

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

December 22, 2011

District Procurement Office
District One

ADDENDUM NUMBER ONE

PROJECT DESCRIPTION: I-75 (SR 93) Airport Access at Southwest Florida International Airport
(SWFIA) Connector-Distributor (CD) System
FINANCIAL PROJECT NO.: 416649-2-52-01
COUNTY: Lee County
CONTRACT NO.: E1J72

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

Request For Proposal	Page	
	iii	Moved LCPA Signing Concepts from Attachments to 'Other Documents'
	iv	Other Documents; Added 6-Lane Typical Section for Ben Hill Griffin Parkway/Treeline Ave.
	iv	Other Documents; Added LCPA Landscaping As-Built s
	iv	Other Documents; Added Lee County WM Record Drawings
	1	I Introduction, Description of Work, Drainage/Permitting/Mitigation, added the following at the end of the first paragraph; The Design/Build Firm shall not excavate any of the aforementioned stormwater management areas acquired by the Department for the purposes of obtaining fill if they are not ultimately utilized by the Design/Build Firm for stormwater management.
	2	I Introduction, Description of Work, Signalization, added the following to the first paragraph, The Design/Build Firm shall coordinate the proposed relocation and/or replacement of the existing ITS smart signal/camera with Lee County to maintain the functionality of the existing system and compatibility with the Lee County TOC located at 5650 Enterprise Parkway.
	2	Introduction, Description of Work, Structures, fourth sentence, added see Ben Hill Griffin Typical to the end of the sentence.
	2	I Introduction, description of Work, Lighting, added the following after the first sentence, Lighting design shall be

		coordinated with FDOT and Lee County, the maintaining agency.
	3	I Introduction Description of Work, Signing and Marking, added the third bullet, All overhead signs shall be lit in accordance with Department standards.
	3	I Introduction, Description of Work, Utilities, deleted from the last sentence 'Regional Transportation Management Center (RTMC) located on Daniels Parkway' and replaced it with RTMC
	18	IV. Project Requirements and Provisions for Work, D. Environmental Permits, 1. Storm Water and Surface Water, paragraph two, revised the first sentence to read; The Department submitted permit applications for the project to the Southwest Florida Water Management District (SFWMD) and the U.S. Army Corps. Of Engineers (USACE) on March 2, 2011, and anticipates acquiring permits for this design prior to the bid opening.
	18	IV. Project Requirements and Provisions for Work, D. Environmental Permits, 2. Permits, revised the entire fourth paragraph as follows; A Joint Use Pond Agreement was executed in July, 2007 by the Department and several developers involving Pond 6 located at the NE corner of I-75 and Alico Road. Pond 6 was designed and a permit modification was approved by SFWMD to accommodate stormwater from the ultimate 10-laning of I-75 and 4-lane C-D System between Alico Road and Gator Crossing. However, the Department believes the Developer has not met the requirements of the agreement and the Department is pursuing construction of the Pond 6 improvements under the remediation clause of the agreement. The Design/Build Firm may construct the Pond 6 improvements including the pond expansion, berm construction, inflow pipes and outfall pipes and structures per the conditions agreement and SFWMD application No 080818-13, if the Design/Build Firm elects to utilize this pond in its design. The Department shall provide all mitigation required for the Pond 6 improvements.
	19	IV. Project Requirements and Provisions for Work, D. Environmental Permits, 2. Permits, ninth paragraph, added the Department and between for and agencies in the second sentence.
	20	IV. Project Requirements and Provisions for Work, D. Environmental Permits, 3. Mitigation of Environmental Impacts, deleted the first paragraph and replaced with the following; The Department has purchased 4.83 herbaceous and 17.31 forested mitigation credits from Panther Island Mitigation Bank and 5.36 herbaceous and 16.72 forested mitigation credits from Corkscrew Regional Mitigation Bank to satisfy the requirements of SFWMD application # 110303-15 and USACE

		application # SAJ-2011-00926 for this project. The Design/Build firm shall be responsible for all activities and costs associated with any wetland impacts above the mitigation the Department has purchased or will provide for Pond 6 improvements 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.
	20	IV. Project Requirements and Provisions for Work, D. Environmental Permits, 3. Mitigation of Environmental Impacts, added the following after paragraph one, If the Design/Build firm submits permit modifications which reduces the amount of required mitigation credits, the Department shall retain ownership of any excess mitigation credits the Department purchased.
	57	VI, Design and Construction Criteria, N. Temporary Traffic Control Plan, 1. Traffic control Analysis, added the following to the sixth paragraph; A DRAFT Transportation Operations (TO) component shall be submitted with the Technical Proposal.
	59	VI, Design and Construction Criteria, S. Landscape Plans, third paragraph, revised the first sentence to read, The budgeted amount of \$1,200,000 shall only be used for landscaping and irrigation approved by the Department and LCPA.
	60	VII Technical Proposal Requirements, B. Submittal, third paragraph, revised the PSU Administrator to Ms. Cheryl Sanchious.
	63	VII Technical Proposal Requirements, B. Submittal, Section 7, Design and Support Documents, added the following bullets, <ul style="list-style-type: none"> • Lighting type • Proposed Landscaping and quantities • DRAFT Transportation Operations (TO) component
	63	VII Technical Proposal Requirements, B. Submittal, Section 8, Preliminary Plans, second bullet, deleted the requirement for a three ring binder and replaced with pin/posted.
	63	VII Technical Proposal Requirements, B. Submittal, Section 8, Preliminary Plans, Roadway Plans, added bullet for Signing Plan
	64	VII Technical Proposal Requirements, B. Submittal, Section 8, Preliminary Plans, Structure Plans, added bullet for bridge aesthetic concepts
	68	Section VIII, Price Proposal Requirements, revised the PSU Administrator to Ms. Cheryl Sanchious.

Attached to this Addendum is a revised copy of the Request for Proposal package, dated December 22, 2011.

Also enclosed, is a RAI Response and Exhibit for Permit Application No. 110303-15, Ben Hill Griffin /Treeline Typical, LCPA Landscaping As-builts and Lee County WM As-builts.

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

**I-75 (SR 93) Airport Access at Southwest Florida
International Airport (SWFIA) Collector-Distributor (C-D)
System, Lee County**

Financial Projects Number(s): 416649-2-52-01

Federal Aid Project Number(s): N/A

Contract Number: E1J72

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ATTACHMENTS

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

Approved Preliminary Engineering Report/ Documents/Studies (FPID No. 406225-1-22-01)
Approved ROW Phase Authorization Reevaluation
Approved Design Change Reevaluation
Approved Typical Section Package
Approved Pavement Type Selection Report
Approved Pavement Design
Approved Design Variation – Border Width
Approved Design Variation – Median Width
Approved Design Variation – Cross Slope
Draft Design Variation – Base Clearance
Final ROW Maps
Joint Use Pond Agreement (Airport Interstate Commerce Park - Pond 6)
Construction Authorization Reevaluation
I-75 Aesthetics Guidelines
LCPA Structural Aesthetics Concepts
LCPA Preliminary Landscaping Plan/Concepts
November 17, 1997 FAA Stormwater Management Facility Design Requirements Letter
Design/Build Utility Agreement (Form number 710-010-19)
Florida Department of Transportation District Design Memos or Practices Manual (as applicable)
<http://www.dot.state.fl.us/ecso/downloads/publications/DistrictOnePractices/default.shtm>
; password: firstdistrict
District One Signals Updates and Maintaining Agency Preferences FTP Site.
<ftp://ftp.dot.state.fl.us/fdot/d1/traffops/Signal%20Design%20Updates/>
District One Signing and Marking Policies and Procedures
<ftp://ftp.dot.state.fl.us/fdot/d1/traffops/> - Signing and Marking Folder
District One Signal Design Updates
<ftp://ftp.dot.state.fl.us/fdot/d1/traffops/> - Signal Design Updates Folder
Division I Design/Build Specifications
Value Added Specifications:
 Section 475 – Value Added Bridge Components
 Sections 645 and 611 – Value Added Signal Installation
 Section 725 – Value Added Highway Lighting System
ITS Minimum Technical Requirements

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.

Phase III (90%) Roadway Plans
Phase III (90%) Roadway Design Documentation
Phase III (90%) Drainage Documentation
Phase III (90%) Bridge Load Ratings
Phase III (90%) Structural Calculations
Phase III (90%) Miscellaneous Structure Calculations
Phase III (90%) High Mast Lighting Calculations
Phase III (90%) Microstation CADD, Survey, and Geopak Files
Phase III (90%) Roadway Geotechnical Report
Phase III (90%) Structures Geotechnical Report
Phase III (90%) Lighting Geotechnical Report
Phase III (90%) FDOT ERC Plan Review Comments and Responses
Phase III (90%) Signing and Marking Plan Review Markups
LCPA Signing Concepts
Permits Documentation/Coordination
Draft Utility Work Schedules/Red-Green Brown Markups/Correspondence Letters/SUE Data
Bridge Development Report
Southwest Florida International Airport (SWFIA) Layout Plan
Southwest Florida International Airport Glide Path Documents
iROX As-Built Plans (FP ID No. 420655-1-52-01)
I-75/Alico Road Interchange As-Built Plans (FPID No. 200966-1-52-01)
ITS As-Built for Freeway Management System (FMS)
Ben Hill Griffin/Treeline Avenue As-Built Plans
Ben Hill Griffin/Treeline Avenue 6-Lane Typical Section
Lee County TTMS Sites
Lee County Landscaping As-builts
Lee County WM Record Drawings

I. INTRODUCTION

The Florida Department of Transportation (Department), in cooperation with the Lee County Port Authority (LCPA), has issued this Request for Proposal (RFP) to solicit competitive bids and proposals from Proposers for FPID No. 416649-2-52-01, I-75 (SR 93) Airport Access at Southwest Florida International Airport (SWFIA) Collector-Distributor (C-D) System in Lee County, Florida, a distance along I-75 of approximately 4.4 miles.

Description of Work

The Design/Build Firm shall provide direct access from I-75 to the SWFIA Mid-Field Terminal Access Road in Fort Myers through the construction of a new interchange and 4-lane C-D System adjacent to I-75 between Alico Road and Daniels Parkway, with no net increase in the number of access points to/from I-75. The trumpet interchange will provide a single point of entry to/exit from SWFIA via the C-D System and slip ramps starting south of Alico Road and ending south of Daniels Parkway. The project proposes loop ramp access to/from southbound (SB) I-75 and slip ramp access to/from northbound (NB) I-75. The 1-mile access road (Terminal Access Road) improvements include the construction of 4-lane bridges over I-75 and Ben Hill Griffin Parkway, a partial single point urban interchange at Ben Hill Griffin Parkway, and ultimately tie in to the existing SWFIA Mid-Field Terminal facility roadway. The Design-Build Firm shall utilize the approved typical sections and design variations included in the Attachments as the basis for the design.

The project will be fenced at the limited access right-of-way (ROW) lines along I-75 and Terminal Access Road. The improvements will be compatible with the approved I-75 Project Development & Environmental (PD&E) ultimate 10-lane typical section and constructed within ROW jointly-acquired by the Department and LCPA (See Attachments). Phase III (90%) Roadway Plans are included for consideration by the Design/Build Firm (See Other Documents).

Drainage/Permitting/Mitigation

The Design/Build Firm shall design and construct all drainage elements necessary to accommodate the project improvements, in accordance with FAA Advisory Circular (AC) 150/5200-33 "Hazardous Wildlife Attractants On or Near Airports". Additionally, the stormwater management facilities shall accommodate the stormwater runoff from the ultimate 10-lane I-75 improvements. ROW has been acquired along I-75 to accommodate the expansion of Pond No.'s 5 and 7 and new construction of Pond No. 8, as identified in the Phase III (90%) Roadway Plans. Pond No. 6 is available to accommodate stormwater runoff for the project and ultimate I-75 improvements between Alico Road and Gator Crossing, pursuant to the terms of the Joint-Use Agreement included in the Attachments. ROW has also been acquired to accommodate stormwater runoff in the interchange infield areas west of I-75 (identified as Ponds A and B) and east of I-75 along Terminal Access Road (Ponds C, D, E, and F). The Design/Build Firm shall not excavate any of the aforementioned stormwater management areas acquired by the Department for the purposes of obtaining fill if they are not ultimately utilized by the Design/Build Firm for stormwater management.

It is anticipated that the Department will secure the required environmental permits and complete the project mitigation efforts prior to the bid opening. The Design/Build Firm shall obtain the necessary permits and provide the required mitigation effort for the construction of the outfall structure and inflow pipe into Pond No. 6, within the easement conveyed to the Department, as described in the Joint-Use Agreement. The Design-Build Firm shall construct the outfall structure, inflow pipe from I-75 and build up the berm around Pond No. 6, as described in the Joint-Use Agreement.

Signalization

The Design/Build Firm shall design and construct new mast signals at the intersection of Ben Hill Griffin Parkway/Treeline Avenue and the Terminal Access Road off-ramps. The signal design and equipment shall meet the District One Local Agency preferences for Lee County. Pedestrian features shall meet the Americans with Disabilities Act (ADA) requirements and Department criteria and standards. The Design/Build Firm shall coordinate the proposed relocation and/or replacement of the existing ITS smart signal/camera with Lee County to maintain the functionality of the existing system and compatibility with the Lee County TOC located at 5650 Enterprise Parkway.

Structures

The Design/Build Firm shall utilize the typical sections provided in the attachments as the basis for the structural design. The Design/Build Firm shall design and construct three (3) new bridge structures over Gator Crossing Canal, including two (2) 2-lane bridges for the NB and SB C-D System, and one (1) 1-lane bridge for the NB C-D off-ramp (Ramp F) onto Terminal Access Road. The spans for the C-D System bridges shall be consistent with the existing I-75 bridges over Gator Crossing Canal. The Design/Build Firm shall also design and construct two (2) 4-lane bridges on Terminal Access Road over I-75 and Ben Hill Griffin Parkway/Treeline Avenue. Geometric consideration shall be given for the expansion of Ben Hill Griffin Parkway/Treeline Avenue to a 6-lane divided facility, see Ben Hill Griffin Typical. The bridge over I-75 shall accommodate the PD&E ultimate 10-lane typical section and preserve a 44-foot multi-modal envelope with a vertical clearance of 24' -3" for the future accommodation of high speed rail.

