

5 sets of 11" X 17" roadway plans
5 sets of signalization plans
2 sets of final documentation
1 signed and sealed copy of Specifications Package
2 sets of electronic copies of Technical Special Provisions on CD

Construction Set:

1 set of 11"X 17" copies of the signed and sealed plans for the Department to stamp "Released for construction"

Final signed and sealed plans will be delivered to the Department's Project Manager a minimum of 5 working days prior to construction of that component. The Department's

Project Manager will send a copy of a final signed and sealed plans to the appropriate office for review and stamping "Released for Construction". Only stamped signed and sealed plans are valid and all work that the Design/Build Firm performs in advance of the Department's release of Plans will be at the Design/Build Firm's risk.

Record Set:

The Design/Build Firm shall furnish to the Department, upon project completion, the following:

- 1 set of 11" X 17" signed and sealed plans
- 5 sets of 11 "X 17" copies of the signed and sealed plans
- 2 sets of final documentation (if different from final component submittal)
- 2 (two) Final Project CD's

The Design/Build Firm's Professional Engineer in responsible charge of the project's design shall professionally endorse (signed and sealed and certified) the record prints, the special provisions and all reference and support documents. The professional endorsement shall be performed in accordance with the Department Plans Preparation Manual.

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

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

2. Milestones: (Not Applicable to this Project)

3. Railroad Coordination: (Not Applicable to this Project)

I. Contract Duration:

The Design/Build Firm shall establish the contract duration for the subject project. In no event shall the contract duration exceed 360 calendar days. The schedule supporting the proposed contract duration will be submitted with the Technical Proposal. The Proposed Contract Time (PCT) reflected in the schedule may be amended in the bid proposal. The official PCT will be the one submitted with the Bid Price Proposal.

J. Project Schedule:

The Design/Build Firm shall submit a project schedule, in accordance with Subarticle 8-3.2 (Design/Build Division I Specifications), which supports the established contract duration submitted as part of the Proposal. The minimum number of activities shall be those listed in the payout schedule and those listed below:

- Anticipated Award Date
- Design Submittals
- Design Survey

- Design Reviews by the Department and FHWA
- Design Review / Acceptance Milestones
- Materials Quality Tracking
- Geotechnical Investigation
- Start of Construction
- Clearing and Grubbing
- Construction Mobilization
- Roadway Design
- Roadway Construction
- Signal Design
- Signal Construction
- Signing and Pavement Marking Design
- Signing and Pavement Marking Construction
- Maintenance of Traffic Design
- Maintenance of Traffic Set-Up (per duration)
- Erosion Control
- Additional Construction Milestones as determined by the Design/Build Firm
- Final Completion Date for All Work

The DESIGN BUILD FIRM'S schedule should allow for a fifteen (15) calendar day (excluding Holidays as defined in section 1-3 of the Specifications) review time for the DEPARTMENT'S review of all submittals.

K. Key Personnel/Staffing:

The Design/Build Firm's work shall be performed and directed by key personnel identified in the technical proposal by the Design/Build Firm. Any changes in the indicated personnel shall be subject to review and approval by the Department's Project Manager. The Design/Build Firm shall have available a professional staff that meets the minimum training and experience set forth in Florida Statute Chapter 455.

L. Meetings and Progress Reporting:

The Design/Build Firm shall anticipate periodic meetings with Department personnel and other agencies as required for resolution of design and/or construction issues. These meetings may include:

- Department technical issue resolution
- Permit agency coordination
- Local government agency coordination
- Scoping Meetings

During design, the Design/Build Firm shall meet with the Department's Project Manager on a monthly basis and provide a month look ahead of the activities to be completed during the upcoming month.

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

The Design/Build Firm shall, on a monthly basis, provide written progress reports that describe the items of concern and the work performed on each task.

M. Public Involvement: (Not Applicable to this Project)

N. Quality Management Plan (QMP):

1. **Design:**

The Design/Build Firm shall be responsible for the professional quality, technical accuracy and coordination of all surveys, designs, drawings, specifications, geotechnical and other services furnished by the Design/Build Firm under this contract.

The Design/Build Firm shall provide a Design Quality Management Plan, which describes the Quality Control (QC) procedures to be utilized to verify, independently check, and review all design drawings, specifications, and other documentation prepared as a part of the contract. In addition the QMP shall establish a Quality Assurance (QA) program to confirm that the Quality Control procedures are followed. The Design/Build Firm shall describe how the checking and review processes are to be documented to verify that the required procedures were followed. The QMP may be one utilized by the Design/Build Firm, as part of their normal operation or it may be one specifically designed for this project. The Design/Build Firm shall submit a QMP within 15 working days of the written Notice to Proceed. A marked up set of prints from the Quality Control review will be sent in with each review submittal. The responsible Professional Engineers or Professional Surveyor that performed the Quality Control review, as well as the QA manager will sign a statement certifying that the review was conducted.

The Design/Build Firm shall, without additional compensation, correct all errors or deficiencies in the surveys, designs, drawings, specifications and/or other services.

No fabrication, casting, or construction will occur until all related design review and shop drawing review comments are resolved.

2. **Construction:**

The Design/Build Firm shall be responsible for developing and maintaining a Construction Quality Control Plan in accordance with Section 105 of Standard Specifications which describes their Quality Control procedures to verify, check, and maintain control of key construction processes and materials.

