

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

October 5, 2011

District Procurement Office
District One

ADDENDUM NUMBER FIVE

PROJECT DESCRIPTION: I-75 Freeway Management System in Sarasota and Manatee Counties
FINANCIAL PROJECT NO.: 414730-1-52-01, 414732-1-52-01 & 414736-1-52-01
COUNTY: Sarasota and Manatee Counties
CONTRACT NO.: E1J73

On September 29, 2011, the Department has removed Telvent USA Corporation from further consideration and has added World Fibers Technologies, Inc./Jacobs Engineering Group, Inc. to the Short List.

The Department is in possession of the written technical proposals from the following two (2) Design Build Teams:

- InfraSource Construction Services, Inc./ Metric Engineering Services, Inc.
- Traffic Control Devices, Inc./Kimley-Horn and Associates, Inc.

These written technical proposals will be retained by the District Procurement Office and will not be distributed until **4:00 p.m., Friday, December 2, 2011**; this is the due date for World Fibers Technologies, Inc./Jacobs Engineering Group, Inc. Design Build Team to submit their written technical proposal to the Department.

Please be advised that the written technical proposals that are currently in the Department's possession and will not be returned to the design build teams, nor will they be allowed to be altered in any way.

In the event that an addendum is issued that would require InfraSource Construction Services, Inc./ Metric Engineering Services, Inc. or Traffic Control Devices, Inc./Kimley-Horn and Associates, Inc. to revise their proposal, they will only be allowed to revise that particular portion that is being altered by addendum.

This addendum changes Section II, Schedule of Events, of the Request for Proposal Package to allow the same opportunity for World Fibers Technologies, Inc./Jacobs Engineering Group, Inc. to submit their questions, visit the site, and prepare their written technical proposal.

The Department will only allow questions submitted by World Fibers Technologies, Inc./Jacobs Engineering Group, Inc. during the revised time established for technical questions.

Listed below is the revised Schedule of Events:

Applicable only to World Fibers Technologies, Inc./Jacobs Engineering Group, Inc. Design Build Team:

Date	Event
<u>October 5, 2011</u>	The Department shall provide copies of Pre-Proposal Meeting recording, handouts, attendance sheets, addendums, and any other supporting documentation that was furnished to the other Design Build Teams.
<u>October 12, 2011</u>	Site visits for the Sarasota/Manatee County Satellite Management Center (STMC) and the Southwest Interagency Facility for Transportation (SWIFT) at 9:30 am and 1:30 pm respectively. Limit of three attendees.
<u>November 9, 2011</u>	Final deadline for submission of questions/information
<u>December 2, 2011</u>	Technical Proposal due in District Office by 4:00 p.m. local time

The following applies to all three (3) short listed Design Build Teams:

<u>February 7, 2012</u>	Question and Answer Session. Times were assigned during the Pre-Proposal Meeting held on July 18, 2011. World Fibers Technologies, Inc./Jacobs Engineering will be given the time slot previously allotted for Telvent USA Corporation, which was 9:45 a.m. One hour will be allotted for questions and responses.
<u>February 16, 2012</u>	Price Proposals due in District Office by 2:30 p.m., local time.
<u>February 16, 2012</u>	Public announcing of Technical Scores and opening of Price Proposals at 2:30 p.m., local time, in District One Headquarters, 801 North Broadway Avenue, Bartow, FL 33830.
<u>February 21, 2012</u>	Public Meeting of Selection Committee to determine intended Award at 1:00 p.m., local time.
<u>February 21, 2012</u>	Posting of the Department's intended decision to Award (will remain posted for 72 hours)
<u>February 28, 2012</u>	Anticipated Award Date
<u>March 20, 2012</u>	Anticipated Execution Date

Also revised is Section IV, Disadvantaged Business Enterprise (DBE) Program Sub-Section A - DBE Availability Goal Percentage. Effective October 1, 2011, the Florida Department of Transportation has an overall eight point six percent (8.60%) race-neutral DBE goal.

Attached is the revised Request for Proposal package (dated October 5, 2011).

Acknowledge receipt of Addendum Number Five 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 Freeway Management System
Sarasota and Manatee Counties
and Satellite Traffic Management Center**

**Financial Projects Number(s):
414730-1-52-01, 414732-1-52-01 & 414736-1-52-01
Federal Aid Project Number(s): 0756-116
Contract Number: E1J73**

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ATTACHMENTS

ATTACHMENT “A” – ITS Minimum Technical Requirements (MTRs)

ATTACHMENT “B” – Conceptual Device Layout

**ATTACHMENT “C” – SunGuide® Implementation Plan for FDOT Sarasota/Manatee County
Satellite TMC Integration Project**

ATTACHMENT “D” – Division I Design/Build Specifications

ATTACHMENT “E” - Form FHWA 1273

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

I. Introduction.

The Florida Department of Transportation (Department) has issued this Request for Proposal (RFP) to solicit competitive bids and proposals from Proposers to design, procure, install, integrate, and test an Intelligent Transportation System (ITS) and subsystems along the I-75 corridor in Sarasota and Manatee counties.

Description of Work

The FPN Numbers description of work and limits are as follows:

- FPID 414730-1-52-01, I-75 in Sarasota County from Charlotte County Line to Manatee County Line, design and construct a Freeway Management System
- FPID 414732-1-52-01, I-75 in Manatee County from Sarasota County Line to I-275, Manatee County, design and construct a Freeway Management System
- FPID 414736-1-52-01, Integrate the Freeway Management System installed under FPID 414730-1-52-01 and 414732-1-52-01 with the RTMC in Lee County and the Sarasota/Manatee County Satellite Transportation Management Center (STMC) in Manatee County

The Department seeks a Design/Build Firm to design, install, and integrate Freeway Management System (FMS) field elements, including closed-circuit television (CCTV) cameras, dynamic message signs (DMS), road weather information systems (RWIS), highway advisory radio (HAR), non-intrusive microwave vehicle detectors, an emergency generator back-up system and fiber optics communications cable and transmission equipment along approximately 56 miles of I-75 starting just north of the Charlotte/Sarasota County Line near Mile Marker 172 and ending at the I-275 interchange in Manatee County near Mile Marker 228. Also included with this project is the integration of the FMS field elements into the Sarasota/Manatee County Satellite Transportation Management Center (STMC) in Manatee County and into the Southwest Interagency Facility for Transportation (SWIFT) SunGuide® Regional Transportation Management Center (RTMC) in Lee County. Upgrades include incorporating additional video feeds into the video wall currently in operation at the SWIFT Center and installation of a new video wall at the STMC facility.

The FMS shall operate out of the STMC as a remote workstation of the SWIFT Center with a redundant backup system that mirrors the SWIFT Center network room setup.