The bridge over I-75 shall be designed and constructed in accordance with the I-75 Aesthetic Guidelines provided in the Attachments. The Ben Hill Griffin Parkway/Treeline Avenue bridge shall be designed and constructed in accordance with the aesthetic structural parameters to be provided by LCPA (See Attachments). The Design/Build Firm shall design and construct box culverts, mast arm foundations, Intelligent Transportation System (ITS) foundations, Mechanically Stabilized Earth (MSE) walls, and retaining walls, as necessary.

Lighting

The Design/Build Firm shall design and construct lighting consistent with the PD&E commitments along the interchange and Terminal Access Road, and replace existing high mast lighting in conflict with the proposed improvements at Alico Rd. Lighting design shall be coordinated with FDOT and Lee County, the maintaining agency. Dissimilar materials within the light pole structure are not permissible. The Design/Build Firm shall provide bridge under deck lighting per the Department's standards, as appropriate.

Location, protection, and relocation of any existing lighting conduit or components impacted by construction within the project limits will be the responsibility of the Design/Build Firm. Existing lighting levels shall be maintained during all phases of construction. The Design-Build Firm shall prepare and execute a Lighting Maintenance Agreement in coordination with the Department and Lee County.

Signing and Marking

The Design/Build Firm shall design and construct signing and pavement marking improvements in accordance with Department criteria, District One Signing and Marking Policies and Procedures, and signing concepts to be provided by LCPA (See Attachments).

The following additional/complimentary signing and pavement marking criteria will apply:

- Design/Build Firm will be responsible for relocation or replacement of Motorist Service signing (Blue Logo signs) on I-75 and ramps, if impacted by construction activities.

- Any pavement areas (interstate or arterial) where temporary pavement markings or conflicting pavement markings have been placed shall be milled and resurfaced prior to final acceptance. Restoration shall be full lane width.
- All overhead signs shall be lit in accordance with Department standards.

Landscaping

The Design/Build Firm shall design and construct gateway landscaping along Terminal Access Road into the entrance to SWFIA consistent with the Preliminary Landscaping Plans developed by LCPA (See Attachments) and the Department's landscaping criteria, which shall govern. The Design/Build Firm shall relocate or replace existing landscaping at the Alico Road interchange in conflict with the proposed improvements within the limits of the same interchange quadrant, in compliance with Department landscaping criteria. The Design/Build Firm shall remove any existing landscaping at the Ben Hill Griffin Parkway/Treeline Avenue intersection in conflict with the proposed improvements and provide to LCPA.

Utilities

The Design/Build Firm is responsible for clearing utilities to facilitate project construction. The Design/Build Firm is responsible for funding the relocation of utilities that qualify for reimbursement. Utility owners are responsible for funding relocations that do not qualify for reimbursement. Every effort shall be made to avoid or minimize utility impacts, especially to the recently-constructed ITS improvements associated with the RTMC.

Intelligent Transportation Systems (ITS)

The Design/Build Firm is responsible for coordination, location determination, and relocation of all existing ITS facilities and structures within the project limits. The integrated ITS system must remain fully operational throughout the contract duration.

The existing ITS Freeway Management System (FMS) includes the following field elements: closed-circuit television (CCTV) cameras, dynamic message signs (DMS), microwave vehicle detector stations (MVDS), fiber optics cable, electrical power cable, conduit, pull boxes, splice boxes and communications transmission equipment along the northbound and southbound I-75 corridor throughout the project limits.

A. Design/Build Firm 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 project completion date indicated in the Technical Proposal. The Design/Build Firm will coordinate all utility relocations. Existing ITS, lighting, and any signalization conduits, cables, lines, cameras, poles, or other associated facilities, regardless of who owns the facilities, are the responsibility of the Design/Build Firm and shall not be treated as a utility if any conflicts arise.

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
December 7, 2011	Pre-proposal meeting at 1:30 p.m., local time, in District One Headquarters, Elizabeth Moore Conference Room, 801 N. Broadway Ave., Bartow, FL 33830. Design Build Teams will be limited to five (5) members from each team. All impacted Utility Agency/Owners are to be invited to the mandatory Pre-proposal meeting.
December 29, 2011	Alternative Technical Concepts (ATC) Meeting (If Requested)
January 5, 2012	FDOT Response Due Date Regarding ATC Proposals
January 19, 2012	Due Date for Submittal of ATC Documents from Shortlisted Firms
January 30, 2012	Second Alternative Technical Concepts (ATC) Meeting (If Requested)
February 9, 2012	Deadline for Technical Questions from Shortlisted Firms
February 23, 2012	Technical Proposals due in District Office by 4:00 p.m. local time
March 20, 2012	Question and Answer Session/Oral Interview. Times Will be Assigned During the Pre-Proposal Meeting. One (1) Hour Will be Allotted for Questions and Responses.
March 30, 2012	Bid Price Proposal Due in District Office by 2:30 p.m. local time.
March 30, 2012	Public Announcement of Technical Scores and Opening of Price Proposals at 2:30 p.m. local time in District One Headquarters, Mike Rippe Auditorium, 801 N. Broadway Ave., Bartow, FL 33830.
April 10, 2012	Public Meeting of Selection Committee to Determine Intended Award
April 16, 2012	Anticipated Award Date
May 24, 2012	Anticipated Execution Date

III. THRESHOLD REQUIREMENTS

A. Qualifications

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

B. Joint Venture Firm

Two or more Firms submitting as a Joint Venture must meet the Joint Venture requirements of Section 14-22.007, F.A.C. Parties to a Joint Venture must submit a Declaration of Joint Venture and Power of Attorney Form No. 375-020-18, prior to the deadline for receipt of Letters of Interest.

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

C. Bid 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 Bid 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, Critical Path Method (CPM) schedule, and method of compensation, instructions for submitting proposals, design exceptions/variances 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 RFP, 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 RFP 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. The Federal Highway Administration (FHWA) will be invited on oversight projects, in order to discuss the project in detail and to clarify any concerns. Proposers shall direct all questions to the Department's Question and Answer website: <http://www2.dot.state.fl.us/construction/bidquestionmain.asp>.

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 (Q&A) session. FHWA shall be invited on Federal Aid 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 Q&A session will occur a minimum of two (2) weeks after the date the Technical Proposals are due, and be part of the Overall Technical Proposal Scoring. The Proposers shall be given a minimum of one (1) week after the Q&A session to submit their Price Proposal. The Department may terminate the Q&A session promptly at the end of the allotted time. The Department may tape record or videotape all or part of the Q&A session. The Q&A 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 answers provided during the Q&A session. The Design/Build Firm shall not include information in the clarification letter which was not discussed during the Q&A session. In the event the Design/Build Firm includes additional information in the clarification letter which was not discussed during the Q&A session and is not otherwise included in the Technical Proposal, such additional information will not be considered by the Department during the evaluation of the Technical Proposal. No additional time will be allowed to research answers.

The Department will provide some (not necessarily all) proposed questions to each Design/Build Firm as it relates to their technical proposal approximately 24 hours before the scheduled Q&A session. No supplemental materials, handouts, etc. will be allowed to be presented in the Q&A session.

F. Protest Rights

Any person who is adversely affected by the specifications contained in this RFP must file a notice of intent to protest in writing within seventy-two hours of the receipt of this RFP. 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 RFP; and
3. A statement of when and how the RFP 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 RFP 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 Construction 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 RFP.

DISADVANTAGED BUSINESS ENTERPRISE (DBE) PROGRAM

A. DBE Availability Goal Percentage

The Department has an overall eight and six tenths percent (8.6%) race-neutral DBE goal. This means that the State's goal is to spend at least 8.6% 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 8.6% 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 (CFR) Part 26, if the 8.6% 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 FHWA 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, the American Association of State Highway and Transportation Officials (AASHTO), and additional requirements specified in this document. Except to the extent they are 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 and any applicable updates. 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 (PPM)
<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 Handbook (Electronic Field Book)
<http://www.dot.state.fl.us/surveyingandmapping/regulations.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 Current Structures Design Bulletins
<http://www.dot.state.fl.us/structures/Memos/currentbulletins.shtm>
10. Florida Department of Transportation Computer Aided Design and Drafting (CADD) Production Criteria Handbook
<http://www.dot.state.fl.us/ecso/downloads/publications/CriteriaHandBook/>
11. Florida Department of Transportation Production Criteria Handbook CADD Structures Standards
<http://www.dot.state.fl.us/ecso/downloads/publications/CriteriaHandBook/>
12. Instructions for Design Standards
<http://www.dot.state.fl.us/structures/IDS/IDSportal.pdf>
13. AASHTO – A Policy on Geometric Design of Highways and Streets
https://bookstore.transportation.org/item_details.aspx?ID=110
14. MUTCD - 2009
<http://mutcd.fhwa.dot.gov/>
15. Safe Mobility For Life Program Policy Statement
<http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/000750001.pdf>

16. Traffic Engineering and Operations Safe Mobility for Life Program
<http://www.dot.state.fl.us/trafficoperations/Operations/SafetyisGolden.shtm>
17. Florida Department of Transportation American with Disabilities Act (ADA) Compliance – Facilities Access for Persons with Disabilities Procedure
<http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/625020015.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 Flexible 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 Design Bulletins and Update Memos
<http://www.dot.state.fl.us/rddesign/updates/files/updates.shtm>
21. Florida Department of Transportation Utility Accommodation Manual
<http://www.dot.state.fl.us/rddesign/utilities/UAM.shtm>
22. AASHTO LRFD Bridge Design Specifications
https://bookstore.transportation.org/category_item.aspx?id=BR
23. Florida Department of Transportation Flexible Pavement Design Manual
<http://www.dot.state.fl.us/pavementmanagement/PUBLICATIONS.shtm>
24. Florida Department of Transportation Rigid Pavement Design Manual
<http://www.dot.state.fl.us/pavementmanagement/PUBLICATIONS.shtm>
25. Florida Department of Transportation Pavement Type Selection Manual
<http://www.dot.state.fl.us/pavementmanagement/PUBLICATIONS.shtm>
26. Florida Department of Transportation Right of Way Manual
<http://www.dot.state.fl.us/rightofway/Documents.shtm>
27. Florida Department of Transportation Intelligent Transportation System Guide Book
http://www.dot.state.fl.us/TrafficOperations/Doc_Library/Doc_Library.shtm
28. Federal Highway Administration Checklist and Guidelines for Review of Geotechnical Reports and Preliminary Plans and Specifications
<http://www.fhwa.dot.gov/engineering/geotech/pubs/reviewguide/checklist.cfm>
29. Florida Department of Transportation Bicycle and Pedestrian Policies and Standards
http://www.dot.state.fl.us/safety/ped_bike/ped_bike_standards.shtm
30. Federal Highway Administration Hydraulic Engineering Circular Number 18 (HEC 18).
http://www.fhwa.dot.gov/engineering/hydraulics/library_arc.cfm?pub_number=17
31. Florida Department of Transportation Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways
<http://www.dot.state.fl.us/rddesign/FloridaGreenbook/FGB.shtm>
32. Florida Statutes
<http://www.leg.state.fl.us/Statutes/index.cfm?Mode=View%20Statutes&Submenu=1&Tab=statutes&CFID=14677574&CFTOKEN=80981948>

33. Florida Highway Landscape Guide
http://www.dot.state.fl.us/emo/beauty/Highway_Main_files/Land_Arch_Main_files/Landscape_Guide.pdf
34. Florida Department of Transportation Construction Project Administration Manual
<http://www.dot.state.fl.us/construction/Manuals/cpam/CPAMManual.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>

B. Innovative Aspects

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

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

1. Alternative Technical Concept (ATC) Proposals

The ATC process allows innovation, flexibility, time and cost savings on the design and construction of Design/Build projects. ATC's allow the Department to obtain the best value for the public. ATC meeting(s) may be held (maximum of two meetings per Design/Build Firm), in order for the Design/Build Firm to propose changes to supplied basic configurations, project scope, design criteria, or construction criteria. The proposed changes shall provide a solution that is equal or better than what is required by the RFP as determined by the Department. A concept is not an ATC if it reduces quality, performance, reliability or scope or if the proposed concept is contemplated or not specifically prohibited by the RFP.

The purpose of this meeting is to discuss the proposed changes, answer questions and other relevant issues. Each Design/Build Firm with proposed changes may request a meeting to describe the proposed changes. The meeting should be between representatives of the Design/Build Firm and/or the Design/Build Engineer of Record (EOR) and District/Central Office staff as needed to provide feedback on the ATC. The meeting should take place prior to the ATC due date noted in the RFP.

2. Submittal and Review of ATC'S

After the meeting, the District Design Engineer (DDE) will communicate with the appropriate staff (i.e. District Structures Engineer, District Construction Engineer, District Maintenance Engineer, State Structures Engineer, State Roadway Design Engineer, FHWA, as applicable) as necessary, and respond to

the Design/Build Firm in writing as to whether the ATC is acceptable, not acceptable, needs additional information or does not qualify as an ATC within two weeks of the ATC meeting. If the DDE or his designee determines that more information is required for the review of an ATC, questions should be prepared by the DDE or his designee to request and receive responses from the Design/Build Firm. The review should be completed within two weeks of the receipt of the ATC. If the review will require additional time, the Design/Build Firm should be notified in advance with an estimated timeframe for completion.

If the ATC will result in changes to design standards or criteria, the changes will need to be approved in accordance with the Department's procedures prior to responding to the Design/Build Firm.

The project file will clearly document all communications with any Design/Build Firm.

ATC's are accepted by the Department at its discretion and the Department reserves the right to reject any ATC submitted.

3. Contents of ATC Submittal

All ATC submittals shall be sequential numbered and include the following information and discussions:

1. Description: A description and conceptual drawings of the configuration of the ATC or other appropriate descriptive information, including, if appropriate, product details and a traffic operational analysis;
2. Usage: The locations where and an explanation of how the ATC would be used on the project;
3. Deviations: References to requirements of the RFP which are inconsistent with the proposed ATC, an explanation of the nature of the deviations from the requirements and a request for approval of such deviations or a determination that the ATC is consistent with the requirements of the RFP;
4. Analysis: An analysis justifying use of the ATC and why the deviation, if any, from the requirements of the RFP should be allowed;
5. Impacts: A preliminary analysis of potential impacts on vehicular traffic (both during and after construction), environmental impacts, community impacts, safety, and life-cycle Project and infrastructure costs, including impacts on the cost of repair, maintenance, and operation;
6. Risks: A description of added risks to the Department or third parties associated with implementation of the ATC;
7. Quality: A description of how the ATC is equal or better in quality and performance than the requirements of the RFP; and
8. Operations: Any changes in operation requirements associated with the ATC, including ease of operations;
9. Maintenance: Any changes in maintenance requirements associated with the ATC, including ease of maintenance;
10. Anticipated Life: Any changes in the anticipated life of the item comprising the ATC;
11. *Handback: Any changes in Handback Requirements associated with the ATC;

12. ***Project Revenue:** A preliminary analysis of potential impacts on Project Revenue;
13. ***Payments:** A preliminary analysis of potential impacts on the Upfront Concession Payment and Annual Lease Payment

* These submittal requirements will be needed for Public Private Partnership (PPP) projects only.