The sampling, testing and reporting of all materials used shall be in compliance with the Sampling, Testing and Reporting Guide (STRG) provided by the Department. The Design/Build Firm will use the Department's database(s) to allow audits of materials used to assure compliance with the STRG. The Department has listed the most commonly used materials and details in the Department's database. When materials being used are not in the Department's database list, the Design/Build Firm shall use appropriate material details from the STRG to report sampling and testing. Refer to the "Access Instruction for LIMS" for more information on how to gain access to the Department's databases: http://www.dot.state.fl.us/statematerialsoffice/quality/programs/qualitycontrol/contractor.shtm

Prepare and submit to the Engineer a Job Guide Schedule (JGS) using the Laboratory Information Management System (LIMS), 21 calendar days prior to commencement of construction. Update the Job Guide Schedule and submit it to the Engineer prior to each monthly progress estimate. The Department may not authorize payment of any progress estimate not accompanied by an up-to-date Job Guide Schedule. Maintain the Job Guide Schedule throughout the project including the quantity placed since the previous submittal, and total to date quantity and any additional materials placed. Do not commence work

activities that require testing until the Job Guide Schedule has been reviewed and accepted by the Engineer. At final acceptance, submit a final Job Guide Schedule that includes all materials used on the project in the same format as the monthly reports.

The Department shall maintain its rights to inspect construction activities and request any documentation from the Design/Build Firm to ensure quality products and services are being provided in accordance with the Department's Materials Acceptance Program.

O. Liaison Office:

The Department and the Design/Build Firm will designate a Liaison Office and a Project Manager who shall be the representative of their respective organizations for the project.

P. Schedule of Values:

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

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

Q. Computer Automation:

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

The Design/Build Firm's role and responsibilities are defined in the Department's CADD Manual. The Design/Build Firm will be required to submit final documents and files which shall include complete CADD design and coordinate geometry files in Intergraph / Micro station format, as described in the above referenced document.

The archived submittal shall also include either a TIMS database file, CADD Index file (generated from RDMENU) or documentation that shall contain the project history, file descriptions of all (and only) project files, reference file cross references, and plotting criteria a (e.g. batch, level symbology, view attributes, and display requirements). A printed directory of the archived submittal shall be included.

R. Construction Engineering and Inspection:

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

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

S. Testing:

The Department or its representative will perform verification and resolution testing services in accordance with the latest Specifications. On all Federal Aid Projects, the Department or its representative shall perform verification sampling and testing on site as well as off site locations such as pre-stress plants, batch plants, structural steel and weld, fabrication plants, etc.

T. Value Added:

- The Design/Build Firm may provide Value Added Project Features, in accordance with Article 5-14 of the Specifications for the following features:
- Roadway features
- Signals
- Roadway drainage systems,
- And any other products or features the Design/Build Firm desires.

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

The Design/Build Firm shall guarantee the performance of all signal components in accordance with Section 645 and 611, Value Added Signal Installation, included as an Attachment.

U. Adjoining Construction Projects:

The Design/Build Firm shall be responsible for coordinating construction activities with other construction projects that are impacted by or impact this project. This includes projects under the jurisdiction of local governments, the Department, or other regional and state agencies. It is possible that FPID 419707-1, Siesta Key Bridge Rehabilitation may be started during this contract.

V. Design Issue Escalation:

The Department has established the issue escalation process for design questions and conflict resolution that the Design/Build Firm shall follow unless revised by the Partnering agreement. All issues are to be directed to the Department Project Manager. If the issue cannot be resolved at this level the Department Project Manager shall forward the issue to the next level in the process. The escalation process begins with the District Design Engineer, followed by the Director of Transportation Operations, and finally to the District Secretary. Each level shall have a maximum of three working days to answer, resolve or address the issue. This three day window is a response time and does not infer resolution. Questions may be expressed verbally and followed up in writing. The Department Project Manager will respond in a

timely manner but not to exceed three working days. The Design/Build Firm shall provide any available supporting documentation.

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

The District Secretary will have the final authority on design decisions.

W. Construction Clarification, Conflict Resolution, and Issue Escalation:

In the event that construction problems occur, the resolution of those problems will be processed in one of the following two ways unless revised by a Partnering agreement:

- If the resolution does not change the original intent of the technical proposal/RFP, then the Design/Build Firm Engineer of Record (EOR) will be responsible for developing the design solution to the construction problem and the District Resident Engineer will be responsible for review and response within 10 working days. The District Resident Engineer will either concur with the proposed solution or, if the District Resident Engineer has concerns, the issue will be escalated as described in the process below**.**

- If the resolution does alter the original intent of the technical proposal/RFP then the EOR will develop the proposed solution, copy in the District Resident Engineer, and send it to the District Construction Office for review and response through the Department Project Manager. The District Construction Office will respond to the proposed solution within ten working days. The District Construction Office will either concur with the proposed solution or, if the District Resident Engineer has concerns, the issue will be escalated as described in the process below. Changes to the original intent of the technical proposal/RFP will require a contract change order and FHWA approval.

- The Department has established the issue escalation process for construction questions and conflict resolution that the Design/Build Firm shall follow unless revised by the Partnering agreement. All issues are to be directed to the Department Project Manager. If the issue cannot be resolved at this level the Department Project Manager shall forward the issue to the next level in the process. The escalation process begins with the District Construction Engineer, followed by the Director of Transportation Operations, and finally to the District Secretary. Each level shall have a maximum of three working days to answer, resolve or address the issue. This three day window is a response time and does not infer resolution. Questions may be expressed verbally and followed up in writing. The Department Project Manager will respond in a timely manner but not to exceed three working days. The Design/Build Firm shall provide any available supporting documentation.

The Design/Build Firm shall provide a similar chain of command for his organization with personnel of similar levels of responsibility.