The project work includes the furnishing, installing, integration and testing of elements listed below:

- ITS field elements – CCTV cameras, non-intrusive microwave vehicle detectors, DMS, RWIS, HAR transmitters, and HAR beacons.
- A 96-strand single-mode fiber optic backbone cable extending the full length of the project, including communications equipment for interfacing the ITS field elements with the existing RTMC and the STMC.
- Emergency generator back-up system consisting of generators, transfer switches, transformers, cabinets, security locks, real-time monitory system and all other ancillary equipment.

Failure to provide the equipment described above or to meet the minimum requirements outlined in this RFP and accompanying attachments shall provide cause to disqualify a Proposer. The minimum functional and technical requirements for the design, procurement, installation, integration and testing of the various project elements are included in Section VI, Design and Construction Criteria, and Attachment A, ITS Minimum Technical Requirements (MTRs) document.

The ITS field devices such as the CCTV cameras, DMS, HAR, detectors, and RWIS sensors to be procured must be on the Approved Products List (APL) prior to installation in the field, and the protocol used by the devices to be controlled by the SunGuide[®] software is to be compliant with the protocols listed in the Devices Supported by SunGuide[®] Software document, which is available online at <http://sunguide.datasys.swri.edu/>. The Design/Build Firm may propose alternate ITS equipment; however, the Design/Build Firm shall be responsible for shepherding those devices not on the APL through the process so the devices are on the APL at the time of installation.

The Design/Build Firm shall be responsible for all costs incurred in developing any new device drivers with the protocols listed in the Devices Supported by SunGuide[®] Software document, which is available online at <http://sunguide.datasys.swri.edu/>. The development of any new device drivers shall be at no additional cost to the Department, and the source code and all documentation for the developed drivers shall become the property of the Department.

The Design/Build Firm shall integrate the individual ITS subsystems (CCTV cameras, DMS, HAR, detectors, and RWIS sensors) with the individual vendor-provided control software such that each of the subsystems shall operate as a stand-alone system. After the completion and acceptance of the individual ITS subsystems, the Design/Build Firm shall integrate the ITS subsystems with the SunGuide[®] central software. The Design/Build Firm shall integrate the emergency generator back-up system as a subsystem at the SWIFT Center and the Sarasota/Manatee STMC for remotely monitoring the operations of permanent mount generators.

The Design/Build Firm is responsible to identify, provide, and install all of the equipment that is required to for a complete integrated system as defined in this RFP and its attachments. All system auxiliaries and peripheral equipment including, but not limited to, video encoders/decoders, fiber optics transceivers, repeaters, terminal servers, media converters, connectors, cables, testing equipment and software, etc., are considered as part of and are to be included under the individual subsystems.

Attachment B – Conceptual Device Layout provides information about placement of the proposed DMS, HAR transmitters, HAR beacon signs and RWIS. Attachment B shows possible locations for these new devices with respect to existing interstate signage and other interstate features at the time of field review. The Design/Build Firm is responsible for reviewing the existing conditions for final placement of the proposed devices.

A. Design/Build Responsibility

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

The Design/Build Firm shall install the conduit trunkline eight (8) feet from the right-of-way fence except in areas where utilizing a bridge mount conduit. The Design/Build Firm is responsible for clearing and grubbing the project as necessary for the installation of the trunkline conduit.

The Design and Construction Criteria (Section VI) sets forth requirements regarding survey, design, construction, 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, environmental permitting agencies, and the public.

The Design/Build Firm shall demonstrate good project management practices while working on this project. These include prompt communication with the Department and others as necessary, management of time and resources, and complete 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 (CEI) 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. The Department shall notify proposers 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.

Applicable to InfraSource Construction Services, Inc./ Metric Engineering Services, Inc. and Traffic Control Devices, Inc./Kimley-Horn and Associates, Inc. Design Build Teams:

Date	Event
<u>July 18, 2011</u>	Pre-Proposal Meeting at 9:30 a.m., local time, in the Mike Rippe Auditorium, District One Headquarters, 801 North Broadway Avenue, Bartow, FL 33830.
<u>August 10, 2011</u>	Site visits for the Sarasota/Manatee County Satellite Management Center (STMC) and the Southwest Interagency Facility for Transportation (SWIFT) at 9:30 am and 1:30 pm respectively. Limit of three attendees for each Design Build Firm.
<u>September 19, 2011</u>	Final deadline for submission of questions/information
<u>September 27, 2011</u>	Technical Proposals due in District Office by 4:00 p.m. local time

Applicable only to World Fibers Technologies, Inc./Jacobs Engineering Group, Inc. Design Build Team:

Date	Event
<u>October 5, 2011</u>	The Department shall provide copies of Pre-Proposal Meeting recording, handouts, attendance sheets, addendums, and any other supporting documentation that was furnished to the other Design Build Teams.
<u>October 12, 2011</u>	Site visits for the Sarasota/Manatee County Satellite Management Center (STMC) and the Southwest Interagency Facility for Transportation (SWIFT) at 9:30 am and 1:30 pm respectively. Limit of three attendees for each Design Build Firm.
<u>November 9, 2011</u>	Final deadline for submission of questions/information
<u>December 2, 2011</u>	Technical Proposal due in District Office by 4:00 p.m. local time

The following applies to all three (3) short listed Design Build Teams:

<u>February 7, 2012</u>	Question and Answer Session. Times were assigned during the Pre-Proposal Meeting held on July 18, 2011. World Fibers Technologies, Inc./Jacobs Engineering will be given the time slot previously allotted for Telvent USA Corporation. One hour will be allotted for questions and responses.
<u>February 16, 2012</u>	Price Proposals due in District Office by 2:30 p.m., local time.
<u>February 16, 2012</u>	Public announcing of Technical Scores and opening of Price Proposals at 2:30 p.m., local time, in District One Headquarters, 801 North Broadway Avenue, Bartow, FL 33830.
<u>February 21, 2012</u>	Public Meeting of Selection Committee to determine intended Award at 1:00 p.m., local time.
<u>February 21, 2012</u>	Posting of the Department's intended decision to Award (will remain posted for 72 hours)
<u>February 28, 2012</u>	Anticipated Award Date
<u>March 20, 2012</u>	Anticipated Execution Date

III. Threshold Requirements.

III.

III. A. Qualifications

III.

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.

III.

III. B. Joint Venture Firm

III.

Two or more firms submitting as a Joint Venture must meet the Joint Venture requirements of Section 14-22.007, Florida Administrative Code. Parties to a joint venture must submit a Declaration of Joint

III.

III.

III.

ADDENDUM NO. 05

III.

III.

Venture and Power of Attorney Form No. 375-020-18, prior to the deadline for receipt of Letters of Interest.