After the ATC meetings, the Contracting Unit, along with the Project Manager, will update the RFP criteria or issue an Addendum, if the ATC deviates from the RFP and is approved by the Department (**FHWA must approve such change as applicable**). Approved Design Exceptions or Design Variances will require an update to the RFP.

The Department reserves the right to disclose to all Design/Build Firms any issues raised during the ATC meetings, except to the extent that FDOT determines, in its sole discretion, such disclosure would reveal confidential or proprietary information of the ATC.

4. Incorporation into Proposal

The Design/Build Firm will have the option to include any ATC's to which it received approval in their proposal and the Proposal Price should reflect any incorporated ATC's. By submitting a Proposal, the Design/Build Firm agrees, if it is not selected, to disclosure of its work product to the successful Design/Build Firm, only after receipt of the designated stipend or after award of the contract whichever occurs first.

C. Geotechnical Services

A significant amount of soil investigations have been performed for the proposed roadway and bridge improvements. The Phase III (90%) Roadway, Structural, and Lighting geotechnical reports are included in the list of Other Documents.

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. Borings shall not be performed until the Design/Build contract has been awarded.

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

The Design/Build Firm shall provide Geotechnical Consultant Services in accordance with the Department standards, policies and procedures to perform geotechnical design, foundation construction services and dynamic testing. In addition to the standard policies, the following qualifications are required:

- Production pile lengths and driving criteria shall be developed by the same engineering firm performing the dynamic pile testing under the direct supervision of a Registered Professional Engineer in the State of Florida. This Engineer must have

been in responsible charge of the geotechnical foundation construction engineering and dynamic testing work on at least five (5) Department bridge projects, including Department Structures Design Category 2 bridge projects, having driven pile foundations. This “responsible charge” experience shall include verifiable and successful experience using the test methods that will be utilized on the project such as static, Osterberg Cell and/or Statnamic load tests, collection and analyses of Embedded Data Collectors (EDC), dynamic load testing with signal matching, and/or Wave Equation Analysis of Piles (WEAP) computer analysis. Production pile lengths and driving criteria shall be authorized in a letter signed and sealed jointly by the Engineer responsible for the dynamic testing and the Geotechnical Foundation Design Engineer of Record.

- When EDCs will be used to monitor piles and/or test piles, EDC monitoring shall be performed by an Operator who has completed the SmartPile EDC training course administered by Applied Foundation Testing (AFT). The Operator shall work under the supervision of a State of Florida Registered Professional Engineer. This Engineer must have been in responsible charge of the geotechnical foundation construction engineering and dynamic testing work on at least five (5) Department bridge projects, including Structures Design Category 2 bridge projects having driven pile foundations. This “responsible charge” experience shall include verifiable and successful dynamic pile load testing and WEAP computer program experience.
- When a dynamic monitoring system utilizing externally attached gauges will be used to monitor piles and/or test piles, the monitoring shall be performed by an Operator experienced and proficient with the equipment. The Operator shall work under the supervision of a State of Florida Registered Professional Engineer. This Engineer must have been in responsible charge of the geotechnical foundation construction engineering and dynamic testing work on at least 5 Department bridge projects, including Structures Design Category 2 bridge projects having driven pile foundations. This “responsible charge” experience shall include verifiable and successful dynamic pile load testing with signal matching, and WEAP computer program experience.

The pile foundation installation shall be supervised and certified by the Geotechnical Foundation Design EOR. These services shall include providing (Construction Training Qualification Program (CTQP)-certified Pile Driving Technicians and certified EDC System Users in the numbers necessary to comply with Department specifications for recording pile driving records. Provide pile-driving logs to Department within 24 hours of completing the driving of each pile. The Geotechnical Foundation Design Engineer of Record shall be responsible for addressing any foundation installation problems with the assistance and concurrence of the Engineer responsible for the dynamic testing.

3. Drilled Shaft Foundations for Bridges and Major Structures

The Design/Build Firm is responsible for identifying and performing all geotechnical investigation, analysis, and design required for the project in accordance with FDOT guidelines, procedures, and specifications. The Design/Build Firm shall employ geotechnical and drilled shaft testing consultants with the following minimum qualifications:

- Use professional engineers registered in the State of Florida with at least three (3) years of post-registration experience in drilled shaft foundation design and construction. The Geotechnical Foundation Design EOR must have designed and worked on at least three (3) FDOT bridge projects, including at least one (1) FDOT Structures Design Category 2 bridge project with drilled shaft foundations. This “responsible charge” experience shall include verifiable and successful implementation of static, Osterberg Cell and/or Statnamic load test results, and evaluation of pilot hole data. All designs must be signed and sealed by the Geotechnical Foundation Design EOR.
- The drilled shaft installation shall be supervised and certified by the Geotechnical Foundation Design EOR. These services shall include providing CTQP-qualified Drilled Shaft Inspectors in the numbers necessary to comply with Department specifications for recording drilled shaft construction records. Provide drilled shaft construction logs to FDOT within 24 hours of completing the shaft.
- Use drilled shaft superintendents in responsible charge of drilling operations experienced in drilled shaft installation and testing in the State of Florida. This “responsible charge” experience shall include at least three (3) FDOT bridge projects, including at least one (1) FDOT Structures Design Category 2 bridge project with drilled shaft foundations.

The Design/Build Firm shall submit qualification statements for the geotechnical and non-destructive testing firms to be used on the project for approval by the District Geotechnical Engineer at least 30 calendar days before beginning the design. Acceptance of the Design/Build Firm’s personnel does not relieve the Design/Build Firm of the responsibility for obtaining the required results in the completed work.

4. Drilled Shaft Foundations for Miscellaneous Structures

The Design/Build Firm is responsible for identifying and performing all geotechnical investigation, analysis, and design required for the project in accordance with FDOT guidelines, procedures, and specifications. The Design/Build Firm shall employ geotechnical and drilled shaft testing consultants with the following minimum qualifications:

- Use professional engineers registered in the State of Florida with at least 3 years of post-registration experience in drilled shaft foundation design and construction.

The drilled shaft installation shall be supervised and certified by the Geotechnical Foundation Design EOR. These services shall include providing CTQP-qualified Drilled Shaft Inspectors in the numbers necessary to comply with Department specifications for recording drilled shaft construction records. Provide drilled shaft construction logs to FDOT within 24 hours of completing the shaft.

- Use drilled shaft superintendents in responsible charge of drilling operations experienced in drilled shaft installation and testing in the State of Florida. This “responsible charge” experience shall include at least three (3) FDOT projects with drilled shaft foundations of similar size.

D. Environmental Permits

1. Storm Water and Surface Water

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

The Department submitted permit applications for the project to the Southwest Florida Water Management District (SFWMD) and the U.S. Army Corps. Of Engineers (USACE) on March 2, 2011, and anticipates acquiring permits for this design prior to the bid opening. If the Design/Build Firm proposes to modify this design, the modified design must address both water quality and quantity. Prior to the Design/Build Firm initiating a revised 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 SFWMD, or if there are any exceptions in the rules that might pertain to transportation projects.

2. Permits

The Design/Build Firm will be required to pay all costs for permit modification fees and the purchase of any additional mitigation credits beyond what the Department has already purchased for this project. The Design/Build firm 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.

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

The Department, in an effort to expedite the permit processing time, has submitted environmental permit applications for the project to SFWMD and USACE and anticipates acquiring these permits prior to the bid opening. Electronic copies of the permit submittal and the Request for Information (RFI's) to date are included in the Attachments. If the Department has not procured the permits prior to the Notice to Proceed, it will be the Design/Build Firm's responsibility to complete the remainder of the permitting process to obtain necessary approvals prior to construction. The Design/Build Firm is responsible for obtaining all necessary permit modifications based on its final project design.

A Joint Use Pond Agreement was executed in July, 2007 by the Department and several developers involving Pond 6 located at the NE corner of I-75 and Alico Road. Pond 6 was designed and a permit modification was approved by SFWMD to accommodate stormwater from the ultimate 10-laning of I-75 and 4-lane C-D System between Alico Road and Gator Crossing. However, the Department believes the Developer has not met the requirements of the agreement and the Department is pursuing construction of the Pond 6 improvements under the remediation clause of the agreement. The Design/Build Firm may construct the Pond 6 improvements including the pond expansion, berm construction, inflow pipes and outfall pipes and structures per the conditions agreement and SFWMD application No 080818-13, if the Design/Build Firm elects to utilize this pond in its design. The Department shall provide all mitigation required for the Pond 6 improvements.

Although the ROW was purchased for the ultimate design, the remaining ponds were permitted for the current design with the understanding that the permit could be modified with minor changes to the outfall structures to accommodate the ultimate buildout in the future.

All applicable data shall be prepared in accordance with Chapter 373 and 403, F.S., Chapters 40 and 62, F.A.C.; Rivers and Harbors Act of 1899, Section 404 of the Clean Water Act, and parts 114 and 115, Title 33, CFR. In addition to these Federal and State permitting requirements, any dredge and fill permitting required by local agencies shall be prepared in accordance with their specific regulations. Acquisition of all applicable permits will be the responsibility of the Design/Build Firm. Preparation of complete permit packages will be the responsibility of the Design/Build Firm. The Design/Build Firm will obtain permits while acting as an authorized representative for the Department for permitting purposes only. If any agency rejects or denies the permit application, it is the Design/Build Firm's responsibility to make whatever changes necessary to ensure the permit is approved.

The Design/Build Firm will be responsible for the final acquisition and/or modifications 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 (2) 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 the Department and 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 permissible. When developing the project design and proposing construction techniques that differ from what the Department presented in its permit submittal, 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. The Design/Build Firm is responsible for advertising all public notifications and their costs. The Department is not responsible for any delays caused by third party objections to permits that were not properly noticed by the Design/Build Firm.

In the event that a Division of State Lands, Sovereign, Submerged Lands Easement/Lease is required for any permit modification proposed by the Design/Build Firm, the Department will assist the Design/Build Firm in the preparation of the appropriate documents necessary to secure those documents.

3. Mitigation of Environmental Impacts

The Department has purchased 4.83 herbaceous and 17.31 forested mitigation credits from Panther Island Mitigation Bank and 5.36 herbaceous and 16.72 forested mitigation credits from Corkscrew Regional Mitigation Bank to satisfy the requirements of SFWMD application # 110303-15 and USACE application # SAJ-2011-00926 for this project. The Design/Build firm shall be responsible for all activities and costs associated with any wetland impacts above the mitigation the Department has purchased or will provide for Pond 6 improvements 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.

If the Design/Build firm submits permit modifications which reduces the amount of required mitigation credits, the Department shall retain ownership of any excess mitigation credits the Department purchased.

The Design/Build Firm shall coordinate all discussions of additional 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

As part of the Design/Build Firm's responsibility to acquire all necessary permits, or modify any approved permits, an evaluation of the project for impacts to protected species shall be performed by the Design/Build Firm in accordance with the Endangered Species Act, State Statutes and all rules and regulations of each regulatory agency with jurisdiction on the project. This evaluation shall be of sufficient detail and properly documented so as to satisfy permit acquisition and/or any mitigation

requirements. The Design/Build Firm shall be responsible for any agency coordination required to perform the evaluation, including all activities that impact any wildlife permits and any mitigation.

The Design/Build Firm is responsible for avoidance and minimization of impacts to protected species and their habitats within and adjacent to project limits to the maximum practicable extent. The Design/Build Firm shall be responsible for an assessment of all federal and state-protected species and their habitat that could be impacted by the project. Species-specific surveys conducted for protected species shall be in accordance with guidelines/protocol accepted by the regulatory agencies with the appropriate jurisdiction (e.g., U.S. Fish and Wildlife Service for federally-listed species and Florida Fish and Wildlife Conservation Commission for state-listed/regulated species). The Design/Build Firm is advised that Federal, State and/or local permits (including take/incidental take permits) may be required prior to impacting certain species (including, but not limited to bald eagles, fox squirrels, gopher tortoises and tortoise commensal species), and/or prior to impacting individual animals, nests, burrows or their habitat. The Design/Build Firm shall coordinate all applicable permit applications and discussions of protected species and/or habitat impact mitigation through the Department's Environmental Management Office for concurrence prior to coordination with any regulatory agency. The Department will be allotted 30 days to review and comment on any submittal or re-submittal.

The Design/Build Firm shall include the most recent version of District One's General Plan Notes into the project construction plans for the following species at a minimum: eastern indigo snake, bald eagle and Florida sandhill crane. The Design/Build Firm shall include any other applicable plan notes as determined by actual site conditions or as directed by the Department.

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 off-project ROW.

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 off-project activities associated with the project (including 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. Contamination

The Department will be responsible for contamination assessment, and cleanup based on information provided by the Design/Build Firm. The Design/Build Firm will coordinate with the Department's District Contamination Impact Coordinator (DCIC) and their remediation contractor in this effort to perform necessary cleanup at the sites.

The Design/Build Firm shall provide plans to the DCIC, at the time of permit application, for further assessment of possible contamination areas. The DCIC will provide an Impact to Construction Assessment Report within 120 days of receipt of the plans.

Using information provided in the Impact to Construction Assessment Report, the Design/Build Firm shall delineate areas of known or potential contamination on the plan sheets. Contaminated material (including groundwater) will be disposed of by others as it is encountered during construction. The Design/Build Firm shall coordinate the schedule of construction activities with the DCIC and the Department's District-Wide Contamination Assessment/Remediation Contractor (CAR Contractor). The Design/Build Firm shall give at least two weeks advance notice to the DCIC/CAR Contractor before working in contaminated areas. This is to allow the CAR Contractor sufficient time to mobilize and set up equipment and be prepared to assist the Design/Build Firm by treating contaminated dewatering effluent, and handling contaminated soil.

The Design/Build Firm shall provide an area (or areas) for temporary stockpiling of contaminated soil. The stockpile area(s) shall be within the project limits. The Assessment/Remediation Contractor will replace the excavated contaminated soil with suitable clean material, backfilling to pre-excavation elevations, if required. If there is suitable excess material on the project, it shall be made available by the Design/Build Firm for these backfilling operations.