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

V. Design and Construction Criteria.

A. General:

The Design/Build Firm shall be responsible for: detailed plan checking as outlined in the Plans Preparation Manual (PPM); as described in the RFP; and the Design and Construction criteria package. This includes a checklist of the items listed in the PPM for each completed phase submittal. Bridge submittals may be broken into foundation, substructure, superstructure, approach spans and main channel spans. Roadway submittals may be broken down into grading, drainage, walls, ITS, signing & pavement marking, signalization, landscaping and final geometry components. The component design must be in conformity with the Design and Construction Criteria requirements, approved preliminary layout and concept as provided in the Technical Proposal.

Before construction activities can begin for a specific component, signed and sealed design plans and calculations supporting the design for that component must be reviewed by the Department. Component submittals shall be complete submittals along with all the supporting information necessary for review. The work must represent logical work activities and must show impacts on subsequent work on this project. Any modification to the component construction due to subsequent design changes as the result of design development is solely the Design/Build Firm's risk. Upon review by the Department, the plans will be stamped "Released for Construction" and initialed and dated by the reviewer. Any construction initiated by the Design/Build Firm prior to receiving signed and sealed plans stamped "Released for Construction" shall be at the sole risk of the Design/Build Firm.

All design and construction documents shall be prepared using the English system.

All improvements shall be within the existing right of way.

FPID 429775, US 41 (SR 45) from 605' south of Bee Ridge Rd. to 60' south of Siesta Dr.

The four left turn lanes are; 1) northbound to westbound at US 41 and Bee Ridge Road, 2) southbound US 41 to Westfield Southgate Shopping Mall entrance on US 41/ SR 45 closest to Siesta Drive, 3) southbound to eastbound at US 41 and Bee Ridge Road, and 4) northbound to westbound left at US 41 and Siesta Drive.

For the first left turn lane, lengthen the northbound to westbound left turn lane at US 41 and Bee Ridge Road a minimum of 130'. The 130' includes a 50 foot taper. The new separator should tie into the existing traffic separator and include a double reverse separator.

For the second left turn lane, provide a directional left turn lane (using a raised concrete median) into the Westfield Southgate Shopping Mall entrance on US 41/ SR 45 closest to Siesta Drive. Left turns out of the Westfield Southgate Shopping Mall exit will not be permitted. Northbound traffic on US 41/ SR 45 shall not be permitted to u-turn at the median opening. Include all relevant signage to the median, Jasmine Drive and the Westfield Southgate Shopping Mall entrance/exit.

For the third and fourth left turn lanes, reverse the 3 foot concrete separator between Bee Ridge Road and Siesta Drive based on the provided queue lengths. Maximize the length for the southbound to eastbound left turn lane at US 41 and Bee Ridge Road. Convert the existing two-way left turn lane on US 41 (SR 45) from 605' south of Bee Ridge Road to the raised concrete median at Westfield Southgate Shopping

Mall entrance on US 41/ SR 45 closest to Siesta Drive into single left turn lanes using a 3 foot concrete separator with brick paver accents. The brick pavers shall meet City of Sarasota standard color.

The total length (queue and deceleration) for the northbound to westbound left turn lane at US 41 and Siesta Drive is 325'. Use pavement markings from the raised concrete median at the Westfield Southgate Shopping Mall entrance on US 41/ SR 45 closest to Siesta Drive to the stop bar at US 41 and Siesta Drive.

Widen to the west to provide for a three foot concrete separator with a 1 ft offset, an 11 ft left turn lane, two 10.5 ft thru lanes, an 11 ft outside thru lane, 2 ft curb and gutter, and 6 ft sidewalk within the existing right-of-way.

A bike lane is not required.

Lane widths within the widening section should maintain a smooth transition to existing lane widths outside the widening limits.

Pedestrian features at US 41 and Bee Ridge Road shall be updated to meet current standards.

Signal heads shall be adjusted to align with the widening.

Install a no right on red blank-out sign for vehicles on Bee Ridge Road turning right onto US 41/SR 45. The sign is to be activated by the protected left turn movement on US 41 to Bee Ridge Road.

Modify begin and end signing for dual use left turn lane.

The southbound overhead guide sign for SR 758 and the Beaches shall be removed and replaced with a new structure and sign assembly. The southbound overhead sign may be replaced between the existing sign and Siesta Dr. and shall remain a lighted sign.

The design speed is 45 mph.

The design build team shall construct FPID 429775-1 before FPID 429778-1. It is the Department's intent to complete the construction of FPID 429775-1 before the start of Siesta Key Bridge Rehabilitation detours (FPID 419707-1).

FPID 429778-1-52-01, SR 72 from Rand Blvd. to west of Gantt Rd.

The existing full median opening on SR 72 at Rand Blvd shall be directionalized with overlapping separators to allow for only the eastbound to northbound left turn movement onto the Admirals Walk Condominiums. The existing westbound to southbound left turn lane onto Rand Blvd shall be completely removed and replaced with a curbed median.

Lengthen the existing eastbound to northbound left turn lane on SR 72 at Gantt Road/Approach Road a minimum of 300'. The 300' includes a 50ft taper. Lengthen the existing westbound to southbound left turn lane on SR 72 at Gantt Road/Approach Road a minimum of 250'. The 250' includes a 50ft taper.

The design speed is 45 mph.

The mast arms and signalization at SR 72 at Gantt Road/Approach Road shall be removed and replaced with painted mast arms to meet current standards and all requirements listed at ftp://ftp.dot.state.fl.us/fdot/d1/traffops/Signal Design Updates/.

Signalization equipment shall be Naztec and compatible with Sarasota County ATMS. Signalization shall include video detection and Opticon. The signalization shall be design with fully protected left turn movements on SR 72. The left turn movements on Gantt Rd./Approach Rd shall be protected permissive and designed to accommodate a future protected only phase in both directions. The signalization for all approaches shall be designed to meet all requirements for a four section head for the left turn movements. The pedestrian features at SR 72 at Gantt Road/Approach Road shall be updated to meet current standards.