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

C. Price Proposal Guarantee

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

D. Pre-Proposal Meeting

Attendance at the pre-proposal meeting is mandatory and any shortlisted Proposer who fails to attend will be deemed non-responsive and automatically disqualified from further consideration. The purpose of this meeting is to provide a forum for all concerned parties to discuss the proposed project; answer questions on the design and construction criteria, CPM schedule, and method of compensation; provide instructions for submitting proposals; and address other relevant issues. In the event that any discussions or questions at the pre-proposal meeting require, in the Department's opinion, official additions, deletions, or clarifications of the Request for Proposal, the Design and Construction Criteria, or any other document, the Department will issue a written summary of questions and answers or an addendum to this Request for Proposal 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 Departments 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 session. FHWA shall be invited on FA Oversight Projects. The purpose of the Q & A session is for the Technical Review Committee to seek clarification and ask questions, as it relates to the Technical Proposal, of the Proposer. **The Question and Answer sessions** will occur a minimum of two (2) weeks after the date the Technical Proposal are due, and be part of the Overall Technical Proposal Scoring. The Proposers shall be given a minimum of one (1) week after the **Question and Answer** session to submit their Price Proposal. **The**

Department **will** terminate the **presentations** promptly at the end of the allotted time. The Department may tape record or videotape all or part of the **presentations**. The **Question and Answer** session will not constitute “discussions” or negotiations. Proposers will not be permitted to ask questions of the Department except to ask the meaning of a clarification question posed by the Department. Within one (1) week of the **Question and Answer** session, the Design/Build Firm shall submit to the Department a written clarification letter summarizing the answers provided during the **Question and Answer** session. The Design/Build Firm shall not include information in the clarification letter which was not discussed during the **Question and Answer** session. In the event the Design/Build Firm includes additional information in the clarification letter which was not discussed during the **Question and Answer** 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 firm as it relates to their technical proposal approximately 24 hours before the scheduled Question and Answer Session. No supplemental materials, handouts, etc. will be allowed to be presented in the Question and Answer Session.

F. Protest Rights

Any person who is adversely affected by the specifications contained in this Request for Proposal must file a notice of intent to protest in writing within 72 hours of the receipt of this Request for Proposal. The formal written protest shall be filed within 10 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 be legible on 8 ½ x 11-inch white paper, and contain the following:

1. Name, address, telephone number, and Department identifying number on the Notice, if known, and name, address, and telephone number of a representative, if any; and
2. An explanation of how substantial interest will be affected by the action described in the Request for Proposal; and
3. A statement of when and how the Request for Proposal 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 Florida Administrative Code (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 and time. 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 a sealed envelope to be opened at the same time as the proposal provided the change is submitted prior to the proposal due date.

J. Department's Responsibilities

This Request for Proposal does not commit the Department to make studies or designs for the preparation of any proposal, nor to procure or contract for any articles or services. Proposers shall examine the Contract Documents and the site of the proposed work carefully before submitting a proposal for the work contemplated and shall investigate the conditions to be encountered, as to the character, quality, and quantities of work to be performed and materials to be furnished and as to the requirements of all Contract Documents. Written notification of differing site conditions discovered during the design or construction phase of the project will be given to the Department's Project Manager.

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

K. Design/Build Contract

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

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

IV. Disadvantaged Business Enterprise (DBE) Program.

A. DBE Availability Goal Percentage

The Department of Transportation has an overall eight point six percent (8.60%) race-neutral DBE goal. This means that the State's goal is to spend at least 8.60% 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 8.60% overall goal can be achieved through the normal competitive procurement process. The Department has reviewed this project and assigned a DBE availability goal shown on the bid blank/contract front page under "% DBE Availability Goal". Although not a contract requirement, the Department believes that this DBE percentage can realistically be achieved on this project based on the number of DBE's associated with the different types of work that will be required.

Under 49 Code of Federal Regulations Part 26, if the 8.60% goal is not achieved, the Department may be required to return to a race-conscious program where goals are imposed on individual contracts. The Department encourages all of our Design/Build Firms to actively pursue obtaining bids and quotes from Certified DBE's.

B. Anticipated DBE Participation Statement

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

C. Equal Opportunity Reporting System

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

D. DBE Supportive Services Providers

The Department has contracted with a consultant, referred to as DBE Supportive Services Provider, to provide managerial and technical assistance to DBEs. This consultant is also required to work with prime

Design/Build Firms, who have been awarded contracts, to assist in identifying DBEs that are available to participate on the project. The successful Design/Build Firm should meet with the DBE Supportive Services Provider to discuss the DBEs 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 DBEs and Non-DBEs.

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.

V. Project Requirements and Provisions for Work.

A. Governing Regulations

The services performed by the Design/Build Firm shall comply with all applicable Manuals and Guidelines including the Department, Federal Highway Administration (FHWA), American Association of State Highway and Transportation Officials (AASHTO), and additional requirements specified in this document. Except to the extent inconsistent with the specific provisions in this document, the Design/Build Firm shall use the current edition, including updates, of the following Manuals and Guidelines in the performance of this work. Current edition is 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. The Design/Build Firm is responsible to acquire and utilize the necessary manuals and guidelines that apply to

the work required to complete this project. The services will include preparation of all documents necessary to complete the project as described in Section I of this document.

1. Florida Department of Transportation Roadway Plans Preparation Manuals
<http://www.dot.state.fl.us/rddesign/PPMManual/PPM.shtm>
2. Florida Department of Transportation Design Standards
<http://www.dot.state.fl.us/rddesign/DesignStandards/Standards.shtm>
3. Florida Department of Transportation Standard Specifications for Road and Bridge Construction (Divisions II & III), Special Provisions and Supplemental Specifications
<http://www.dot.state.fl.us/specificationoffice/Default.shtm>
4. Florida Department of Transportation Surveying Procedure
<http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/550030101.pdf>
5. Florida Department of Transportation EFB User Guide (Electronic Field Book)
<http://www.dot.state.fl.us/surveyingandmapping/downloads.shtm>
6. Florida Department of Transportation Drainage Manual
<http://www.dot.state.fl.us/rddesign/dr/Manualsandhandbooks.shtm>
7. Florida Department of Transportation Soils and Foundations Handbook
<http://www.dot.state.fl.us/structures/Manuals/SFH.pdf>
8. Florida Department of Transportation Structures Manual
<http://www.dot.state.fl.us/structures/manlib.shtm>
9. Florida Department of Transportation Computer Aided Design and Drafting (CADD) Production Criteria Handbook Roadway Standards
<http://www.dot.state.fl.us/ecso/downloads/publications/CriteriaHandBook/>
10. Florida Department of Transportation Production Criteria Handbook CADD Structures Standards
<http://www.dot.state.fl.us/ecso/downloads/publications/CriteriaHandBook/>
11. Florida Department of Transportation Structures Manual including Temporary Structures Design Bulletins
<http://www.dot.state.fl.us/structures/Memos/currentbulletins.shtm>
12. Instructions for Structures Related 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. American with Disabilities Act
<http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/625020015.pdf>