If dewatering is required, the Design/Build Firm shall provide area(s) to accommodate one or more large water treatment apparatus (typically a 50-foot diameter holding pool, carbon cells mounted on flatbed trailer and a mobile laboratory). These areas shall be as close as possible to the dewatering operation, and in no case shall they be outside the project limits (unless directed by the DCIC). It is possible that the configuration of the treatment apparatus may be altered (longer and narrower) based upon site conditions.

The Design/Build Firm shall coordinate with the Department's DCIC and Assessment/Remediation Contractor in setting up dewatering apparatus to avoid dewatering contaminated areas along with uncontaminated areas. If the Design/Build Firm wishes to dewater a contaminated area and adjacent uncontaminated area(s) simultaneously, they will be required to use separate header section(s) and additional pump(s) to keep the discharge(s) separate.

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

7. Noise

Any design proposal that changes the results and commitments of the existing approved Noise Study Report 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).

8. 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 Other Documents), 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 all PD&E documents including any approved re-evaluations will be provided to short-listed proposers.

E. Railroad Coordination (N/A)

F. Southwest Florida International Airport/Lee County Port Authority and Federal Aviation Administration Coordination

Construction equipment, construction procedures, construction coordination, and notification shall comply with all federal aviation regulations including, but not limited to, the following:

- Federal Aviation Regulation Part 77
- Federal Regulation 49, CFR Part 77
- Project-Specific Federal Aviation Administration (FAA) Requirements

Additionally, the Design/Build Firm shall obtain all necessary FAA permits and comply with all Southwest Florida International Airport Requirements, including:

LCPA & FAA/FDOT Airspace Coordination for Tall Structures:

In accordance with Federal Aviation Regulations Part 77, prior to any construction, the Design/Build Firm must submit the construction details to FAA for Obstruction Evaluation review and obtain a Determination of No Hazard. If the project is located on airport property, the obstruction evaluation process takes approximately 120 days before the FAA issues a determination. For off-airport projects the FAA response timeframe is approximately 45 days.

For off-airport construction projects, the Design/Build Firm must also obtain a Tall Structure Permit from LCPA prior to beginning construction activities. This process typically will take less than 30 days from the date of application submittal. Projects developed on airport property are not required to obtain a Tall Structure Permit from LCPA.

LCPA Work Permit Coordination:

All improvements or modifications to LCPA property require a work permit prior to the initiation of any construction. All work must be performed in full compliance with: (1) plans and specifications approved by the Authority; (2) the Authority's "Leasehold Development Standards and Procedures" adopted by the Authority on March 12, 2001, as may be amended or replaced from time to time ("Leasehold Development Standards"), except as may be expressly waived by the Authority; and (3) all governmental laws, rules or regulations.

LCPA Aesthetics Coordination:

Design of enhancement features (color, finishes, texture, etc.) to bridge support columns/vertical rustications, MSE walls, bridge steel structures, and other infrastructure elements to be considered by LCPA for the bridge over Ben Hill Griffin Parkway/Treeline Avenue as part of the "signature gateway" to the airport facility will be closely coordinated by the Design/Build Firm with LCPA to provide compatibility with the design intent and matching aesthetic value of existing airport architectural features. Specific details regarding the structural features to be utilized in the design of the bridge over Ben Hill Griffin Parkway/Treeline Avenue were provided by LCPA (See Attachments).

LCPA Wayfinding Signage Coordination:

Design of final wording and placement for roadway signage along airport Terminal Access Road and at its intersection with Ben Hill Griffin Parkway/Treeline Avenue will be closely coordinated with LCPA to provide correct verbiage on signage and placement of signage to ease airport customers exiting airport to locate their destination points, as well as to ensure traveling public can readily navigate from I-75 and the new C-D System roadway to the airport. This verbiage may be different than that shown in the Phase III (90%) Roadway Plans. Specific details associated with signage requirements were provided by LCPA (See Attachments).

LCPA Landscaping Improvements Coordination:

Design of gateway landscaping improvements along Terminal Access Road will utilize the Preliminary Landscaping Plan provided in the Attachments and be closely coordinated with LCPA to develop a final landscaping design. LCPA desires to achieve a landscaping aesthetic value that is above minimum requirements to accentuate the entry point to SWFIA.

Also, the Design/Build Firm will, to its best effort, salvage all existing landscaping that is in conflict with the work area that needs to be removed as part of the project's work, and will turn over all such landscaping items to the LCPA's Maintenance Department for re-use. Advanced and timely coordination will be made with LCPA to maximize survivability of all removed landscaping elements.

Lee County Port Authority Terminal Access Road Bridge over Ben Hill Griffin Parkway/Treeline Avenue Coordination:

Design of landscaping and other aesthetic features associated with the bridges over I-75 and Ben Hill Griffin Parkway/Treeline Avenue and at grade intersections in this area will be closely coordinated with LCPA to achieve an acceptable level of aesthetic value.

Special attention is required to complement existing features on Terminal Access Roadway leading into the SWFIA entrance.

G. 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; ROW 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, F.A.C., pursuant to Section 472.027, 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.

H. Verification of Existing Conditions

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

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

I. Submittals

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.

Submittals for Category I and II bridges are limited to the following component submittals: foundation, substructure, and superstructure. Bridge component submittals must be accompanied by all supplemental information required for a complete review. Submittals for individual component elements (i.e. Pier 2, Abutment 1, Span 4, etc.) and incomplete submittals will not be accepted.

Category I and II bridge component submittals shall contain the following:

- Plan sheets for the component under review developed to the specified level of detail (i.e. 90% plans, Final plans, etc.),
- A complete set of the most developed plan sheets for all other major elements of the bridge. These sheets shall be marked "For Information Only" on the index sheet. In no case shall a plan sheet be less than 30% complete.

- Design documentation including a complete set of calculations, geotechnical reports, pertinent correspondence, etc. in support of the 90% and final component submittals.
- For Category II bridges component submittals shall also include independent peer review documentation.

The Design/Build Firm shall provide hard copies of required review documents as listed below, and two (2) sets of CD's/DVD's containing electronic files (.pdf's), as applicable, for entry into the Electronic Review Comment (ERC) System. One set of the CD's/DVD's shall be sent to the Department's Design Project Manager, and one set to the Construction Engineering and Inspection (CEI) Senior Project Engineer.

60% Component Plans

- 5 sets of 11" X 17" ITS plans
- CCTV Camera Video Survey on DVD in a format viewable through Windows Media Player

90% Component Plans

- 10 sets of 11" X 17" roadway and traffic control plans
- 10 sets of 11" X 17" structure plans
- 10 sets of 11" X 17" each component set, except ITS plans
- 5 sets of 11" X 17" ITS plans
- 2 copies of Final Geotechnical Report
- 2 copies of Final Drainage Report
- 2 copies of Final Bridge Hydraulic Report
- 5 sets of documentation – roadway/drainage
- 5 sets of documentation - structures
- 2 copies of Technical Special Provisions
- Bridge Load Rating
- Independent Peer reviewer's comments and comment responses

Final Component Plans

- 10 sets of 11" X 17" roadway and traffic control plans
- 10 sets of 11" X 17" structure plans
- 10 sets of 11" X 17" each component set, except ITS plans
- 5 sets of 11" X 17" ITS plans
- 5 sets of final documentation
- 1 signed and sealed copy of Specifications Package
- 2 sets of electronic copies of Technical Special Provisions on CD
- Independent Peer Reviewer's signed and sealed cover letter that all comments have been addressed and resolved.

Category Level II Bridge submittals may be broken into smaller submittals consisting of the following:

- Foundation
- Approach span substructure
- Approach span superstructure

- Main unit substructure
- Main unit superstructure
- Submittals for unique portions of the structure (ex. Pier 2, Span 4, etc) will not be accepted.

Construction Set

1 set of 11"X 17" copies of the signed and sealed plans for the CEI Senior Project Engineer to stamp "Released for construction"

Final signed and sealed plans will be delivered to the Department's CEI Senior Project Engineer a minimum of five (5) working days prior to construction of that component. The Department's CEI Senior Project Engineer will send a copy of a final signed and sealed plans to the appropriate Department office for review and stamp the final signed and sealed plans as "Released for Construction". Only stamped signed and sealed plans are valid. 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.

After obtaining plans stamped "Released for Construction", the Design/Build Firm shall make copies for distribution to various functional areas of the Department and CEI prior to construction of that component. The CEI will handle the distribution. The Design/Build Firm shall anticipate providing 30 copies of "Released for Construction" plans and ten (10) copies on electronic media consistent with Department requirements.

Record Set/As-Builts

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 complete sets of 11" X 17" copies of the signed and sealed plans
- 1 additional set of 11" X 17" signed and sealed ITS component plans
- 1 signed and sealed copy of the Bridge Load Rating based on as-built conditions
- 2 copies of the signed and sealed Record Set/As-Built plans for submittal to SFWMD by the CEI.
- 2 sets of final documentation (if different from final component submittal)
- 2 Final Project CD's, including all Microstation CADD files and .pdf's for the project.
- 2 CD's/DVD's of ITS plans and documentation, including all Microstation CADD files and .pdf's for the project.

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 (PPM).

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 and field changes. 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 record set shall show Global Positioning System (GPS) coordinate (sub-foot accuracy) locations of all ITS field elements and equipment, including cabinets, equipment boxes, pull-boxes (electrical and fiber), splice vaults, access points, electrical cable routing, fiber optic cable routing, complete measurement of the fiber optic cable length including all slack cable, CCTV camera poles, DMS structures, MVDS poles and power drops, etc. Provide a separate table listing the GPS coordinates for all ITS field elements installed/relocated by the Design/Build Firm as a part of the record set, in a format to be specified by the Department. The record set submitted by the Design/Build Firm shall include fiber optic cable test results and fiber optic cable splice diagrams identifying the individual fiber splices on the various fiber optic cables. The fiber optics splice diagram shall be developed and presented in a format specified by the Department. The record set shall also include all directional bore logs, the final splice link loss budget information and the final power drop load calculations.

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** (N/A)
3. **Railroad Coordination** (N/A)

J. Contract Duration

The Design/Build Firm shall establish the contract duration for the subject project. In no event shall the contract duration exceed 1,100 calendar days. The schedule supporting the proposed contract duration will be submitted with the Technical Proposal and should identify if the work activity durations are based on calendar days or working days. 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.

K. 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 Technical and Bid Price Proposal. 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 with the exception of Category II structures. The review of Category II structures requires Central Office involvement and the schedule shall allow twenty (20) calendar days (excluding Holidays as defined in section 1-3 of the Specifications) for these reviews. The review period commences upon the Department's receipt of the valid submittal or re-submittal, as applicable, and terminates upon the transmittal of the submittal back to the Design/Build Firm. The Department's review is not intended to be a complete and detailed review.

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

- Utility Coordination
- Utility Relocation Work
- Start of Construction
- Clearing and Grubbing
- Construction Mobilization
- Embankment/Excavation
- Environmental Permit Acquisition
- Foundation Design
- Foundation Construction
- Substructure Design
- Substructure Construction
- Superstructure Design
- Superstructure Construction
- Walls Design
- Walls Construction
- Roadway Design
- Roadway Construction
- Signing and Pavement Marking Design
- Signing and Pavement Marking Construction
- Intelligent Transportation System Design
- Intelligent Transportation System Construction
- Lighting Design
- Lighting Construction
- Landscape Design
- Landscape Construction
- Maintenance of Traffic Design
- Maintenance of Traffic Set-Up (per duration)
- Erosion Control
- Additional Construction Milestones as determined by the Design/Build Firm
- Submittal of Record Drawings
- Final Completion Date for All Work

L. Key Personnel/Staffing

The Design/Build Firm's work shall be performed and directed by key personnel identified in the technical proposal by the Design/Build Firm. Any changes in the indicated personnel shall be subject to review and approval by the Department's Construction 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.

The Design/Build Firm shall be required to furnish proof that both the Design/Build Firm and the assigned Project Manager have at least three (3) years experience working with similar Design/Build contracts with specific experience in the following categories of work:

- a. Major and minor bridge construction;
- b. Intelligent Transportation Systems design, procurement, installation and integration;

- c. Fiber optic (single-mode) communications outside plant design, installation, splicing and testing; and
- d. Ethernet communications networks.

M. 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 Design and Construction Project Managers and CEI Senior Project Engineer 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 Construction Project Manager and CEI Senior Project Engineer 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.

N. Public Involvement

1. General

Public involvement is an important aspect of the project. Public involvement includes communicating to all interested persons, groups, and government organizations information regarding the development of the project. A Public Involvement Consultant (PIC) will be included in the CEI Contract to carry out a Public Involvement Campaign and a marketing effort. The Design/Build Firm will be required to coordinate with the CEI Public Information officer (PIO) or Department PIO on all phases of the project and especially areas that will impact traffic flow.

2. Community Awareness

The Design/Build Firm will review and comment on a Community Awareness Program provided by the PIC for the project.

3. Public Meetings

The Design/Build Firm shall provide all support necessary for the PIC to hold various public meetings, which may include:

- Kick-off or introductory meeting
- Metropolitan Planning Organization (MPO) Citizens Advisory Committee Meetings
- MPO Transportation Technical Committee Meetings

- MPO Meetings
- Public Information Meetings
- Elected and appointed officials
- Special interest groups (private groups, homeowners associations, environmental groups, minority groups and individuals)

The Design/Build Firm shall include attendance at two meetings per month for the term of the contract to support the public involvement program.

For any of the above type meetings the Design/Build Firm shall provide all technical assistance, data and information necessary for the PIC to produce display boards, printed material, video graphics, computerized graphics, etc., and information necessary for the day-to-day exchange of information with the public, all agencies and elected officials in order to keep them informed as to the progress and impacts that the proposed project will create. This includes workshops, information meetings, and public hearings.

The Design/Build Firm shall, on an as-needed basis, attend the meetings with an appropriate number of his personnel to assist the Department's Project Representative/PIC. The Design/Build Firm shall forward all requests for group meetings to the PIC. The Design/Build Firm shall inform the PIC of any meetings with individuals that occur without prior notice.

4. Public Workshops, Information Meetings

The Design/Build Firm shall provide all the support services listed in No. 3 above.

All legal/display ads announcing workshops, information meetings, and public meetings will be prepared and paid for by the PIC.