All striping within the limits of the project shall be refurbished.

B. Geotechnical Services

The Design Build Firm shall perform adequate geotechnical services for determination of mast arm and sign foundations.

Driven Pile Foundations for Bridges and Major Structures (Not Applicable to this Project)

C. Utility Coordination

The Design-Build Firm shall ensure Section 337.11(7)(a), Florida Statutes; Section 337.401, Florida Statutes through Section 337.404, Florida Statutes; Rule Chapter 14-46, Florida Administrative Code; FDOT policies, procedures, Utility Accommodation Manual, and any Agreement attached to this RFP are followed concerning utility coordination.

The Design-Build Firm shall employ and identify a single dedicated person responsible for managing all utility coordination and design activities. This person shall be contractually referred to as the Utility Coordination Manager and shall be identified in the Design/Build Firm's proposal. The Utility Coordination Manager shall be required to satisfactorily demonstrate to the Department's Project Manager having the following knowledge, skills, and abilities:

1. A minimum of 4 years of experience performing utility coordination in accordance with Department standards, policies, and procedures.
2. Knowledge of the Department plans production process and District utility coordination practices,
3. Knowledge of Department agreements, standards, policies, and procedures.

The Design/Build Firm's Utility Coordination Manager shall be responsible for, but not limited to, the following:

1. Ensuring that utility coordination and design is conducted in accordance with Section 337.11(7)(a), Florida Statutes; Section 337.401, Florida Statutes, through Section 337.404, Florida Statutes; Rule Chapter 14-46, Florida Administrative Code; FDOT policies, procedures, Utility Accommodation Manual, and any Agreement attached to this RFP.

2. Identifying all existing utilities and coordinating any new installations. Reviewing proposed utility permit application packages and recommending approval/disapproval of each permit application based on the compatibility of the permit as related to the Design/Build firm's plans.
3. Scheduling utility meetings, keeping and distribution of minutes of all utility meetings, and ensuring expedient follow-up on all unresolved issues.
4. Distributing all plans, conflict matrixes and changes to affected utility owners and making sure this information is properly coordinated.
5. Identifying and coordinating the completion of any Department or utility owner agreement that is required for reimbursement, or accommodation of the utility facilities associated with the Design/Build project. Reviewing, approving, signing and coordination of all Utility Work Schedules and Agreements.
6. Resolving utility conflicts.
7. Handling reimbursable issues inclusive of betterment and salvage determination.
8. Obtaining and maintaining Sunshine State One Call Design to Dig Tickets.
9. Performing Constructability Reviews of plans prior to construction activities with regard to the installation, removal, temporary removal, de-energizing, deactivation, relocation, or adjustment of utilities.
10. Acquisition/procurement of any required easements when stated in RFP and as required by design
11. Providing periodic project updates to the Department Project Manager and District Utility Office as requested.

D. Roadway Plans:

General:

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

Design Analysis:

The Design/Build Firm shall develop and submit a signed and sealed Typical Section Package, and Drainage Analysis Report for review and concurrence by the Department and FHWA on Federal Aid Oversights Projects. These packages shall include the following:

1. **Typical Section Package:**

- Transmittal letter
- Location Map
- Roadway Typical Section(s)
    1. Minimum milling depth
    2. Identify if ARMI layer is required
    3. Minimum lane, shoulder, median widths
    4. Slopes requirements
- Data Sheet
- Design Speed

2. **Pavement Design:**

- Pavement Design
  All widening on US 41and SR 72 shall match the existing pavement.

  Mill and resurfacing requirements are mill ¾" and resurface with ¾" of Traffic Level D, 12.5

3. **Drainage Analysis:**

The Design/Build Firm shall be responsible for designing the drainage and stormwater management systems. All design work shall be in compliance with the Department's Drainage Manual; Florida Administrative Code, chapter 14-86; Federal Aid Policy Guide 23 CFR 650A; and the requirements of the regulatory agencies. This work will include the engineering analysis necessary to design any or all of the following: cross drains, French drains, roadway ditches, outfall ditches, storm sewers, retention/detention facilities, interchange drainage and water management, other drainage systems and elements of systems as required for a complete analysis. Full coordination with all permitting agencies, the district Environmental Management section and Drainage Design section will be required from the outset. Full documentation of all meetings and decisions are to be submitted to the District Drainage Design section. These activities and submittals should be coordinated through the Department's Project Manager.

The exact number of drainage basins, outfalls and water management facilities (retention/detention areas, weirs, etc.) will be the Design/Build Firm's responsibility.

The objective is to obtain approved stormwater treatment/attenuation design.

Perform design and generate construction plans documenting the permitted systems function to criteria.

The Design/Build Firm shall check all existing cross drains to determine capacity and design life. Flood flow requirements will be determined in accordance with the Department's procedures.

The Design/Build Firm will consider optional culvert materials in accordance with the Department's Drainage Manual Criteria.

Prior to proceeding with the Drainage Design, the DESIGN/BUILD FIRM shall meet with the District Drainage Engineer. The purpose of this meeting is to provide information to the Design/Build Firm that will better coordinate the Preliminary and Final Drainage Design efforts. This meeting is Mandatory and is to occur 15 working days prior to any submittals containing drainage components.

The Design/Build Firm shall provide the Department's District Drainage Engineer a signed and sealed Drainage Design Report. It shall be a record set of all drainage computations, both hydrologic and hydraulic. The engineer shall include all necessary support data.