18. Florida Highway Landscape Guide
http://www.dot.state.fl.us/emo/beauty/Highway_Main_files/Land_Arch_Main_files/Landscape_Guide.pdf
19. Florida Department of Transportation Florida Sampling and Testing Methods
<http://www.dot.state.fl.us/statematerialsoffice/administration/resources/library/publications/fstm/disclaimer.shtm>
20. Florida Department of Transportation Pavement Coring and Evaluation Procedure
<http://www.dot.state.fl.us/statematerialsoffice/administration/resources/library/publications/materialsmanual/documents/v1-section32-clean.pdf>
21. Florida Department of Transportation District Design Guidelines
<http://www.dot.state.fl.us/rddesign/updates/files/updates.shtm>
22. 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
23. Florida Department of Transportation Utility Accommodation Manual
<http://www.dot.state.fl.us/rddesign/utilities/UAM.shtm>
24. AASHTO – Specifications for Highway Bridges
https://bookstore.transportation.org/category_item.aspx?id=BR
25. Florida Department of Transportation Construction Project Administration Manual
<http://www.dot.state.fl.us/construction/Manuals/cpam/CPAMManual.shtm>
26. Florida Department of Transportation Flexible Pavement Design Manual
<http://www.dot.state.fl.us/pavementmanagement/PUBLICATIONS.shtm>
27. Florida Department of Transportation Rigid Pavement Design Manual
<http://www.dot.state.fl.us/pavementmanagement/PUBLICATIONS.shtm>
28. Florida Department of Transportation Pavement Type Section Manual
<http://www.dot.state.fl.us/pavementmanagement/PUBLICATIONS.shtm>
29. Florida Department of Transportation Right of Way Manual
<http://www.dot.state.fl.us/rightofway/Documents.shtm>
30. Florida Department of Transportation Intelligent Transportation System Guide Book
http://www.dot.state.fl.us/TrafficOperations/Doc_Library/Doc_Library.shtm
31. Federal Highway Administration Checklist and Guidelines for Review of Geotechnical Reports and Preliminary Plans and Specifications
<http://www.fhwa.dot.gov/engineering/geotech/pubs/reviewguide/checklist.cfm>
32. Florida Department of Transportation Bicycle and Pedestrian Policies and Standards
http://www.dot.state.fl.us/safety/ped_bike/ped_bike_standards.shtm
33. Federal Highway Administration Hydraulic Engineering Circular Number 18 (HEC 18).
http://www.fhwa.dot.gov/engineering/hydraulics/library_arc.cfm?pub_number=17
34. Florida Department of Transportation Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways
<http://www.dot.state.fl.us/rddesign/FloridaGreenbook/FGB.shtm>

35. Florida Statutes
<http://www.leg.state.fl.us/Statutes/index.cfm?Mode=View%20Statutes&Submenu=1&Tab=statutes&CFID=14677574&CFTOKEN=80981948>
36. Software Requirements Specification (<http://sunguide.datasys.swri.edu>)
37. Software User Manual (<http://sunguide.datasys.swri.edu>)
38. Concept of Operation (<http://sunguide.datasys.swri.edu>)
39. Computer Sizing Estimate (<http://sunguide.datasys.swri.edu>)
40. Software Design Document (<http://sunguide.datasys.swri.edu>)
41. Version Description Document (<http://sunguide.datasys.swri.edu>)
42. Software Integration Plan (<http://sunguide.datasys.swri.edu>)
43. Software Acceptance Test Plan (<http://sunguide.datasys.swri.edu>)
44. Software Integration Case Procedures (<http://sunguide.datasys.swri.edu>)
45. Software Test Plan (<http://sunguide.datasys.swri.edu>)

B. Innovative Aspects

Identify all innovative aspects separately as such in the Technical Proposal.

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

C. Geotechnical Services

1. General Conditions:

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

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

2. Pile Foundations (Not Applicable to this Project)

3. Drilled Shaft Foundations for Bridges and Major Structures

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 Geotechnical Foundation Design Engineer of Record 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 Engineer of Record.
- The drilled shaft installation shall be supervised and certified by the Geotechnical Foundation Design Engineer of Record. 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 Engineer of Record. 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, Florida Administrative Code.

2. Permits:

All applicable data shall be prepared in accordance with Chapter 373 and 403, Florida Statutes, Chapters 40 and 62, Florida Administrative Code; Rivers and Harbors Act of 1899, Section 404 of the Clean Water Act, and parts 114 and 115, Title 33, Code of Federal Regulations. 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 project is within the Southwest Florida Water Management District (SWFMD). The project may require an Environmental Resource Permit (ERP), U.S. Army Corps of Engineers (USACE) Nationwide Permits, a Florida Fish and Wildlife Conservation Commission (FWC) – Gopher Tortoise Relocation Permit, a U.S. Coast Guard Permit, and a U.S. Environmental Protection Agency (EPA) – National Pollutant Discharge Elimination System (NPDES) Permit.

The Design/Build Firm will be required to pay all permit fees. Any fines levied by permitting agencies shall be the responsibility of the Design/Build Firm.

The Design/Build Firm shall be responsible for an assessment of all potential gopher tortoise habitats that could be impacted by the project. The habitat will be systematically surveyed according to the current guidelines published by the Florida Fish and Wildlife Conservation Commission (FWC). If gopher tortoise burrows are found, all practicable measures will be employed to avoid impacts. The Design/Build Firm shall be responsible for obtaining an FWC permit for the relocation of gopher tortoises and commensals from burrows which cannot be avoided, and relocation shall be performed at a time as close as practicable to the start of construction activities at the site of the burrows. If new burrows are found after relocation, their occupants will also be relocated. A copy of the permit and any subsequent reports to FWC must be provided to the District Environmental Management Office.

The Design/Build Firm will be required to pay all permit fees including any and all fees associated with the relocation of gopher tortoises. Any fines levied by permitting agencies shall be the responsibility of the Design/Build Firm.

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.

E. ITS Plans

All plans are to be prepared in accordance with the latest design standards and practices, Department's Standard Specifications, Indices, Department's Plans Preparation Manual, and shall be accurate, legible, complete in design, drawn to the scale indicated in the Department's manuals and furnished in reproducible form.

F. Signing and Marking Plans

All plans are to be prepared in accordance with the latest design standards and practices (Manual on Uniform Traffic Control Devices), Department's Standard Specifications, Indexes, Department's Plans Preparation Manual, and shall be accurate, legible, complete in design, drawn to the scale indicated in the Department's manuals and furnished in reproducible form.