The Department will be responsible for the legal/display advertisements for design concept acceptance. The PIC will be responsible for preparing and mailing (includes postage) for all letters announcing workshops and information meetings.

5. Public Involvement Data

The Design/Build Firm is responsible for the following:

- Coordinating with the Public Involvement Consultant.
- Identifying possible permit and review agencies and providing names and contact information for these agencies to the PIC.
- Providing required expertise (staff members) to assist the PIC on an as-needed basis.
- Preparing color graphic renderings and/or computer generated graphics to depict the proposed improvements for coordination with the Department, local governments, the Urban Design Guidelines Committee, and other agencies.

The collection of public input occurs throughout the life of the project and requires maintaining files, newspaper clippings, letters, and especially direct contacts before, during and after any of the public meetings. Articles such as those mentioned shall be provided to the PIC for their use and records.

In addition to collecting public input data, the Design/Build Firm may be asked by the PIC to prepare responses to any public inquiries as a result of the public involvement process. The Department shall review all responses prior to mailing.

O. 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 QC 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 for review and concurrence by the Department. A marked up set of prints from the QC review will be sent in with each review submittal. The responsible Professional Engineers or Professional Surveyor that performed the QC 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) in accordance with Section 105 of Standard Specifications.

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

P. 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.

Q. Engineer's Field Office (N/A)

R. 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 Construction Project Administration Manual (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 Construction Project Manager will make judgment on whether or not work of sufficient quality and quantity has been accomplished by comparing the reported percent complete against actual work accomplished.

S. Computer Automation

The project shall be developed utilizing computer automation systems in order to facilitate the development of the contract plans. Various software and operating systems were developed to aid in assuring quality and conformance with Department 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/Microstation 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.

T. Construction Engineering and Inspection

The Department is responsible for providing CEI and Quality Assurance Engineering.

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

U. Testing

The Department or its representative will perform verification and resolution 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.

V. Value Added

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

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

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

The Design/Build Firm shall guarantee the performance of all structural components in accordance with Section 475, Value Added Bridge Component, included as an Attachment.

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.

The Design/Build Firm shall guarantee the performance of all Highway Lighting components in accordance with Section 725, Value Added Highway Lighting System, included as an Attachment.

W. 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.

X. Use of Department Owned Right of Way

Use of Department owned Right of Way by the Design-Build Firm for the purpose of equipment or material storage, lay-down facilities, pre-cast material fabrication sites, batch plants for the production of asphalt, concrete or other construction related materials, etc. shall require advance approval by the Department. Use of Department owned Right of Way by the Design-Build Firm for these purposes is expressly limited to the project(s) referenced in this RFP.

Y. 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 CEI Senior Project Engineer. If the issue cannot be resolved at this level, the Department Construction Project Manager shall forward the issue to the next level in the process. The escalation process begins with the District Construction Engineer in consultation 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 CEI Senior Project Engineer 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.

Z. 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 EOR will be responsible for developing the design solution to the construction problem and the CEI Senior Project Engineer will be responsible for review and response within 10 working days. The CEI Senior Project Engineer will either concur with the proposed solution or, if the CEI Senior Project 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 CEI Senior Project Engineer, and send it to the District Construction Office for review and response through the Department Construction 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 CEI Senior Project 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, if applicable.
- 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 CEI Senior Project Engineer. If the issue cannot be resolved at this level the Department Construction 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 (3) 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 Construction Project Manager will respond in a timely manner but not to exceed three (3) 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 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 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, lighting, 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" by the CEI Senior Project Engineer. 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.

Prior to submittal to the Department, all Category level II bridge plans shall have a peer review in accordance with PPM, Volume 1, Chapter 26.

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

The FMS components shall be designed to meet minimum clear zone requirements. New guardrail shall not be used to reduce clear zone requirements. Components may be placed behind existing guardrail but shall have adequate room for access and maintenance activities. Do not place components in areas that require shutting down a lane for maintenance activities. All work shall be within the existing ROW. Place all fiber communications in conduit, pull boxes, and splice vaults separate from all other cables or wires to any components on the project. All new ITS concrete poles (except index 17504, service point details) shall have concrete foundations to be designed by a licensed structural engineer. Attachment of conduit to existing bridges shall be designed by a licensed structural engineer.

Overhead or upwardly inclined installations of Adhesive Anchors are prohibited regardless of their design safety factor. There shall be no overstress to any structural element of the bridge as a result of any new attachment.

B. Geotechnical Services

The Design/Build Firm shall perform a subsurface investigation, analysis and design for all aspects of the Project in accordance with Department standards, policies and procedures. Supplemental subsurface investigation and testing will be required to ensure all aspects of the Project are covered.

Driven Pile Foundations for Bridges and Major Structures

The Design/Build Firm shall perform a subsurface investigation, analysis and design for all aspects of the project in accordance with Department standards, policies and procedures. Existing subsurface information may be used. Supplemental subsurface investigation and testing will be required to ensure all aspects of the project are covered.

The Design/Build Firm shall determine whether the resistance factors used for pile design will be based on load testing. Before the resistance factors for load testing may be used for pile foundations in any of the following areas of the project, successful load tests must be performed in representative locations of that area:

- Station 824+45 to Station 825+90 (B/L of Construction – North C/D Roadway)
- Station 1824+45 to Station 1825+90 (B/L of Construction – South C/D Roadway)
- Station 124+25 to Station 126+65 (B/L of Survey – Ramp F)
- Station 527+00 to Station 533+00 (C/L of Const. – Terminal Access Rd.)
- Station 559+00 to Station 560+80 (C/L of Const. – Terminal Access Rd.)

The Design/Build Firm shall be responsible for the following:

1. Selection of pile type.
2. Selection of test pile lengths and locations.
3. Selection of the hammer driving system(s).
4. Handling and driving piles without damage.
5. Performance of the test pile program, including dynamic load test personnel and equipment. All Concrete Test Piles shall be dynamically load tested using the Pile Driving Analyzer (PDA) and/or Embedded Data Collectors (EDC). The Department may observe the installation of test piles and all pile testing.
6. Selection of production pile lengths.
7. Development of the driving criteria in accordance with the specifications.
8. Development of a Foundation Plan (FP) for the Installation of Piles.
9. Upon completion of the test pile program, selection of the production pile lengths and driving criteria development, the Department shall be given one copy of the dynamic testing data, EDC data, engineering analysis and Production Pile acceptance criteria. At least five (5) calendar days prior to beginning production pile driving, submit the authorized pile lengths, authorized driving criteria, including EDC damping values, dynamic testing data and engineering analyses to the Department. Include the

following electronic files (on Windows compatible 5-1/4 inch CD ROM or DVD) in the driving criteria submittal: PDA data, Case Pile Wave Analysis Program (CAPWAP) data and results, and Wave Equation data and results.

10. Driving piles to the required capacity and minimum penetration depth.
11. Recording the pile driving information, keeping a pile-driving log for each pile driven performing dynamic load tests on production piles when required, and submitting results of all dynamic load testing performed to verify bearing has been achieved in accordance with the Specifications.
12. When EDC is selected as the dynamic testing method, installing and monitoring all EDCs.
13. Submitting the Foundation Certification Packages: Submit two (2) copies of a certification of pile foundations signed and sealed by the Geotechnical Foundation Design Engineer of Record to the Department within one (1) week of finishing each foundation unit and prior to Pile Verification Testing. The Foundation Certification shall cover axial capacity, lateral stability, pile integrity, and foundation settlement. A foundation unit is defined as all the piles within one bent or pier for a specific bridge. Each Foundation Certification Package shall contain an original signed and sealed certification letter, and clearly legible copies of all pile driving logs, EDC records, all supplemental dynamic testing data and analyses for the foundation unit. The certification shall not be contingent on any future testing or approval by the Department.
14. Within two (2) working days of receipt of the Foundation Certification Package, the Department will examine the certification package and determine whether piles in that foundation unit will be selected for dynamic testing. For bridge widening, the Department may select a maximum of 10% (minimum of two (2) per bridge) of the total number of piles (rounded up to the nearest whole number) for dynamic load testing. For new bridges, the Department may select a maximum of 10% (minimum one (1) per foundation unit) of the production piles (rounded up to the nearest whole number) for dynamic load testing.
15. In the event a foundation unit has more than one design pile load, the Department may select and test one pile for each loading case (these additional tests are not considered part of the 10% maximum).
16. For piles selected by the Department for verification testing, the Department shall provide the dynamic load test equipment and personnel for the Pile Verification Testing. The Design/Build Firm shall provide the driving equipment and pile driving crew(s) for the Pile Verification Testing and provide support as needed to prepare the piles for testing. The Department shall determine whether Verification Testing shall be accomplished by dynamic load testing during set check, over the shoulder review of the pile driving operation and/or other means acceptable to both the Design/Build Firm and the Department.
17. If the capacity or integrity of any pile is found to be deficient, the Design/Build Firm shall correct the deficiency (i.e. re-drive or replace) and/or modify the design to compensate for the deficient pile capacity. After the Design/Build Firm corrects the deficiency, the pile shall be retested. If the capacity or integrity of a verification pile is found to be deficient, an additional pile (not considered part of the 10% maximum) shall be verified by dynamic testing. This process shall continue until no more pile

capacity or integrity deficiencies are detected and all previous deficiencies have been corrected and retested or the design is modified accordingly. Piles shall not be cut-off nor bent/pier caps placed prior to successful completion of the Pile Verification Testing Program for that foundation unit. In case of disagreement of PDA test results, the Department's results will be final and will be used for acceptance.

After the Pile Verification Testing for a foundation unit is performed, the Department will provide the results and, as necessary, provide requirements for additional verification testing within two working days.

The Design/Build Firm shall develop an FP for the installation of piles. Submit the proposed FP to the District Geotechnical Engineer for approval. The FP is intended to establish process control standards and quality assurance for the installation of piles. The Design/Build Firm shall establish an FP to ensure: (1) the operation of the pile driving system(s) during production pile driving compares to the pile driving system(s) during the test pile program, (2) the proper operation and maintenance of the driving system, (3) the replacement of hammer/pile cushions to comply with the Specifications, and (4) a dynamic monitoring program is established for production piles at a pre-determined frequency and after re-working/modifying the pile driving system.

The FP will be used to govern all piling installation. In the event that deviations from the FP are observed, the Department may perform Independent Verification Testing/Review of the Design/Build Firm's equipment, procedures, personnel and pile installation FP at any time during production pile driving. If dynamic testing is performed by the Department, the Department will provide the results within two working days. If, as determined by the Department, pile driving equipment, procedures and/or personnel for the FP is deemed inadequate to consistently provide undamaged driven piling meeting the contract requirements, the Design/Build Firm's FP approval may be withdrawn pending corrective actions. Production driving shall then cease and not restart until corrective actions have been taken and the FP re-approved.

Drilled Shaft Foundations for Bridges and Major Structures

The Design/Build Firm shall perform a subsurface investigation, analysis and design for all aspects of the project in accordance with FDOT standards, policies and procedures. Existing subsurface information may be used. Supplemental subsurface investigation and testing will be required to ensure all aspects of the project are covered. The Department reserves the right to observe and perform verification testing on any drilled shafts during any phases of the foundation operation.

The Design/Build Firm shall determine whether the resistance factors used for drilled shaft design will be based on load testing. Before the resistance factors for load testing may be used for drilled shafts in any of the following areas of the project, successful load tests must be performed in representative locations of that area:

- Station 824+45 to Station 825+90 (B/L of Survey – North C/D Roadway)
- Station 1824+45 to Station 1825+90 (B/L of Survey – South C/D Roadway)
- Station 124+25 to Station 126+65 (B/L of Survey – Ramp F)
- Station 527+00 to Station 533+00 (C/L of Const. – Terminal Access Road)
- Station 559+00 to Station 560+80 (C/L of Const. – Terminal Access Road)

The Design/Build Firm shall develop a FP for drilled shaft construction. Submit the proposed FP to the CEI Senior Project Engineer for review and recommendation to the District Geotechnical Engineer for approval. The FP is intended to establish process control standards and quality assurance for drilled shaft

construction. Include in the FP the items required in Specification 455-15.1.2 (Drilled Shaft Installation Plan), the equipment and procedures for visual inspection of drilled shaft excavations, and any additional methods to identify and remediate drilled shaft deficiencies. If the FP is updated based on the construction of the test shaft(s), or other changes in circumstances, the update will not be in effect until approved by the CEI Senior Project Engineer.

The FP will be used to govern all drilled shaft construction activities. In the event that deviations from the FP are observed, the CEI Senior Project Engineer may perform Independent Verification Testing/Review of the Design/Build Firm's equipment, procedures, personnel and drilled shaft construction FP at any time during production drilled shaft construction. If, as determined by the CEI Senior Project Engineer, drilled shaft construction equipment, procedures and/or personnel for the FP is deemed inadequate to consistently provide drilled shafts meeting the contract requirements, the Design/Build Firm's FP approval may be withdrawn pending corrective actions. All drilled shaft construction activities shall then cease and not restart until corrective actions have been taken and the FP has been re-approved.

The FDOT reserves the right to observe and perform verification testing on any drilled shafts during any phases of the foundation operation.

The Design/Build Firm shall be responsible for the following:

- Evaluating geotechnical conditions and designing the foundations including the drilled shaft diameter and length, and construction methods to be used.
- Completing the subsurface investigation and drilling pilot holes prior to establishing the drilled shaft tip elevations and socket requirements.
- Determining the location of the test shaft(s) and the types of tests that will be performed on the test shaft(s).
- Providing test hole pilot boring results to the District Geotechnical Engineer at least 48 hours before beginning test shaft construction.
- Constructing the method shaft (test hole) successfully and conducting integrity tests on the shaft using both crosshole sonic logging and gamma-gamma density logging test methods. More than one test hole will be required when there are shafts both on land and in water. When there is more than one size of drilled shaft, perform a test hole for the largest diameter for each condition (land and water).
- Providing all personnel and equipment to perform a load test program on the test shaft(s). The frequency of static tests, Osterberg Cell tests or Statnamic tests will be dictated by the variability of the geology and the size of the project. Provide sufficient instrumentation to determine side friction components in segments not longer than five feet and the end bearing component. Provide a caliper tool or system to measure accurately and continuously the actual shape of test shafts prior to placing concrete.
- Determining the production shaft lengths. Production shaft lengths may be based on the load transfer characteristics measured during the load test. End bearing characteristics may be based on load test results if the properties of the material below the tips of the production shafts meet or exceed the strength of the materials below the tip of the test shaft. If the theoretical bearing strength of the material below the tips of the production shafts is less than the theoretical bearing strength of the

materials below the tip of the test shaft, the production shafts shall be extended to meet design capacity by side shear only, unless the end bearing resistance of the weaker material is verified by additional load testing.