E. Geometric:

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

The design elements shall include, but not be limited to, the horizontal and vertical alignments, lane widths, shoulder widths, median widths, cross slopes, borders, sight distance, side slopes, front slopes and

ditches. The geometric design developed by the Design/Build Firm shall be an engineering solution that is not merely an adherence to the minimum AASHTO and/or Department standards.

F. Design Documentation, Computations and Quantities:

The Design/Build Firm shall submit to the Department design notes and computations to document the design conclusions reached during the development of the construction plans.

The design notes and computation sheets shall be fully titled, numbered, dated, indexed, and signed by the designer and the checker. Computer output forms and other oversized sheets shall be folded to a standard size 8½" x 11". The data shall be in a hard-back folder for submittal to the Department. At the project completion, a final set of design notes and computations, signed by the Design/Build Firm, shall be submitted with the record set of plans and tracings.

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

1. Design standards used for the project
2. Geometric design calculations for horizontal alignments
3. Vertical geometry calculations
4. Documentation of decisions reached resulting from meetings, telephone conversations or site visits
5. Final quantities list

G. Structure Plans:

Bridge Design Analysis: **(Not Applicable to this Project)**

Criteria

The Design/Build Firm shall incorporate the following into the design of this facility and mast arm poles and assemblies:

a. All plans and designs are to be prepared in accordance with AASHTO LRFD Bridge Design Specifications, Department Standard Specifications, Structures Manual, Plans Preparation Manual, Department Standard Drawings, Supplemental Specifications, Special Provisions, and directions from the State Structures Design Engineer, Temporary Design Bulletins, Structures Design Office and / or District Structures Design Engineer.

H. Specifications:

Department Specifications for Design Build Division One may not be modified or revised. The Design/Build Firm shall also include all Technical Special Provisions, which will apply to the work in the proposal. Technical Special Provisions shall be written only for items not addressed by Department Specifications, and shall not be used as a means of changing Department Specifications. All specifications for Federal Aid Projects are applicable on this project.

Before construction activities can begin, the Design/Build Firm shall prepare and submit a signed and sealed Construction Specifications Package for the project, containing all applicable Division II and III Special Provisions and Supplement Specifications from the Specifications Workbook in effect at the time

the Bid Price Proposals were due in the District Office. The Specifications Package shall be prepared by the individual(s) identified in the Technical Proposal as having successfully completed the mandatory Specifications Preparations Training.

The website for completing the training is at the following URL address:

http://www2.dot.state.fl.us/SpecificationsEstimates/PackagePreparation/TrainingConsultants.aspx

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

https://www2.dot.state.fl.us/SpecificationsPackage/Utilities/Membership/login.aspx?ReturnUrl=%2fspecificationspackage%2fDefault.aspx.

The signed and sealed Specifications Package shall also include individually signed and sealed Technical Special Provisions for any and all work not addressed by Department Specifications. Any Technical Special Provisions included in the signed and sealed Construction Specifications Package which had not been included in the proposal phase, may require a contract cost modification as a condition of approval.

The Design/Build Firm must account for a 15 working day (excluding Holidays as defined in section 1-3 of the Specifications) review time in its schedule. Upon review by the Department, the Construction Specifications Package will be stamped "Released for Construction" and initialed and dated by the reviewer.

Any subsequent modifications to the Construction Specifications Package shall be prepared, signed and sealed as a Supplemental Specifications Package, subject to the same process for submittal, review, and, release for construction, as described above, for the original Construction Specifications Package. Construction work affected by Supplemental Specifications Packages shall not begin until stamped "Released for Construction" Supplemental Specification Package is obtained.

I. Shop Drawings:

The Design/Build Firm shall be responsible for the preparation and approval of all Shop Drawings. Shop Drawings shall be submitted to the Department and shall bear the stamp and signature of the Design/Build Firm's Engineer of Record (EOR), and Specialty Engineer, as appropriate. The Department shall review the Shop Drawing(s) to evaluate compliance with project requirements and provide any findings to the Design/Build Firm. The Departments procedural review of shop drawings is to assure that the Design/Build Firm and the EOR have both accepted and signed the drawing, the drawing has been independently reviewed and is in general conformance with the plans. The Departments review is not meant to be a complete and detailed review. Upon review of the shop drawing, the Department will stamp "Released for Construction" or "Released for Construction as noted" and initialed and dated by the reviewer.

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

J. **Sequence of Construction**:

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

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

K. Stormwater Pollution Prevention Plans (SWPPP)

The Design/Build Firm shall prepare an erosion control plan that complies with the Storm Water Pollution Prevention Plan (SWPPP) as required by the National Pollution Discharge Elimination System (NPDES). The Design/Build Firm shall refer to the Plans Preparation Manual for information in regard to the SWPPP and Florida Department of Environmental Protection (FDEP) Rule 62-25 for requirements on the erosion control plan. Detailed limits of the erosion control items will be necessary but may be shown on the roadway plans sheets. This plan shall be submitted along with the Design/Build Firm's Certification at least 15 working days prior to beginning construction activities.

L. Temporary Traffic Control Plan:

1. **Traffic Control Analysis:**

The Design/Build Firm shall design a safe and effective Temporary Traffic Control Plan to move vehicular traffic during all phases of construction. The areas shall include, but are not limited to, construction phasing, utility relocation, drainage structures, signalization, ditches, front slopes, back slopes, drop offs within clear zone, and traffic monitoring sites. Special consideration shall be given to the drainage system when developing the construction phases. Positive drainage must be maintained at all times.

The Temporary Traffic Control Plan shall address how to assist with maintenance of traffic throughout the duration of the contract.

The Temporary Traffic Control Plan shall be prepared by a certified designer who has completed the Department's training course, and in accordance with the Department's Design Standards and the Roadway Plans Preparation Manual.