G. Structures Plans

All structures plans shall be prepared in accordance with the latest Department's Structures Manual, and interims and other Department's standards, policies, procedures, applicable temporary design bulletins and directions from the State and District Structures Design Engineer. This shall be accurate, legible, complete in design, drawn to appropriate scale and furnished in reproducible form on material acceptable to the Department. All category level II bridge plans shall be peer reviewed by a pre-qualified independent firm not involved with the design team, prior to submittal to the Department.

H. Railroad Coordination

The Department has determined that a Railroad Agreement will not be required with CSX Railroad since the recommendation is to attach to the existing CSX overpass. If the Design/Build Firm does not want to attach to the overpass and pursues another method for installing the conduit, then an Agreement will be required with CSX Railroad for crossing their right of way. The Design/Build Firm will be responsible for all costs required to cross the CSX Railroad right of way.

I. 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 field survey data will be furnished to the District Surveyor in a Department approved digital format, readily available for input and use in CADD Design files. All surveying and mapping work must be accomplished in accordance with the Department's Surveying Procedure, Topic Nos. 550-030-101; Right-of-Way Mapping Procedure, Topic No. 550-030-015; Aerial Surveying Standards for Transportation Projects Procedure, Topic No. 550-020-002. This work must comply with the Minimum Technical Standards for Professional Surveyors and Mappers, Chapter 5J-17, Florida Administrative Code (F.A.C.), pursuant to Section 472.027, Florida Statutes (F.S.) and any special instructions from the Department. This survey also must comply with the Department of Environmental Protection Rule, Chapter 18-5, F.A.C. pursuant to Chapter 177, F.S., and the Department of Environmental Protection.

J. 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 provided by the Department is 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.

K. Submittals

1. Plans

Plans must meet the minimum contents of a particular phase submittal prior to submission for review. Clearly indicate the particular phase of each submittal on the cover sheet. Accompany all component submittals with sufficient information for adjoining components or areas of work to allow for proper evaluation of the component under review.

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

60% Component Plans

- 15 sets of 11" X 17" ITS Plans
- 1 set of 11" X 17" ITS Plans in PDF format
- CCTV Camera Video Survey

90% Component Plans

- 15 sets of 11" X 17" ITS Plans
- 1 set of 11" X 17" ITS Plans in PDF format
- 6 copies of Draft Final Geotechnical Report
- 6 sets of documentation - structures
- 6 sets of power drop calculations
- 6 sets of product cut sheets
- 5 copies of Technical Special Provisions
- Independent Peer reviewer's comments and comment responses
- Cut sheets for Electronic and Networking Equipment

Final Component Plans

- 15 sets of 11" X 17" ITS Plans
- 1 set of 11" X 17" ITS Plans in PDF format
- 6 sets of final documentation
- 6 copies of Final Geotechnical Report
- 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.

Construction Set

- 1 set of 11"X 17" copies of the signed and sealed plans for the Department to stamp "Released for construction"
- 2 sets of electronic plans each in Microstation and PDF format (converted from Microstation)

Deliver the final signed and sealed plans to the Department's Project Manager a minimum of 5 working days prior to construction of that component. The Department's Project Manager will send a copy of a final signed and sealed plans to the appropriate office for review and stamping "Released for Construction". Only stamped signed and sealed plans are valid and all work that the Design/Build Firm performs in advance of the Department's release of Plans will be at the Design/Build Firm's risk.

Record Set

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

- 1 set of 11" X 17" signed and sealed plans
- 1 set of 11" X 17" signed and sealed plans in PDF format
- 15 sets of 11 "X 17" copies of the signed and sealed plans
- 15 sets of final documentation (if different from final component submittal)
- 2 Final Project CDs
- 2 sets of electronic plans each in Microstation and PDF format (converted from Microstation)

The Design/Build Firm's Professional Engineer in responsible charge of the project's design shall professionally endorse (sign and seal and certify) the record prints, the Special Provisions and all reference and support documents. Perform the professional endorsement in accordance with the Department Plans Preparation Manual.

The Design/Build Firm shall complete the record set as the project is constructed. The record set becomes the part of the as-builts at the end of the project. All changes shall be signed/sealed by the Engineer of Record (EOR). The record set shall reflect all changes initiated by the Design/Build Firm or the Department in the form of revisions. The record set shall 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, vehicle detector poles, HAR transmitters and beacon signs, power drops and generator locations, etc. Provide a separate table listing the GPS coordinates for all ITS field elements installed 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 actual splice link loss budget information and the final power drop load calculations.

The Design/Build Firm shall submit the record set on a Final Project CD upon completion of field construction activities and prior to beginning the 30 day Systems Operational test. The CEI shall do a review of the record set prior to final acceptance in order to complete the record set.

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

2. Milestones

Component submittals, in addition to the plan submittals listed in the previous section will be required. In addition to various submittals mentioned throughout this document, the following submittals are required.

- 60% Design Submittal;
- 90% Design Submittal;
- Final Plans;
- Test Evaluation Matrix;
- Test Plan Submittal;
- Training Plan Submittal; and
- As-Built Plans/Record Set Drawings.

The Design/Build Firm shall be responsible for detailed plans checking as outlined in the Plans Preparation Manual (PPM) and as described herein. This includes a checklist of items listed in the PPM for each completed submittal. Plans must meet the minimum contents of a particular phase submittal prior to submission review. The design must be in conformity with the RFP, Attachments, approved preliminary layout and concept as provided in the technical proposal.

The Department must review and approve the signed and sealed design Final Plans before construction activities may begin. 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 impact of future work on this project. Any modification to the construction due to subsequent design changes as the result of design development is solely the Design/Build Firm's risk. Upon review and approval, the Department's reviewer shall stamp the plans "Released for Construction" and initial and date.

The Design/Build Firm's schedule shall allow fifteen (15) working days for Department review time for each design submittal. The submittal of device specifications and equipment product sheets will not be accepted prior to the 90% plans submittal and shall allow fifteen (15) working days for review of each submittal. The review time will begin upon receipt of a complete submittal. No fabrication, casting or construction will occur until all related design, shop drawings, plans, and specifications comments are resolved to the Department's satisfaction.

If utilizing printed literature, such as cut-sheets, to satisfy some or all of the requirements, there shall be no statements within the literature which conflict with this RFP, the MTRs, the Design/Build Firm's written Technical Proposal or causes interpretation problems by the Department. The Design/Build Firm shall cross off, initial any such conflicting statements or data, and attach an appropriate statement clearly indicating how the RFP requirements are fulfilled. Submittals which are, in the judgment of the Department, insufficient to permit proper evaluation will be rejected.

3. Railroad Coordination

The Department has determined that a Railroad Agreement will not be required with CSX Railroad since the recommendation is to attach to the existing CSX overpass. If the Design/Build Firm does not want to attach to the overpass and pursues another method for laying the conduit, then an Agreement will be

required with CSX Railroad for crossing their right of way. The Design/Build Firm will be responsible for all costs required to cross the CSX Railroad right of way.