- Documenting and providing a report that includes all test shaft data, analysis, and recommendations to the District Geotechnical Engineer. The report should include but not be limited to the following: results of the load testing program, crosshole sonic logging, gamma-gamma density logging, pilot borings for all drilled shafts, and recommended production drilled shaft tip elevations and socket requirements. This report shall be signed and sealed by a Florida licensed Professional Engineer and shall be submitted to the District Geotechnical Engineer for review and approval at least five working days prior to beginning production shaft construction. Additional data or analysis may be required by the Engineer.
- Constructing all drilled shafts to the required tip elevation and socket requirements.
- Verifying level and clean hole bottom conditions and properties of the drilling fluid at the time of concrete placement.
- Furnishing and using an underwater television camera or any other approved Shaft Inspection Device to continuously videotape the inspection of each excavation for a drilled shaft bridge foundation after final cleaning. By audio or other means, recordings shall clearly identify the location and items being observed.
- Documenting and submitting the drilled shaft excavation and concreting logs to the District Geotechnical Engineer within 24 hours of concrete placement. The documentations shall include the drilled shaft installation procedures and sequencing as well as any problems encountered during construction and concrete placement.
- Allow three (3) working days for the District Geotechnical Engineer to review the data before any further construction on the tested shafts.
- Performing Cross-Hole Sonic Logging (CSL) tests on all nonredundant drilled shafts supporting bridges. For redundant drilled shaft bridge foundations and drilled shaft foundations for miscellaneous structures, perform CSL on at least 30% of the shafts (rounded up to the next whole number) on shafts selected by the Department.
- Repairing all detected defects and conducting post repair integrity testing using 3D tomographic imaging and gamma-gamma density logging. Submitting all results to the District Geotechnical Engineer within five (5) days of test completion.
- Submitting the Foundation Certification Packages.
- Each Foundation Certification Package shall contain an original signed and sealed letter certifying capacity and integrity of all drilled shafts, and clearly legible copies of all shaft excavation and concreting logs, video-tapes of visual shaft bottom inspections, all CSL reports and electronic data, slurry test data, supplemental testing data and analyses for the foundation unit. The certification shall not be contingent on any future testing or approval by FDOT.
- Submit two (2) copies of the Foundation Certification Package signed and sealed by the Geotechnical Foundation Design Engineer of Record to FDOT within three (3) weeks of finishing each foundation unit and prior to Verification Testing. A

foundation unit is defined as all the shafts within one bent or pier for each phase of each bridge.

- Providing safe access and needed equipment, and cooperating with and working with the Department in verification of the drilled shafts, both during construction of shafts and after submittal of the certification package.
- The Department may verify the bottom cleanliness of all drilled shaft excavations prior to and at the time of concreting. The Department may verify bottom cleanliness by over the shoulder review of the Design/Build Firm's visual inspection methods and/or by independent means.
- The Department may verify properties of drilling fluid at the time of concreting. The Department shall determine whether verification of drilling fluid properties shall be accomplished by over the shoulder review of the Design/Build Firm's slurry testing and/or by independent means.

Within two (2) working days of receipt of a Foundation Certification Package, the Department will examine the certification package and determine whether shafts in that foundation unit will be selected for Verification Testing. The Department may select every shaft for Verification Testing, if defects are suspected. The Department will provide equipment and personnel as needed for Verification Testing. Methods used for Verification Testing of a completed shaft are at the discretion of the Department and may include coring, cross-hole sonic logging, gamma-gamma density logging, low-strain dynamic integrity testing, or other methods.

After Verification Testing for a foundation unit is performed, the Department will provide the results within five working days. Integrity testing access tubes shall not be grouted and construction of footings, caps, columns or any superstructure elements shall not occur until the Department has notified the Design/Build Firm that additional Verification Testing is not required.

If any shaft is found to be deficient, the Design/Build Firm shall correct the deficiency (i.e. repair or replace the shaft) and/or modify the design to compensate for the deficiency. After the deficiency is corrected, retest and recertify the shaft. The Department may then perform additional Verification Testing. In case of disagreement of test results, the Department's results will be final and used for determination of acceptance.

Drilled Shaft Foundations for Miscellaneous Structures

The Design/Build Firm shall be responsible for the following:

- Evaluating geotechnical conditions and designing the foundations including the drilled shaft diameter and length, and construction methods to be used.
- Completing the subsurface investigation prior to establishing the drilled shaft tip elevations and socket requirements.
- Constructing the method shaft (test hole) successfully and conducting integrity tests on the shaft using crosshole sonic logging. More than one test hole will be required when there are shafts both on land and in water. When there is more than one size of drilled shaft, perform a test hole for the largest diameter for each condition (land and water).
- Determining the production shaft lengths.

- Documenting and providing a report that includes all data, analysis, and recommendations to the Department. The report should include but not be limited to the following: results of pilot borings for all drilled shafts, and recommended production drilled shaft tip elevations and socket requirements. This report shall be signed and sealed by a Florida licensed Professional Engineer and shall be submitted to the Department for review and approval at least seven (7) calendar days prior to beginning production shaft construction. Additional data or analysis may be required by the Engineer. Constructing all drilled shafts to the required tip elevation and socket requirements.
- Verifying level and clean hole bottom conditions and properties of the drilling fluid at the time of concrete placement.
- Documenting and submitting the drilled shaft construction logs to the Department within 24 hours of concrete placement. The documentations shall include the drilled shaft installation procedures and sequencing as well as any problems encountered during construction and concrete placement. Allow five (5) calendar days for the Department to review the data before any further construction on the shafts.
- Performing CSL tests on at least 30% of the shafts (rounded up to the next whole number) selected by the Department.
- Repairing all detected defects and conducting post repair integrity testing using 3D tomographic imaging and gamma-gamma density logging. Submitting all results to the Department within seven (7) calendar days of test completion.
- Submitting the Foundation Certification Packages.
 - Each Foundation Certification Package shall contain an original signed and sealed letter certifying capacity and integrity of all drilled shafts, and clearly legible copies of all shaft excavation and concreting logs, all CSL reports and electronic data, slurry test data, supplemental testing data and analyses for the foundation unit. The certification shall not be contingent on any future testing or approval by FDOT.
 - Submit two (2) copies of the Foundation Certification Package signed and sealed by the Geotechnical Foundation Design EOR to FDOT within three (3) weeks of finishing each foundation unit and prior to Verification Testing. A foundation unit is defined as all the shafts within one intersection/interchange or for each phase of an intersection/interchange.
- Providing safe access and needed equipment, and cooperating with and working with the Department in verification of the drilled shafts, both during construction of shafts and after submittal of the certification package.
 - The Department may verify the bottom cleanliness of all drilled shaft excavations prior to and at the time of concreting. The Department may verify bottom cleanliness by over the shoulder review of the Design/Build Firm's inspection methods and/or by independent means.
 - The Department may verify properties of drilling fluid at the time of concreting. The Department shall determine whether verification of drilling fluid properties shall be accomplished by over the shoulder review of the Design/Build Firm's slurry testing and/or by independent means.

Within four (4) calendar days of receipt of a Foundation Certification Package, the Department will examine the certification package and determine whether shafts in that foundation unit will be selected for Verification Testing. The Department may select every shaft for Verification Testing, if defects are suspected. The Department will provide equipment and personnel as needed for Verification Testing. Methods used for Verification Testing of a completed shaft are at the discretion of the Department and may include coring, cross-hole sonic logging, gamma-gamma density logging, low-strain dynamic integrity testing, or other methods.

After Verification Testing for a foundation unit is performed, the Department will provide the results within seven (7) calendar days. Integrity testing access tubes shall not be grouted and construction of caps, columns or any superstructure elements shall not occur until the Department has notified the Design/Build Firm that additional Verification Testing is not required.

If any shaft is found to be deficient, the Design/Build Firm shall correct the deficiency (i.e. repair or replace the shaft) and/or modify the design to compensate for the deficiency. After the deficiency is corrected, the shaft shall be retested and recertified by the Design/Build Firm. The Department may then perform additional Verification Testing. In case of disagreement of test results, the Department's results will be final and used for determination of acceptance.

C. Utility Coordination

The Design/Build Firm shall utilize a single dedicated person responsible for managing all utility coordination. This person shall be contractually referred to as the Utility Coordination Manager and shall be identified in the Design/Build Firm's proposal. The Design/Build Firm shall notify the Department in writing of any change in the identity of the Utility Coordination Manager. The Utility Coordination Manager shall have the following knowledge, skills, and abilities:

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

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

1. Ensuring that all utility coordination and activities are conducted in accordance with the requirements of the Contract Documents.
2. Identifying all existing utilities and coordinating any new installations. 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 execution and performance under any agreement that is required for any utility work needed in with the Design/Build project. Reviewing, approving, signing and coordinating the implementation of all Utility Work Schedules.
6. Resolving utility conflicts.

7. Obtaining and maintaining all appropriate Sunshine State One Call Tickets.
8. 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.
9. Providing periodic project updates to the Department Construction Project Manager and District Utility Office as requested.
10. Coordination with the Department on any issues that arise concerning reimbursement of utility work costs.

The Department has reviewed the project limits and has determined which utility facilities located within the project limits may be impacted by the Project and whether the cost of any necessary utility work as to that impacted utility is to be borne by the utility or by the Design/Build Firm. That information is contained herein. The following Utility Agency/Owner (UA/O's) have been identified by the Department as having facilities within the project corridor which may be impacted by the Project. Also provided below is a determination made by the Department as to the eligibility of reimbursement for each potentially impacted UA/O identified herein. Any reimbursable utilities that are in conflict with the proposed construction shall be redesigned and relocated at the Design/Build Firm's expense. All costs associated with reimbursable utility relocation work shall be included as part of the Price Proposal.

UA/O	Eligible for Reimbursement (Y/N)
FP&L Transmission	Y, Estimated at \$475,000
FP&L Distribution	Y, Estimated at \$400,000
CenturyLink	Y, Estimated at \$200,000
Comcast	N
Lee County	N

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 Drainage Analysis Report for review and concurrence by the Department and FHWA on Federal Aid Oversight Projects. The Typical Section Package and Pavement Design Package have been prepared by the Department and are included in the Attachments.

These packages shall include the following:

1. **Typical Section Package:** (N/A)
 - 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 Package:** (N/A)
 - Pavement Design
 1. Minimum design period
 2. Minimum ESAL's
 3. Minimum design reliability factors
 4. Roadbed resilient modulus
 5. Minimum structural asphalt thickness
 6. Cross slope
 7. Identify the need for modified binder
 8. Pavement coring and evaluation
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; F.A.C. 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, stormwater management facilities, 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 CEI Senior Project Engineer.

The exact number of drainage basins, outfalls, and stormwater 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 verify that all existing cross drains and storm sewers that are to remain have adequate hydraulic capacity and design life. Flood flow requirements will be determined in accordance with the Department's procedures. If any of these existing cross drains or storm sewers are found to be hydraulically inadequate or found to have insufficient design life, they must be replaced or supplemented in accordance with the drainage requirements of this RFP. If any existing cross drains or storm sewers require repairs but otherwise would have sufficient remaining design life, repairs shall be made in accordance with the requirements of this RFP.

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 geometry for the project using the design criteria and 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. Intelligent Transportation System Plans

The following are descriptions of the major project elements and required services for this project, which include, but are not limited to:

Design Services – Provide complete design for the installation of ITS field elements, which includes CCTV cameras; non-intrusive vehicle detectors; DMS; fiber optics backbone cable; communications between ITS field elements and the RTMC. The Design Services shall include all survey, site visits, obtaining all necessary utility and base plans, and arranging for all required coordination on relevant issues that will be required for the complete design of the system. The design shall consider future known design and construction roadway projects. The design shall minimize impacts to the ITS field devices and communications infrastructure by adjusting grade lateral setback to reduce later relocation or replacement

but without affecting the system operation. Conduit and fiber installed in the median, at interchanges, and other areas may need to be at a greater depth to avoid future construction activities. Pull boxes and splice vaults shall not be installed on slopes. Present the design in the form of signed and sealed construction plans prepared by a Florida registered Professional Engineer. Provide supporting documents such as the system configuration diagram and the structural calculations of the ITS field elements structures along with the construction plans.

CCTV Cameras – Replace two CCTV cameras as part of this project. The Design/Build Firm is responsible to determine the new location needed to meet the requirements of the Minimum Technical Requirements (MTR). Do not place CCTV cameras in the median or on an overpass. Convert the National Television Standards Committee (NTSC) camera video images into optical signals and transmit on fiber optic cable using Ethernet technology. Send the camera control data signals as a sub-channel on the fiber optic cable. The CCTV cameras located within the project will be located on new concrete poles. It is the responsibility of the Design/Build Firm to verify the ROW for all proposed camera locations and provide final locations of these cameras. The Design/Build Firm will identify all equipment that is necessary to transmit full motion camera video images to the RTMC and bi-directional control of the cameras.

MVDS – Install MVDS as part of this project. The Design/Build Firm is responsible to determine the number and location needed to meet the requirements of the MTRs. Do not place MVDS in the median or on an overpass. Each MVDS shall be capable of detecting up to ten lanes of vehicles and shall provide roadway vehicle information including speed, volume, and occupancy. Transmit the detection data to the RTMC through the fiber optic cable utilizing Ethernet technology. The Design/Build Firm will identify all equipment that is necessary to transmit data to the RTMC. It is the responsibility of the Design/Build Firm to verify the ROW for all proposed MVDS locations and provide final locations of the MVDS. The MVDS within the project will be located on new concrete poles.

DMS – Install two (2) DMSs as part of this project. The MTR details the recommended locations of the DMS. The Design/Build Firm is responsible for determining the locations needed to meet the requirements of the MTRs. Mount the DMSs on a steel overhead full span truss structure. Place the full span truss structure north of the SWFIA southbound off ramp and south of the Daniels Parkway northbound off ramp such that north and southbound traffic may view the DMS message with enough opportunity to exit at the next possible exit point. The DMSs shall be capable of displaying text messages to motorists. Transmit the bi-directional data from the DMSs to the RTMC through the fiber optic cable utilizing Ethernet technology. The Design/Build Firm will identify all equipment that is necessary to transmit data to the RTMC. It is the responsibility of the Design/Build Firm to verify the ROW for all proposed DMS locations and provide final locations of the DMS.