Transportation Management Plans (TMPs) are required for significant projects which are defined as:

1. A project that, alone or in combination with other concurrent projects nearby, is anticipated to cause sustained work zone impacts**.**

2. All Interstate system projects within the boundaries of a designated Transportation Management Area (TMA) that occupy a location for more than three days with either intermittent or continuous lane closures shall be considered as significant projects.

For significant projects a TMP will consist of three components:

(1) Temporary Traffic Control (TTC) plan component;
(2) Transportation Operations (TO) component; and
(3) Public Information (PI) component

Additional information can be found in chapter 10 of the PPM.

2. **Temporary Traffic Control Plans:**

The Design/Build Firm shall utilize Index Series 600 of the Department's Design Standards where applicable. Should these standards be inadequate, a detailed Temporary Traffic Control Plan shall be developed. The Design/Build Firm shall prepare plan sheets, notes, and details to include the following: typical section sheet(s), general notes and construction sequence sheet(s), typical detail sheet(s), traffic control plan sheet(s).

The Design/Build Firm shall prepare additional plan sheets such as cross sections, profiles, drainage structures, retaining wall details, and sheet piling as necessary for proper construction and implementation of the Temporary Traffic Control Plan.

3. **Traffic Control Restrictions:**

There will be NO LANE CLOSURES ALLOWED between the hours of **6:00** AM to **9:00** PM**.** A lane may only be closed during active work periods. Rolling barricades will be allowed during the approved lane closure hours. All lane closures, including ramp closures, must be reported to the local emergency agencies, the media and the District One information officer. Also, the Design/Build Firm shall develop the project to be able to provide for all lanes of traffic to be open in the event of an emergency or if the lane closure causes a driver delay greater than 20 minutes.

M. Environmental Services/Permits/Mitigation:

The Design/Build Firm will be responsible for preparing designs and proposing construction methods that are permitable. The Design/Build Firm will be responsible for any required permit fees. All permits required for a particular construction activity will be acquired prior to commencing the particular construction activity. Delays due to incomplete permit packages, agency rejection, agency denials, agency processing time, or any permit violations, except as provided in Section V.D.2, will be the responsibility of the Design/Build Firm, and will not be considered sufficient reason for time extension.

N. Signing and Pavement Marking Plans:

The Design/Build Firm shall prepare signing and pavement marking plans in accordance with Department criteria and the latest District One Signing and Pavement Marking Policies and Procedures at the following website: ftp://ftp.dot.state.fl.us/fdot/d1/traffops/ See Signing and Marking folder. All markings will be thermoplastic.

O. Signal Plans:

The Design/Build Firm shall prepare signalization plans in accordance with Department criteria and the latest District One Signal Procedures at the following website: ftp://ftp.dot.state.fl.us/fdot/d1/traffops/ See Signal Design Update folder.

Video detectors will be required at the following intersections. On US 41, video detectors will be required for the north and south approaches, total of four (4). On SR 72, video detectors will be required for all approaches, total of four (4). The Design Build Firm shall contact Efrain Duque with Sarasota County, Manager of Traffic Operations, (941) 861 0961 to confirm the controller specifications and compatibility with the Sarasota County ATMS project.

P. Lighting Plans: (Not Applicable to this Project)

VI. Technical Proposal Requirements.

A. General:

Each Design/Build Firm being considered for this project is required to submit a Technical Proposal. The proposal shall include sufficient information to enable the Department to evaluate the capability of the Design/Build Firm to provide the desired services. The data shall be significant to the project and shall be innovative, when appropriate, and practical. Discussions of past performances on other projects shall be minimized except as they relate to the proposed work.

B. Submittal Requirements:

The Technical Proposal shall be bound with tabs labeled Section 1 through Section 9 with the information, paper size and page limitation requirements as listed below:

A copy of the "Written Technical Proposal" **in its entirety** must also be submitted in electronic format on a Compact Disc (CD). The information shall be saved in searchable pdf. format. Minimum font size of ten (10).

Submit two (2) CDs of the Technical Proposal in its entirety and seven (7) hard copies (one original and six copies) of the Technical Proposal to:

Mr. Ed McKinney, PSU Administrator
ATTN: Felipe Alvarez
801 North Broadway Ave.
Bartow, FL. 33830

Section 1: Written Technical Proposal

- Paper size: 8½" x 11", additional larger charts and graphs may be provided if folded neatly to 8½" x 11"
- Maximum allowed pages: 25

The minimum information to be included:

- **Approach and Understanding of the Project**:

The Design/Build Firm shall present a comprehensive plan for completing the specified work. The plan should address all significant design and construction issues and constraints and should demonstrate efficient use of manpower, materials, equipment, construction schemes, and techniques for completing the project.

- **Organization and Staffing Plan:**

The Design/Build Firm shall submit a staffing plan, which clearly illustrates the key elements of the organizational structure, proposed to accomplish the management, technical, construction and administrative services required. Project management and key personnel within each area of required services shall be identified and past experience of each, as it relates to this project, shall be discussed. The Department must approve any changes to the Project Management and Key Personnel. Other items to be included in the discussion of the staffing plan are:

1. Man-loading requirements (both quality and quantity) for all technical services.

2. Man-loading capabilities of all Design-Build firms.

3. Man-loading availability for the project.

- **Responsible Office:**

Design/Build Firms being considered for this project may have more than one office location. The office assigned responsibility for the work shall be identified in the Technical Proposal. If different elements of the work will be done at different locations, those locations shall be listed.

- **Other Appropriate Data:**

Other data demonstrating the ability of the Design/Build Firm to provide the desired services may be included in the Technical Proposal.