L. Contract Duration

The Design/Build Firm shall establish the contract duration for the subject project. In no event shall the contract duration exceed **760 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.

M. Project Schedule:

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

- Anticipated Award Date
- Notice-To-Proceed (NTP)
- Design Submittals
- Design Approval for Construction
- Material Acquisition
- Begin Construction
- Design Survey
- Two (2) Design Workshops (one (1) for each of the 60% and 90% plan submittals)
- Design Reviews by the Department and FHWA
- Design Review / Acceptance Milestones
- Materials Quality Tracking
- Geotechnical Investigation
- Test Evaluation Matrix Submittal
- Test Evaluation Matrix Review
- Start of Construction
- Clearing and Grubbing
- Construction Mobilization
- Embankment/Excavation
- Environmental Permit Acquisition
- Foundation Design
- Foundation Construction
- Intelligent Transportation System Design
- Intelligent Transportation System Construction
- Maintenance of Traffic Design
- Maintenance of Traffic Set-Up (per duration)
- Erosion Control
- Test Plan Submittal
- Test Plan Review
- Training Plan Submittal
- Training Plan Review
- Subsystem Testing

- As-Built Plans/Record Drawings
- Coordination with SunGuide® Software Integrator
- Additional Construction Milestones as determined by the Design/Build Firm
- Final Completion Date for All Work

The Design/Build Firm's schedule should allow for a fifteen (15) working days review time for the Department's review of all submittals. The Department will review submittals through the Electronic Review Comment (ERC) system so that applicable Department personnel may comment on the various aspects of the plans. The Design/Build Firm shall designate one person to manage the responses to comments by Department personnel. The fifteen (15) working days review time shall be sufficient granted that the Design/Build Firm conducts design workshops with the Department and its designees prior to the plans phase submittals, and hence, the review time would then be used to make certain plans match comments directed during the workshops.

N. Key Personnel/Staffing

The Design/Build Firm's key personnel identified in the Technical Proposal shall perform and direct all work. Any changes in the indicated personnel shall be subject to review and approval by the Department's Project Manager. The Design/Build Firm shall have available a professional staff that meets the minimum training and experience set forth in F.S. Chapter 455 and applicable ITS Standards.

Those individuals who will be directly involved in the project should have demonstrated experience in the areas delineated in the scope of work. Individuals whose qualifications are presented will be committed to the project for its duration unless otherwise exempted by the Department's Project Manager. Where State of Florida registration or certification is required or deemed appropriate, a copy of the registration or certificate shall be included in the Proposal package.

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. Intelligent Transportation Systems design, procurement, installation and integration;
- b. Fiber optic (single-mode) communications outside plant design, installation, splicing and testing; and
- c. Ethernet communications networks.

The Design/Build Firm shall be required to furnish proof that the individual(s) selected as the system integrator has demonstrated acceptable experience with the Microsoft Clustering and the SunGuide software and shall be capable of providing all SunGuide integration services required for this project.

O. 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. The Design/Build Firm shall contact Ms. Cindy Clemmons, District Public Information Officer, at (863) 519-2362 for coordination with the District Public Information Office. These meetings may include, but are not limited to:

- Project Notice-to-Proceed (Kick-Off) meeting;
- Metropolitan Planning Organization (MPO) meetings;
- County Board Meetings;

- Pre-Construction meeting;
- Pre-Integration meeting;
- Department technical issue resolution;
- Permit agency coordination;
- Local government agency coordination; and
- Design Workshops (for the 60% and 90% plans submittals)
- Scoping Meetings.

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

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

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

A minimum of five (5) primary project/design review meetings (Notice-to-Proceed/Kick-Off, 60% Design Workshop, 90% Design Workshop, Pre-Construction and Pre-Integration) shall be conducted:

Notice-to-Proceed (Kick-Off) Meeting - The purpose of the Kick-Off Meeting will be to review the contract specifications, to ascertain the adequacy of the Design/Build Firm's efforts in defining and understanding the requirements as contained and detailed in these Design and Construction Criteria, and to identify any areas which shall be clarified. In addition, the Project Schedule and QA/QC Plan shall be reviewed.

All action items resulting from this meeting shall be satisfactorily addressed before design and construction-planning activities can begin. All items reviewed at the meeting shall be coordinated with the Design and Construction Criteria to ensure contract compliance.

The meeting will be held at the Department's facilities on a mutually agreeable date within a specified number of calendar days after the Notice-to-Proceed date. All information, review documentation and materials required to conduct and support the meeting including the Project Schedule shall be submitted for review by the Department at least ten (10) calendar days prior to the scheduled meeting date.

The Kick-Off Meeting shall address, at a minimum, the following items:

- Review of coordination issues;
- Review of technical and contractual requirements;
- Review of the QA/QC Plan;
- Review of submittal process and control;
- Review of the action item / problem resolution process;
- Review of detailed Project Schedule; and
- Agree on next project meeting and tentative project meeting schedule.

60% Design Workshop – The purpose of the 60% Design Workshop is for the Department and the Design/Build Firm to meet and discuss the preliminary 60% plans submittal at a face-to-face meeting to provide feedback on the initial design. The Design/Build Firm shall submit preliminary 60% plans for

review by the Department at least seven (7) days prior to the workshop. This review is intended to be cursory in nature to flush out any major issues and shall not be considered as an all-encompassing review. During the workshop, the Department and Design/Build Firm shall be involved in a page-by-page review of the plans and discussion of all design issues. Once the workshop is completed, the Design/Build Firm shall revise the design as discussed and submit the formal 60% plans for a 15 working day review by the Department.

90% Design Workshop – The purpose of the 90% Design Workshop is for the Department and the Design/Build Firm to meet and discuss the preliminary 90% plans submittal at a face-to-face meeting to provide feedback on the design. The Design/Build Firm shall submit preliminary 90% plans for review by the Department at least seven (7) days prior to the workshop. This review is intended to be cursory in nature to flush out any major issues and shall not be considered as an all-encompassing review. During the workshop, the Department and Design/Build Firm shall be involved in a page-by-page review of the plans and discussion of all design issues. Once the workshop is completed, the Design/Build Firm shall revise the design as discussed and submit the formal 90% plans for a 15 working day review by the Department.

Pre-Construction Meeting - The purpose of the Pre-Construction Meeting shall be to verify the Design/Build Firm's installation and deployment plans by reviewing factory and pre-installation test results, the Installation/Construction Plan, utility coordination issues, and other issues.

The Pre-Construction Meeting shall be scheduled at least thirty (30) calendar days before the beginning of construction / installation activities. The Design/Build Firm shall identify any concerns regarding deployment and provide detailed information on how such concerns will be addressed and minimized.