Communications Infrastructure – Communications from the ITS field elements to the RTMC is through Ethernet technology utilizing single mode fiber optic cable (96 strand trunkline along I-75) as the communications medium. It is the responsibility of the Design/Build Firm to replace the existing communications to be equal to the current operations. Each ITS field element location shall include an IP Edge Switch. It is the responsibility of the Design/Build Firm to provide a temporary solution for communications when construction impacts the fiber trunkline. This solution may be a hardwired connection or a point-to-point wireless connection. The Design/Build Firm shall submit a plan for the temporary communications solution to the Department for review and approval. It is the responsibility of the Design/Build Firm to identify all the equipment that is required, including media converters, terminal servers, transceivers, modems, etc. to ensure the proper communication (video and data) between the ITS field elements and the RTMC.

Construction/Build Services – Construction/Build services include the procurement and installation of all equipment related to ITS field elements and communication components/elements as specified herein. The equipment to be procured shall meet the requirements and the National Transportation Communications for ITS Protocol (NTCIP) (if applicable) versions supported by the SunGuide® software specified in the MTR. The Design/Build Firm is responsible for ensuring 100 percent compatibility of device components with the SunGuide® software at the time of deployment. The proposed ITS equipment shall conform to the *Interface Control Document* for the various devices listed online at <http://sunguide.datasys.swri.edu/> and be on the ITS Approved Products List (APL).

The Design/Build Firm shall submit cut sheets of all selected technologies/products for procurement for the project along with selection alternatives, and the reasons for selection, to the Department for acceptance. It is up to the Department or its representative to request a demonstration of the equipment for approval. No procurement of any hardware, software, or services shall occur until the Department reviews and accepts the construction plans and cut sheets. The Design/Build Firm may request a partial acceptance of an individual subsystem design in order to allow advance procurement of equipment that requires a longer lead-time.

Testing Services – Test all equipment and systems furnished and installed by the Design/Build Firm to determine conformance with project requirements and contract documents. Provide testing documents to the Department for review. Testing requirements for the individual subsystems are as defined in the MTR. Testing of the equipment and system shall include:

- Factory acceptance tests that are conducted prior to equipment procurement and installation;
- Standalone tests, conducted following the field installation, but prior to connection with the rest of the system;
- Subsystem tests that are performed after the completion of the field installation;
- Final acceptance occurs after completion of the System Operational Test and the burn-in period. The Department will perform a final inspection of the entire system in the presence of a representative of the Design/Build Firm.

Submit all “As-built” documentation to the Department prior to the start of the System Operational Test. Final acceptance of the work associated with this project will be made after all of the required submittals, testing, training, documentation, and warranties have been successfully completed as specified in the MTRs as well as in the requirements of the Department’s latest version of the Standard Specifications for Road and Bridge Construction and all applicable standards.

Integration Services – Deliver and operate each of the ITS field elements, including CCTV cameras, DMSs, and MVDS, as an individual system. It is the responsibility of the Department to integrate the subsystems into the SunGuide® Software at the RTMC.

The integration of various subsystems with the central SunGuide® software is the responsibility of the Department. When the FMS devices are fully tested in the field, the Design/Build Firm shall give the Department 14 calendar days notice of completion of build services so the Department can integrate the new devices into the SunGuide® Software at the RTMC. The Design/Build Firm is responsible for providing all the hardware and any other software packages required for operation of the SunGuide® software, including all other requirements specified in the MTRs.

Training Services – Provide complete training for the operations and maintenance of ITS subsystems – CCTV cameras, DMSs, MVDS, communication and field troubleshooting/testing. Tailor and focus training to the individual functional group such as the operators, maintenance technicians, managers, and system administrators. The requirements for the training along with the duration of the training for each subsystem are included in the MTRs. Training will commence only after the subsystem tests have been accepted by the Department.

Documentation – Provide complete and comprehensive documentation of all elements of this project as specified in the MTRs. Documentation shall include, at a minimum:

- Field equipment operational manuals
- Software manuals
- Device protocols
- Warranty documentation
- Test Evaluation Matrix
- Testing of each of the subsystems
- Training for each of the subsystems
- Trouble-shooting guides for each of the subsystems
- System administration guides
- As-built plans/record drawings

H. ITS Plans and Specifications

The Design/Build Firm shall design plans and provide necessary documentation for the procurement and installation of the ITS. The Design/Build Firm shall submit 60 percent, 90 percent, and 100 percent (final) design plans and Technical Special Provisions to the Department for review and approval. The Design/Build Firm shall state the number of submittals and its contents in the Technical Proposal. The construction plan sheets identifying the final design shall include, but not be limited to:

- Title sheet
- Tabulation of Quantities
- General Notes
- Legend
- Pole Data Sheet
- Traffic Control Plans
- Project Layout/Overview sheets outlining the locations of ITS field elements
- Fiber optic communications and outside plant facilities and routing index sheets
- Plan sheets providing details on ITS field device locations and interface with the fiber optic communications cables, fiber optic cable routing and outside plant facilities including pull boxes, cabinets, fiber splice vaults, outlying structures and roadways, etc.,
- Roadway Cross-sections at ITS field locations
- Detail sheets on:
 - CCTV pole, lowering device, camera mounting
 - DMS structure, DMS attachment, DMS display/layout, DMS cross sections
 - Non-intrusive detection devices and mounting details
 - Road Weather Information System (RWIS) configuration and mounting
 - Highway Advisory Radio (HAR) configuration, mounting of transmitters, counterpoise layout

- Emergency generator back-up system configuration
- Fiber optic splice and conduit
- Power service distribution
- Wiring and connection details for all ITS elements
- Conduit, pull box, splice vault and installation
- Equipment rack configuration at RTMC and Satellite Transportation Management Center (STMC), communication hubs, and field cabinets
- System-level block diagrams
- Device-level block diagrams
- Field hub/router cabinet configuration details
- Video wall equipment configuration
- Fiber optic splicing diagrams
- System configuration/Wiring diagram/Equipment interface for the ITS field equipment – individual locations and communications hubs
- Tabulation of Equipment connection list
- Directional bores charts

The Design/Build Firm shall prepare, submit, and seek Department approval for all the required Plans, schematic diagrams, cabling/wiring diagrams, splice diagrams, and other pertinent information related to the equipment, materials and incidentals for the installation of cabinets, CCTV cameras, DMSs, non-intrusive vehicle detection, RWIS, communications network equipment, distribution conduit facilities, etc. prior to the commencement of the installation phase.

The Design/Build Firm shall prepare detailed Special Provisions that will expand on the Specifications as specified in the MTRs, as needed and identified during project design phase.

I. Structure Plans

General:

This section establishes the structural design criteria to be used for bridges, retaining walls, and miscellaneous highway structures.

The Concept Design is available in the Reference Documents for the Design/Build Firm's use. The Structures portion of the Concept Design and related items include the following elements:

- General Notes Sheets of proposed bridges
- The General Plan and Elevation Sheets of proposed bridges
- Cross Section Sheets of proposed bridges
- Bridge Hydraulic Sheets of proposed bridges
- Soil Boring Sheets of proposed bridges
- The Concept Design in the Reference Documents identifies the approximate locations of proposed bridges, estimated depth of structures, and estimated span arrangements, as well as location of retaining walls and bulkhead walls.
- Typical Section Packages containing the proposed typical sections.

1. **Bridge Design Analysis:**

- a. The Design/Build Firm shall submit to the Department final signed and sealed design documentation prepared during the development of the plans.
- b. The Design/Build Firm shall insure that the final geotechnical and hydraulic recommendations and reports required for bridge design are submitted with the 90% bridge plans.
- c. The Design/Build Firm shall "Load Rate" all bridges in accordance with the Department Procedure 850-010-035 and the Structures Manual. The bridge load rating shall be submitted to the Department for review with the 90% superstructure submittal. The as-bid load rating (based on the 90% design plans) shall be provided to the Department before any traffic is placed on the bridge. The as-bid load rating shall be signed and sealed by a Professional Engineer licensed in the State of Florida. A final, signed and sealed copy of the Bridge Load Rating, updated for the as-built conditions shall be submitted to the Department's CEI Senior Project Engineer and the District Structures Maintenance Engineer with the as-built bridge plans.
- d. The Design/Build Firm shall evaluate scour on all bridges over water using the procedures described in HEC 18.
- e. Any erection, demolition, and any proposed sheeting and/or shoring plans that may potentially impact the railroad must be submitted to and approved by the railroad. This applies to areas adjacent to, within and over railroad rights of ways.
- f. The EOR for bridges shall analyze the effects of the construction related loads on the permanent structure. These effects include but are not limited to: construction equipment loads, change in segment length, change in construction sequence, etc. The EOR shall review all specialty engineer submittals (camber curves, falseworks systems, etc.) to ensure compliance with the contract plan requirements and intent.
- g. Apply a Class 5 Applied Finish Coating to the concrete surfaces listed below:

Terminal Access Road Bridges over I-75 and Ben Hill Griffin Parkway/Treeline Avenue:

- All exposed surfaces of end bents, and cheek walls.
- All exposed surfaces of bridge piers.
- All exposed surfaces of slab coping, pre-stressed fascia beams, raised traffic separators and bridge barriers.
- All exposed surfaces of the vertical concrete signage support elements on the bridge over Ben Hill Griffin Parkway.

Northbound C/D Road Bridge over Gator Crossing, Southbound C/D Road Bridge over Gator Crossing, and Ramp F Bridge over Gator Crossing:

- All exposed surfaces of end bents, wing walls, and cheek walls.
- All exposed surfaces of intermediate bent caps and piles.
- All exposed surfaces of slab coping, and bridge barriers.
- All exposed surfaces of slope pavement.

Terminal Access Road Bridge over I-75:

- Accommodate future ultimate typical section of I-75 as shown in the Phase III (90%) Roadway Plans, Sheet B1-1.
 - Provide vertical clearance meeting PPM requirements for the future accommodation of high speed rail within the multi-modal median envelope.
- h. Lightweight concrete will not be permitted for any pre-tensioned concrete superstructure elements.
- i. Grassed areas under Terminal Access Road Bridges over I-75 and Ben Hill Griffin Parkway/Treeline Avenue will not be permitted. Provide hardscapes consistent with LCPA's aesthetic concepts.
- j. With the exception of bearing stiffeners, no stiffeners shall be permitted on the outside of exterior steel plate girders.
- k. On multi-span bridges the exterior beams/girders for all spans shall be the same depth.
- l. Each bridge shall be of a single superstructure type and material.
- m. All structural steel shall be painted in accordance with Sections 560 and 975 of the specifications. Paint all structural steel with a high performance topcoat system. The color of the finish coat shall be coordinated with the Department. If structural steel is used for the superstructure of the bridge over Ben Hill Griffin Parkway/Treeline Avenue, it shall be the color specified by LCPA.
- n. The environmental classifications for all of the bridge sites are as follows:
- Superstructure – Slightly Aggressive
 - Substructure (Concrete) – Moderately Aggressive
 - Substructure (Steel) – Moderately Aggressive
- o. Permanent partial height retaining walls are not permitted on this project.
- p. The maximum permanent retaining wall height for this project is 40 feet.
- q. All permanent retaining walls shall have a concrete facing. Retaining wall finish for the bridge over Ben Hill Griffin Parkway/Treeline will be provided by LCPA.
- r. Use of unpainted weathering steel is not permitted on this project.
- s. Pile bents, except for the end bents, are not permitted for the bridge over I-75.
- t. For the bridge over I-75, the superstructure elements shall meet a minimum of Level 1 aesthetics and the substructure shall meet Level 2 aesthetics. The superstructure and substructure elements for the bridge over Ben Hill Griffin Parkway/Treeline Avenue shall adhere to the structural aesthetic guidelines provided by LCPA. MSE walls shall adhere to the I-75 Aesthetic Guidelines (see Attachments).

- u. The minimum bridge lengths shall match those shown in the Phase III (90%) plans.
- v. The use of AASHTO and Florida Bulb Tee beams are not permitted for prestressed concrete beams.
- w. The Load Resistance Factor Design (LRFD) Operations Importance Factor shall be 1.0 for all bridges.
- x. All elements of permanent bridge drainage systems shall be hidden from view.

2. **Criteria**

The Design/Build Firm shall incorporate the following into the design of this facility:

- a. All plans and designs are to be prepared in accordance with 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.
- b. Bridge Widening: In general, match the existing as per the Department Structures Manual.
- c. Critical Temporary Retaining Walls: Whenever the construction of a structural component (such as a wall, footing, or other such component) requires excavation that may endanger the public or an existing structure that is in use, the Design/Build Firm must protect the existing facility and the public. If a critical temporary retaining wall is, therefore, required during the construction stage only, it may be removed and reused after completion of the work. Such systems as steel sheet pilings, soldier beams and lagging or other similar systems are commonly used. In such cases, the Design/Build Firm is responsible for designing detailing the wall in the set of contract plans. These plans must be signed and sealed by the Structural Engineer in responsible charge of the wall design.
- d. For bridges over navigable waterways, establish the required pier strengths using the MathCadd program furnished by the Department if no specific pier strength is listed in the Design and Criteria Package. The MathCadd program furnished by the Department allows for the proposed bridge geometry to be input by the Engineer. Other parameters such as water traffic, waterway characteristics, etc. may not be changed. This assures that all Design/Build Firms are designing on the same assumptions other than the specific bridge layout that each is proposing.

- e. Apply a Class 5 Applied Finish Coating to the wall and barrier surfaces listed below:
 - All exposed surfaces of wall copings.*
 - All exposed surfaces of wall barriers.*
 - All roadway barriers.*
- f. All wall panels associated with the bridge over Ben Hill Griffin Parkway/Treeline Avenue shall be cast with a pattern to be specified by LCPA.
- g. All retaining walls shall have a concrete facing.
- h. For bridges over navigable waterways, establish the required pier strengths using the MathCadd program furnished by the Department if no specific pier strength is listed in the Design and Criteria Package. The MathCadd program furnished by the Department allows for the proposed bridge geometry to be input by the Engineer. Other parameters such as water traffic, waterway characteristics, etc. may not be changed. This assures that all Design/Build Teams are designing on the same assumptions other than the specific bridge layout that each is proposing.

J. Specifications

The Design/Build Firm shall use the Division One Design/Build Specifications (see Attachments) which may not be altered. Department Specifications may not be modified or revised. The Design/Build Firm shall also include all Technical Special Provisions, Developmental Specs and Supplemental Specs, 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.