- **Coordination:**

During the performance of the services, coordination must be maintained with the Department and/or other agencies. A suggested method for assuring proper coordination shall be addressed in the Technical Proposal.

- A summary of innovative aspects: Details can be explained in Section Four (4) below.

- A summary of Value Added Features: The Design/Build Firm will summarize Value Added Features being proposed. Details of criteria will be provided in Section six (6) below.

- A summary of Quality Management: The actual plan will be provided in Section five (5) below.

- A summary of the project schedule: The full schedule will be provided in Section three (3) below.

Section 2: Resumes of Key Project Personnel

- Paper size: 8½" x 11"
- Maximum allowed pages: Each Résumé is limited to one (1) page per person.
- The minimum information to be included: experience directly relevant to this project.

Section 3: Proposed Schedule

- Paper size: 8½" x 11" or larger if folded neatly to 8½" x 11"
- Maximum allowed pages: 3
- The minimum information to be included in the summary CPM schedule of anticipated major milestones and their associated phasing as follows:

Anticipated Award Date
Design Schedule
Design Reviews by the DEPARTMENT
Geotechnical Investigations
Permitting
Start of Construction
Construction Milestones
Construction Phasing and major MOT shifts
Utility Relocations
Structure Completion Date
Final Completion Date for all Work

Section 4: Innovative Aspects

- Paper size: 8½" x 11"
- Maximum allowed pages: 2
- Any supportive information associated with the innovative aspects being proposed.

Section 5: Quality Management Plan

- Paper size: 8½" x 11"
- Maximum allowed pages: Unlimited
- The minimum information to be included shall be in accordance with Section V. N.

Section 6: Value Added

- Paper size: 8½" x 11"
- Maximum allowed pages: Unlimited
- The minimum information to be included shall be in accordance with Section V. U.

Section 7: Design Support Documents

- Paper size: 8½" x 11"
- Maximum allowed pages: Unlimited

- The minimum information to be included is as follows:

- Preliminary lighting calculations

The minimum information to be included shall be in accordance with Section VI.G.

Section 8: Preliminary Plans

- Paper size: 11" x 17"
- Maximum allowed pages: Unlimited

The minimum information to be included in the preliminary design requirements is as follows

Roadway

- Project Limits
- Horizontal alignment
- Major topographic features
- Survey controls and bench marks
- Stationing along Horizontal alignment
- Connections to existing roadway
- Utility provisions
- Maintenance of traffic provisions
- Typical Section

Traffic Signal Plans

- Key Sheet (Include location map, signal locations, mileposts, and signal ID numbers)
- General Notes
- Plan Sheets
- Pedestrian Signal Detail Sheet
- Pole Tabulation
- Guide Sign Work Sheet
- Interconnect Cable Plan
- Subsurface Utility Excavation Sheet
- Report of Core Boring Sheet
- New Mast Arm Foundation Structural Design

Section 9: Specifications

Provide a list of individual members of the Design/Build Firm who have successfully completed the Specifications Package Preparation Training and will be responsible for preparing the Specifications Package for the project. The website for completing the training is:

http://www2.dot.state.fl.us/SpecificationsEstimates/PackagePreparation/TrainingConsultants.aspx

C. Evaluation Criteria:

The Technical Review Committee shall evaluate the written Technical Proposal by each Design/Build Firm. The Design/Build Firm should not discuss or reveal elements of the price proposal in the written proposals. A technical score for each firm will be based on the following criteria:

	Item	Value
1.	Approach and Understanding of the Project	10
2.	Organization and Staffing Plan	10
3.	Environmental Protection/Commitments	5
4.	Maintainability	10
5.	Value Added	10
6.	Schedule	10
7.	Coordination	5
8.	Quality Management Plan	5
9.	Maintenance of Traffic	10
10.	Design Services	25
	Maximum Score	

The following is a description of each of the above referenced items: 100

1. Approach and Understanding of the Project (10 points)

Credit will be given for thorough understanding of the project and the Proposer's approach to the work.

2. Organization and Staffing Plan(10 points)

Credit will be given for organization of the Proposer's team, including subcontractors and sub-consultants, for the staffing of the project, including the key staff's experience and skills relevant to the proposed assignments.

3. Environmental Protection/Commitments (5 points)

Credit will be given for minimizing impacts to the environment during all phases of design/construction and insure that all environmental commitments are honored.

4. Maintainability (10 points)

Credit will be given for a design that minimizes periodic and routine maintenance. The following elements should be considered: access to provide adequate inspections and maintenance, maintenance of navigational system lighting, access to structure's lighting system, and quality of construction materials. Credit will be assigned for exceeding minimum material requirements to enhance durability of structural components.

5. Value Added (10 points)

Credit will be given for the extent of the Value Added coverage.

6. **Schedule (10 points)**

Credit will be given for a comprehensive and logical schedule that minimizes contract duration. Proper attention should be provided to the project's critical path elements.

7. **Coordination (5 points)**

Credit will be given for a coordination plan/effort that includes, as a minimum, coordination with the following groups:

- Department management team
- Community users
- Permitting/Environmental agencies
- Utility owners
- Local governments

8. **Quality Management Plan (5 points)**

Credit will be given for a timely, complete and comprehensive Quality Management Plan, which incorporates effective peer reviews and includes all phases of the project.

9. **Maintenance of Traffic (10 points)**

Credit will be given for a MOT scheme that minimizes disruption of roadway traffic. This shall include, but not be limited to, minimization of lane closures, lane widths, visual obstructions, and drastic reductions in speed limits.