The CEI Senior Project Engineer will schedule the Pre-Construction Meeting. The Design/Build Firm shall provide all documentation as required to support the meeting to include detailed functional narrative text, system and subsystem drawings and schematics. Also included shall be the plans and engineering specifications to demonstrate all elements of the proposed design which includes, but is not limited to: technical, functional, and operational requirements; ITS/communications; equipment; termination/patch panels; performance criteria; and details relating to interfaces with other agencies and subsystems.

The Pre-Construction Meeting shall address, at a minimum, the following items:

- Review of the technical and operational details of the I-75 Freeway Management System including, but not limited to, the proposed equipment list, equipment configuration, cabinet layout, network interfaces, fiber splice plan, reconfiguration and fiber utilization plans;
- Review enclosure / cabinet design and configuration;
- Review any outstanding action items/system issues from previous project meetings;
- Identify and document all unresolved items with action responsibilities defined;
- Review all Test Results Submittals submitted and reviewed to date; provide status of test plans;
- Review of the Installation/Construction Plans;
- Review of detailed Integration Plans and schedule;
- Submittal of the Test Evaluation Matrix for review;
- Submittal of the Test Plans for review;
- Review plans for maintaining existing operations during the construction and integration activities of this project;

- Review of MOT and lane closure plans, if any; and
- Review any potential safety issues during installation.

All action items resulting from the Pre-Construction Meeting shall be satisfactorily addressed by the Design/Build Firm and reviewed and approved by the Department before granting final Pre-Construction Meeting approval. Construction shall not commence until all actions have been resolved.

All items reviewed at the Pre-Construction Meeting shall be coordinated with the RFP to ensure contract compliance with all items. Approval of the Pre-Construction Meeting does not release the Design/Build Firm's overall responsibility for ensuring that all design requirements, as specified, have been achieved in the final design and implementation.

Pre-Integration Meeting - The purpose of the Pre-Integration Meeting shall be to verify the Design/Build Firm's integration plans by reviewing proposed splicing diagrams, device placement plans, IP addressing schemes, proposed RTMC network upgrades, and other network design issues.

The Pre-Integration Meeting shall occur at least thirty (30) calendar days before the beginning of integration activities. The Design/Build Firm shall identify any concerns regarding the integration and provide detailed information on how to address and minimize such concerns.

The CEI Senior Project Engineer will schedule the Pre-Integration Meeting. The Design/Build Firm shall provide all documentation as required to support the meeting to include detailed functional narrative text, system and subsystem drawings and schematics. Also included shall be the device installation worksheets to demonstrate all elements of the proposed design which includes, but is not limited to: technical, functional, and operational requirements; ITS/communications; equipment; termination/patch panels; performance criteria; and details relating to interfaces with other agencies and subsystems.

The Pre-Integration Meeting shall address, at a minimum, the following items:

- The site survey to prepare the creation of the system database, configuration files, system graphics, and other preparatory work for the integration of the SunGuide® software.
- Troubleshooting of any Design/Build Firm-installed hardware issues (both field and central) that affect the integration work.
- Preparing for the installation of the hardware and software required to operate the vendor provided and SunGuide® software.
- Provide ITS field device information, such as equipment configuration diagrams, IP addresses, protocols, and documentation (e.g., users' manual, troubleshooting guide, etc.).
- Provide the configuration of the ITS field devices for integration with the SunGuide® software, including link, lane, roadway, and device configurations.
- Provide post-installation services after testing the SunGuide® software. The services shall include populating the database and tables and creating map links.
- Procurement of all software licenses for servers and workstations.

All action items resulting from the Pre-Integration Meeting shall be satisfactorily addressed by the Design/Build Firm and reviewed and approved by the Department before granting final Pre-Integration Meeting approval. Integration shall not commence until all actions have been resolved.

All items reviewed at the Pre-Integration Meeting shall be coordinated with the RFP to ensure contract compliance with all items. Approval of the Pre-Integration Meeting does not release the Design/Build Firm's overall responsibility for ensuring that all design requirements, as specified, have been achieved in the final design and implementation.

P. 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) has been hired by the Department to carry out an exhaustive Public Involvement Campaign and a marketing effort. The Design/Build Firm shall contact Ms. Cindy Clemmons, District Public Information Officer, at (863) 519-2362 for coordination with the District Public Information Office. The Design/Build Firm will continue to be part of the Public Involvement effort but on a limited basis as described below.

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 personnel to assist the Department's Project Representative/PIC. The Design/Build Firm shall forward all requests for group meetings to the Construction Project Manager (CPM) and the PIC. The Design/Build Firm shall inform the CPM and 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.

Q. 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 QMP, 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. 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 QC Plan in accordance with Section 105 of Standard Specifications which describes their QC procedures to verify, check, and maintain control of key construction processes and materials.

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

Prepare and submit to the Engineer a Job Guide Schedule (JGS) using the Laboratory Information Management System (LIMS), 21 calendar days prior to commencement of construction. Update the Job Guide Schedule and submit it to the Engineer prior to each monthly progress estimate. The Department may not authorize payment of any progress estimate not accompanied by an up-to-date JGS. Maintain the JGS throughout the project, including the quantity placed since the previous submittal, and total to date quantity and any additional materials placed. Do not commence work activities that require testing until the JGS has been reviewed and accepted by the Engineer. At final acceptance, submit a final JGS that includes all materials used on the project in the same format as the monthly reports.

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

R. 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.

S. Schedule of Values

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

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

T. 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 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.

U. Construction Engineering and Inspection

The Department is responsible for providing CEI and QA Engineering.

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

V. 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.

Per FHWA guidance, the Systems Engineering Process consists of tying contract and functional requirements to verification methods using a Requirements Traceability Verification Matrix (RTVM). The Department shall provide the project RTVM to the Design/Build Firm for their use in verifying that all project requirements are met. The RTVM is a table that lists requirements from the RFP and MTR by section and description. The Design/Build Firm must verify each requirement within the RTVM using one of four methods of verification: analysis, demonstration, inspection or testing. The final completed RTVM shall be delivered to the Department prior to Final Acceptance.

All items requiring a test must be included in the Design/Build Firm developed Test Evaluation Matrix. The Design/Build Firm shall utilize this Test Evaluation Matrix to develop the project test plans for the Factory Acceptance Tests, Standalone Tests, Subsystem Tests and 30 consecutive calendar day Operational Test.

W. 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:

- CCTV camera system components
- Vehicle detection system components
- DMS system components
- HAR and RWIS system components
- Communication components – Test equipment and software/hardware
- 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 their technical proposal for features proposed by the Design/Build Firm.

X. 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.

The Design/Build Firm shall be responsible for coordinating with the Department's design consultants who are developing plans for future I-75 improvements within Sarasota and Manatee Counties.