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.

Upon review by the Department, the Construction Specifications Package will be stamped "Released for Construction" and initialed and dated by the CEI Senior Project Engineer.

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.

K. Shop Drawings

The Design/Build Firm shall be responsible for the preparation and approval of all Shop Drawings. Shop Drawings shall be in conformance with the Department's Plans Preparation Manual when submitted to the Department and shall bear the stamp and signature of the Design/Build Firm's 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 Department's procedural review of shop drawings is to assure that the Design/Build Firm's EOR has approved and signed the drawing, the drawing has been independently reviewed and is in general conformance with the plans. The Department's review is not meant to be a complete and detailed review. Upon review of the shop drawing, the CEI Senior Project Engineer will stamp "Released for Construction" or "Released for Construction as noted", initial, and date. The Department will have fifteen (15) calendar days (excluding Holidays as defined in section 1-3 of the Specifications) for this review from the date of receipt of complete and stamped shop drawings. Incomplete or non-stamped shop drawing submittals shall be returned to the Design/Build Firm and the Department's review period shall be reinitiated.

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.

L. 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 ROW where direct access is not permitted.
5. Proper coordination with adjacent construction projects and maintaining agencies.
6. Maintain all existing ITS, lighting, signals, and signage in working order and/or visible until such time that either temporary field elements are used to replace those removed or taken out of service, and/or installation of the new elements have been completed and are in working order. All costs associated with this requirement are to be included in the Design/Build Firm's Bid Price Proposal.
7. Design/Build Firm shall contact the appropriate District coordinator to schedule initial post construction inspection of all bridges, signal mast arms, and overhead sign structures two (2) weeks after the structures have been erected or completed.

M. Stormwater Pollution Prevention Plans (SWPPP)

The Design/Build Firm shall prepare an erosion control plan that complies with the State of Florida Erosion and Sediment Control Designer and Reviewer Manual and the Stormwater Pollution Prevention Plan (SWPPP) as required by the NPDES. The Design/Build Firm shall refer to the PPM for information regarding the SWPPP and 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 fifteen (15) working days prior to beginning construction activities.

N. 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

A DRAFT Transportation Operations (TO) component shall be submitted with the Technical Proposal. 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 on the Interstate, arterial roadways, or ramps** between the hours of **5:00 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. There will be **NO FULL CLOSURES** of the Interstate, arterial roadways or ramps between the hours of 5:00 AM to 11:00 PM. The D/B Firm must provide an approved detour plan for all interstate, ramp, and arterial full closures, which shall also be coordinated with the local agencies. All lane closures and full closures, must be reported to the local emergency agencies, the media, the CEI and the District One public information officer, Debbie Tower. 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, as determined by the CEI Project Engineer.

The Design/Build Firm shall maintain two (2) lanes of traffic in each direction into and out of the SWFIA entrance, throughout the contract duration. The Design/Build Firm shall obtain the spring training schedules for the Boston Red Sox and exhibition and regular season schedules for the Florida Everblades hockey team prior to the start of each team's season, throughout the contract duration. Lane closures will not be permitted on Ben Hill Griffin Parkway/Treeline Avenue on game days for the Boston Red Sox and game nights for the Florida Everblades.

O. Environmental Services/Permits/Mitigation

The Design/Build Firm will be responsible for preparing designs and proposing construction methods that are permissible. 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.

Unless specifically identified otherwise, the design and construction of any alternate design approach identified within this RFP is not a requirement of this RFP. The Design/Build Firm is not responsible for any permitting or commenting agency coordination or other impacts to the permit processes that would be associated with any alternate design approach, unless the Design/Build Firm chooses to include the alternate design approach in its Proposal.

P. Signing and Pavement Marking Plans

The Design/Build Firm shall prepare signing and pavement marking plans in accordance with Department criteria, the most recent M.U.T.C.D., the Department's Design Standards, the Department's current memorandums, the current edition of the PPM, District One Signing and Marking Policies and Procedures and other requirements outlined in this RFP, unless otherwise noted. The Design/Build Firm shall coordinate and hold a Signing and Marking Kick-off meeting with the Department prior to starting the Signing and Marking design.

Due to guide sign additions and/or modifications associated with this project, the Design/Build Firm shall review and revise, if needed, any existing interstate guide signing and arterial guide signing between M.P. 6.7 and M.P. 18 of I-75.

Q. Lighting Plans

The Design/Build Firm shall prepare lighting plans in accordance with the Department's Lighting Design Criteria, the Department's Design Standards; the Department's current memorandums, and the current edition of the PPM, the National Electric Code (NEC), and the National Electrical Safety Code (NESC), and PD&E commitments.

R. Signalization Plans

The Design/Build Firm shall prepare signalization plans in accordance with Department criteria and Lee County's preferences, as outlined in District One's list of signalization preferences by maintaining agency.

S. Landscape Plans

The Design/Build Firm shall prepare Landscape/Irrigation plans and install in accordance with LCPA's Preliminary Landscaping Plan and the Department's landscaping criteria. The Landscape/Irrigation plans are to be prepared, signed and sealed by a Florida registered landscape architect.

The Design/Build Firm shall coordinate the design of the Landscape/Irrigation Plans with Lee County, LCPA, and the FDOT District Landscape Architect. The landscaping will be maintained by LCPA. LCPA's point of contact is Emily Underhill, Director of Development, at (239) 590-4601. The Landscape/Irrigation Plans shall be approved by LCPA and the Department's Landscape Architect prior to the start of any construction activities. The Design/Build Firm shall be responsible for setting all meetings and must conduct a pre-design meeting with LCPA, the Department's Landscape Architect, and the Designer of Record.

The budgeted amount of \$1,200,000 shall only be used for landscaping and irrigation approved by the Department and LCPA. The Design/Build Firm must spend the full amount of budgeted funds on landscape/irrigations items unless written approval is obtained from the Department prior to any changes. The final amount of funds spent shall also be subject to the written approval by the local municipality as their ability to maintain the landscape/irrigation items must also be agreed upon.

The Landscape Maintenance Agreement shall be obtained by the Department's Landscape Architect once the Landscape/Irrigation Plans have been approved by the Department and LCPA. The Design/Build Firm shall assist the District Landscape Architect as required to obtain a Landscape Maintenance Agreement. The Landscape/Irrigation Plan set and the Technical Maintenance Plan are required attachments to the Landscape Maintenance Agreement and are the responsibility of the Design/Build Firm. Landscape/Irrigation Construction activities cannot begin until a signed Landscape Maintenance Agreement is obtained.

A minimum of 21 calendar days shall be taken by the Department and Local Municipality(s) for all reviews pertaining to the Landscape/Irrigation Plans.

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 submitted in ACCO binders with identification labels and 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" must also be submitted in electronic format on a CD. The format shall be in Microsoft Word and converted into a searchable .pdf format. No macros will be allowed. Minimum font size of ten (10). Graphics and photographs shall be held to a minimum, in the electronic version only, so that Internet loading of the Technical Proposal takes place in 15 seconds or less.

Submit three (3) CD's of the Technical Proposal in its entirety and eleven (11) hard copies (one original and 10 copies) of the Technical Proposal to:

Mrs. Cheryl Sanchious, PSU Administrator
ATTN: Felipe Alvarez
801 N. 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: 50

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.

The Design/Build Firm shall explain the approach, strategies, capabilities, and means to be used in accomplishing the tasks identified in the contract documents. Specific techniques to be used should also be addressed.

- **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.

The Design/Build Firm shall present a Coordination Plan that demonstrates a clear understanding of the coordination requirements for the project. The Coordination Plan shall include the interaction with following stakeholders, at a minimum:

- Florida Department of Transportation (FDOT)
- Lee County Port Authority (LCPA)
- Federal Aviation Administration (FAA)
- Local Governments
- Permitting/Environmental Agencies
- Utility Owners
- CEI Public Involvement Officer (PIO)
- Public and other stakeholders

The Design/Build Firm must also provide a comprehensive internal coordination plan that demonstrates an effective and efficient interface between the design and construction organizations within the team.

- 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: 5
- Identify if the Schedule is based on Calendar or Working Days
- 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 Maintenance of Traffic (MOT) shifts
Utility Relocations
Structure Completion Date
Final Completion Date for all Work
ITS Acceptance Testing
Burn-In Period

The project schedule shall not exceed the Maximum Allowable Contract Time (MCT) of 1,100 days.

Section 4: Innovative Aspects

- Paper size: 8½" x 11"
- Maximum allowed pages: 5
- Any supportive information associated with the innovative aspects being proposed, including construction phasing.

Section 5: Quality Management Plan

- Paper size: 8½" x 11"
- Maximum allowed pages: 5
- The minimum information to be included shall be in accordance with Section V.

Section 6: Value Added

- Paper size: 8½" x 11"
- Maximum allowed pages: 6
- The minimum information to be included shall be in accordance with Section V.

Section 7: Design Support Documents

- Paper size: 8½" x 11"
- Maximum allowed pages: Unlimited
- The minimum information to be included is as follows:
 - Design Variations and Documentation
 - Preliminary calculations for superstructures, substructures, and miscellaneous structures
 - Preliminary calculations for the horizontal and vertical signage support elements for the bridge over Ben Hill Griffin Parkway.
 - Lighting type
 - Proposed Landscaping and quantities
 - DRAFT Transportation Operations (TO) component

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

Section 8: Preliminary Plans

(May be submitted in a separate binder.)

- Paper size: All maintenance of traffic, signing and pavement markings, plan and profile view, and landscaping documents are to be submitted in roll plot format (1" = 100 feet scale, in 6-ft. sections). Roll plots shall be submitted in tubes clearly identifying the contents.
- All typical sections, cross sections, reports, and additional documentation are to be to scale, as appropriate, submitted on sheets no larger than 11" x 17", and pinned/posted.
- Maximum allowed pages: Unlimited

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

Roadway

- Project Limits
- Horizontal alignment
- Pier and abutment location
- Major topographic features
- Proposed vertical profile
- Survey controls and bench marks
- Stationing along Horizontal alignment
- Connections to existing roadway
- Utility provisions
- Maintenance of traffic provisions
- Roadway Typical Section

- Landscaping Plans
- Signing Plan

Structures

- General Notes
- Miscellaneous structures plans
- Plan and elevation
- Begin and end bridge stations
- Proposed Foundation Types and Location
- Proposed Foundation Testing requirements
- Span lengths
- Minimum vertical and horizontal clearances
- Location of expansion and fixed bearings
- Scour analysis
- Basic material properties (concrete strengths, classifications)
- Typical pier(s) and abutment details
- Cross section of proposed superstructure showing type, size and locations of structural elements
- Proposed means and methods of construction
- Proposed method of removal of the existing structure and approaches and final disposition
- Proposed horizontal and vertical concrete signage support elements for the bridge over Ben Hill Griffin Parkway
- Bridge aesthetic concepts

ITS Devices

- Project Limits
- Proposed layout of the complete ITS network
- Proposed ITS device roadway placement
- Proposed DMS layout(s) with respect to travel lanes
- Proposed fiber network layout
- Interconnection with existing ITS networks
- Connections to existing roadway
- Attachments to existing bridges
- Utility provisions
- MOT provisions

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 Design/Build Firm will be based on the following criteria:

<u>Item</u>	<u>Value</u>
1. Approach and Understanding of the Project	12
2. Organization and Staffing Plan	5
3. Environmental Protection/Commitments	5
4. Maintainability/Warranty	7
5. Value Added	7
6. Schedule	12
7. Coordination	5
8. Quality Management Plan	5
9. Maintenance of Traffic	10
10. Aesthetics/Landscaping	7
11. Design and Geotechnical Services Investigation	12
12. Construction Methods	5
13. ITS Management and Coordination	8
Maximum Score	100

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

1. **Approach and Understanding of the Project (12 points)**

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

2. **Organization and Staffing Plan (5 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/Warranty (7 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, maintenance of surveillance systems/CCTV camera sites, access to ITS devices not requiring MOT, ITS device extended warranty

periods and quality of construction materials. Credit will be assigned for exceeding minimum material requirements to enhance durability of structural components.

5. **Value Added (7 points)**

Credit will be given for the extent of the Value Added coverage (See Section V).

6. **Schedule (12 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 and boat 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. **Aesthetics/Landscaping (7 points)**

Aesthetics will be considered in the geometry, economy, and appropriateness of structure type, structure finishes, shapes, proportion and form. Architectural treatments such as tiles, colors, emblems, etc., will not be considered as primary aesthetic treatments. Credit will be given for the conformance of the landscaping design with the gateway level of landscaping desired by LCPA, as presented in the Preliminary Landscaping Plans, and Department criteria.

11. **Design and Geotechnical Services Investigation (12 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

12. **Construction Methods (5 points)**

Credit will be given for construction methods that minimize impacts to the traveling public and the environment, reduces costs, improves worker safety, and minimizes contract duration. Credit will be given for exceeding minimum material requirements to enhance durability of structural components.

13. **ITS Management and Coordination (8 points)**

Credit shall be given for the management plan and methods for maintaining the functionality of the existing ITS system within the project limits throughout the contract duration, the cutover plan from the existing ITS system to the new ITS system, and description of a defined ITS equipment repair and uptime adherence plan that meets or exceeds the contract requirements. Credit shall be given for exceeding minimum material requirements to enhance durability of structural components.

D. Final Selection Formula

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

$$\frac{BPP}{TS} = \text{Adjusted Score}$$

BPP = Bid Price Proposal
TS = Technical Score

The Design/Build Firm selected will be the Design/Build Firm whose adjusted score is lowest.

The Department reserves the right to consider any proposal as non-responsive if any part of the Technical Proposal does not meet established codes and criteria. Also, if PCT is greater than MCT (1,100 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 Short-Listed 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 RFP. This RFP 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 **\$100,000** and in no way is intended to compensate Design/Build 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 Design/Build Firm to be eligible for a stipend, the Short-Listed Design/Build Firm must execute with original signatures and have delivered to the Department no later than three (3) weeks after Request for Proposal release, three (3) 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 Short-Listed Design/Build Firm.

Failure of a Short-Listed Design/Build Firm to execute and timely return the agreement shall constitute a release to the Department by the Short-Listed Design/Build Firm for proposal compensation and the Department shall have no further obligation to compensate the Short-Listed Design/Build Firm for its efforts in preparing its proposal.

The Short-Listed Design/Build 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:

Mrs. Cheryl Sanchious
Professional Services Unit Administrator
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.