10. **Design Services (25 points)**

Credit will be given for the quality of the following elements:

- Quality and quantity of design resources
- Design coordination and plans preparation schedule
- Construction coordination plan minimizing design changes
- Geotechnical investigation plan
- Test load program
- Structure design

D. Final Selection Formula:

The Selection Committee shall publicly open the sealed bid proposals and calculate an adjusted score using the following formula:

BPP/TS = Adjusted Score

BPP = Bid Price Proposal
TS = Technical Score

The firm selected will be that firm whose adjusted score is lowest.

The Department reserves the right to consider any proposal as non-responsive if any part of the Technical Proposal does not meet established codes and criteria. Also, if PCT is greater than Maximum Allowable Contract Time (MCT) (360 Calendar Days) the proposal will be considered non-responsive.

E. Final Selection Process:

After the sealed bids are received, the Department will have a public meeting for the announcement of the Technical Scores and opening of sealed bids. This meeting will be recorded. At this meeting, the Department will announce the score for each member of the Technical Review Committee for each Proposer and each Proposer's average Technical Score. Following announcement of the technical scores, the sealed bid proposals will be opened and the adjusted scores calculated. The Selection Committee should meet a minimum of five working days after the public opening of the Technical Scores and Price Proposals. The Department's Selection Committee will review the evaluation of the Technical Review Committee and the Price Proposal of each Proposer as to the apparent lowest adjusted score and make a final determination of the lowest adjusted score. The Selection Committee has the right to correct any errors in the evaluation and selection process that may have been made. The Department is not obligated to award the contract and the Selection Committee may decide to reject all proposals. If the Selection Committee decides not to reject all proposals, the contract will be awarded to the Proposer determined by the Selection Committee to have the lowest adjusted score.

F. Stipend Awards:

The FDOT has elected to pay responsive shortlisted proposers who are not awarded the contract a stipend to offset some of the costs of preparing their proposals. That stipend will only be payable under the terms and conditions of the stipend agreement, a copy of which is included with this Request for Proposal. This Request for Proposal does not commit the FDOT or any other public agency to pay any costs incurred by an individual firm, partnership, or corporation in the submission of proposals except as set forth in the stipend agreement. The amount of the stipend compensation will be $15,000 and in no way is intended to compensate Firms for the total cost of preparing the Technical and Price proposal. The Department reserves the right to use any of the concepts or ideas within the technical proposals, as the Department deems appropriate.

In order for a short-listed firm to be eligible for a stipend, the short-listed firm must execute with original signatures and have delivered to the Department no later than three (3) weeks after Request for Proposal release, four (4) originals of the Design/Build Stipend Agreement, Form No. 700-011-14. The Design/Build Firm shall reproduce the necessary copies. Terms of said agreement are non-negotiable. A fully executed copy of the agreement will be returned to the shortlisted firm.

Failure of a short-listed firm to execute and timely return the agreement shall constitute a release to the Department by the short-listed firm for proposal compensation and the Department shall have no further obligation to compensate the short-listed firm for its efforts in preparing its proposal.

The shortlisted firms are to submit an invoice for payment of services on a lump sum basis after the selection/award process is complete. The invoice should include a statement similar to the following: "All work necessary to prepare technical and price proposals in response to the Department's RFP for the subject project". Compensation is intended to be on a pass/fail basis (i.e., responsive or non-responsive). If a proposal is deemed to be non-responsive by the Technical Review Committee, then no stipend will be paid.

VII. BID PROPOSAL REQUIREMENTS.

A. Bid Price Proposal:

Bid Price Proposals shall be submitted on the Bid Blank form attached hereto and shall include one lump sum price for the Project and the number of calendar days within which the Proposer will complete the project. The lump sum price shall include all costs for all design, geotechnical surveys, architectural services, engineering services, Design/Build Firms quality plan, construction of that portion of the Project, and all other work necessary to fully and timely complete that portion of the Project in accordance with the Contract Documents, as well as all job site and home office overhead, and profit, it being understood that payment of that amount for that portion of the Project will be full, complete, and final compensation for the work required to complete that portion of the Project. The Price Proposal shall be hand delivered in a separate sealed package to the following:

Mr. Ed McKinney
PSU Administrator, District One
801 North Broadway Avenue
Bartow, Fl. 33830
ATTN: Felipe Alvarez, MS 1-67

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

DESIGN-BUILD BID PROPOSAL FORM

CONTRACT NO: E1J50

FPN: 429775-1-52-01 AND 429778-1-52-01

PROJECT LOCATION/DESCRIPTION: US 41/SR 45, from S. of Bee Ridge Rd. to S. of Siesta Dr. and SR 72 at Gantt Rd., Sarasota County

The Design Build-Firm is required to state the proposed Contract Time and a Lump Sum (LS) price and submit to District One Procurement Office, Attn. Felipe Alvarez, Design Build Administrator, 801 N. Broadway Avenue, Bartow, Florida 33830

PROPOSED CONTRACT TIME: _____

ITEM DESCRIPTION	UNIT	QUANTITY	FPN	PRICE
DESIGN-BUILD US 41/SR 45	LS	1	429775-1-52-01	$_____
DESIGN-BUILD SR 72 at Gantt Rd.	LS	1	429778-1-52-01	$_____

DO NOT BID ITEMS

INITIAL CONTINGENCY for FPN 429775-1-52-01 $ 32,400.00

INITIAL CONTINGENCY for FPN 429778-1-52-01 $ 17,600.00

TOTAL CONTRACT AMOUNT $ _____

TOTAL CONTRACT AMOUNT WRITTEN OUT

_____

DESIGN-BUILD FIRM NAME: _____

DESIGN-BUILD FIRM VENDOR NO: _____

DESIGN-BUILD FIRM ADDRESS: _____

DESIGN-BUILD FIRM

SIGNATURE _____
PRINTED NAME _____
TITLE _____