Listed below are ongoing projects within the FMS limits. This list is not all inclusive.

- Sarasota ATMS Phases 1-3 – TRIP/JPA projects managed by Sarasota County
- 406314-5-52-01 – I-75 at Laurel Road, includes traffic signal work

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

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

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

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, the Design/Build Firm EOR will be responsible for developing the design solution to the construction problem and the District Resident Engineer will be responsible for review and response within 10 working days. The District Resident Engineer will either concur with the proposed solution or, if the District Resident Engineer has concerns, the issue will be escalated as described in the process below.
- If the resolution does alter the original intent of the Technical Proposal/RFP, the EOR will develop the proposed solution, copy in the District Resident Engineer, and send it to the District Construction Office for review and response through the Department Project Manager. The District Construction Office will respond to the proposed solution within 10 working days. The District Construction Office will either concur with the proposed solution or, if the District Resident Engineer has concerns, the issue will be escalated as described in the process below. Changes to the original intent of the Technical Proposal/RFP will require a contract change order and FHWA approval.
- The Department has established the issue escalation process for construction questions and conflict resolution that the Design/Build Firm shall follow unless revised by the Partnering Agreement. All issues are to be directed to the Department Project Manager. If the issue cannot be resolved at this level, the Department Project Manager shall forward the issue to the next level in the process. The escalation process begins with the District Construction Engineer, followed by the Director of Transportation Operations, and finally to the District Secretary. Each level shall have a maximum of three working days to answer, resolve or address the issue. This three-day window is a response time and does not infer resolution. Questions may be expressed verbally and followed up in writing. The Department Project Manager will respond in a timely manner but not to exceed three working days. The Design/Build Firm shall provide any available supporting documentation.

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

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

VI. Design and Construction Criteria.

A. General

The Design/Build Firm shall be responsible for: detailed plan checking as outlined in the PPM, 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. Roadway submittals may be broken down into grading, drainage, walls, ITS, signing & pavement marking, signalization, landscaping and final geometry components. The component design must be in conformity with the Design and Construction Criteria requirements, approved preliminary layout and concept as provided in the Technical Proposal.

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

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

The FMS components shall be placed 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 right-of-way. The Design/Build Firm shall take responsibility for litter removal and mowing a five foot perimeter around all installed boxes, pole/device installations, staging areas, and stockpile areas. The Design/Build Firm shall coordinate with affected local maintaining agencies to eliminate work conflicts. This total cost shall be included in the Design/Build Firm's price proposal.

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 concrete poles (except index 17504, service point details) shall have concrete foundations to be designed by a licensed structural engineer.

Attachment 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.

Existing signal structures and foundations (mast arms, strain pole, etc..) that will carry additional loads shall be investigated for structural adequacy according to current standards by a licensed structural engineer.

B. Geotechnical Services

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

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.

The Design-Build Firm shall develop a Foundation Plan (FP) for drilled shaft construction. Submit the proposed FP to the CEI Geotechnical 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 Geotechnical 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 Geotechnical 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 Geotechnical 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 ft 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 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 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 copies of the Foundation Certification Package signed and sealed by the Geotechnical Foundation Design Engineer of Record to FDOT within three 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 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 Cross-Hole Sonic Logging (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 copies of the Foundation Certification Package signed and sealed by the Geotechnical Foundation Design Engineer of Record to FDOT within three 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 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 Sunshine State One Call Design to Dig 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 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 Design/Build Firm shall be responsible for performing or arranging for the performance of all utility work and for paying all costs associated herewith including, but not limited to:

- Locate by physical exposure and establishment of both vertical and horizontal limits of all existing facilities within ten (10) feet of the proposed fiber installation. The department will provide locates for FDOT owned facilities.
- Notify and keep all utility agencies/owners informed.
- Determine what work is necessary for utilities that are impacted. Including, but not limited to: design around, if possible, protect, adjust, and/or relocate.
- Obtain all necessary arrangements and/or permits, and otherwise comply with applicable laws, including, but not limited to, Sunshine One Call obligation under Chapter 556, Florida Statutes.

Any utilities within Department right-of-way in the project area that are in conflict with the proposed construction shall be redesigned and relocated at the Design/Build Firm's expense, in accordance with provisions in the permit(s), the current Utility Accommodation Manual, Section 337.403, Florida Statutes and/or Rule 14-46.001 of the Florida Administrative Code. All costs associated with utility relocation work shall be included as part of the Price Proposal. The work may be performed by, either the utility owner or the Design/Build Firm. If the utility owner chooses to allow the Design/Build Firm to do utility relocation/construction, then a Storm Water Pollution Prevention Plan (SWPPP) and Erosion Control Plan (ECP) must be approved before commencing construction.

It is the Design/Build Firm's responsibility to identify and contact all appropriate utility owners that will be affected by construction. The Department will make available to the Design/Build Firm for inspection all utility permits and utility relocation information upon written request; however, the Department makes no representation as to the completeness or accuracy of such information and the Design-Build Firm relies on the completeness or accuracy of such information at its own risk.

It is anticipated that Department, Sarasota County, Manatee County and local road and utility construction projects will be in progress during the life of this Contract. The Design/Build Firm shall be required to coordinate their construction operations with those of other Firms doing work for the State, County and City governments. This coordination includes on-site cooperation and scheduling of work to eliminate or minimize any rework or duplication of effort.

If a utility is impacted by the design or unintentionally during construction, the cost of the relocation/repair will be the responsibility of the Design/Build Firm. If the utility is not being impacted by construction, but the utility owner desires to relocate the utility, the cost of the relocation will be the responsibility of the utility company.

The Design/Build Firm shall make every attempt to design around existing utilities, minimizing impact. Any potential utility conflict shall be physically exposed and verified both vertically and horizontally prior to any excavation. Plans shall be provided to the Department showing existing and proposed utility locations and their relationships to the proposed construction. It will be the Design/Build Firm's responsibility to coordinate and resolve all utility impacts with each of the utility companies. It therefore becomes the Design/Build Firm's liability for all construction delays due to utility conflicts and the Design/Build Firm's responsibility for all damages done to existing utilities. This includes all relocations and protection during construction.

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 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.

UA/O	Eligible for Reimbursement (Y/N)
ATT/T	Y
BRADEN RIVER UTILITIES, INC.	Y
CITY OF BRADENTON	Y
FLORIDA GAS TRANSMISSION-FT MYERS	Y
FLORIDA POWER & LIGHT	Y
FPL FIBERNET	Y

UA/O	Eligible for Reimbursement (Y/N)
FLORIDA POWER & LIGHT	Y
GULFSTREAM NATURAL GAS SYSTEM, L.L.C.	Y
VERIZON FLORIDA INC	Y
LAKWOOD RANCH COMMUNITY DEVELOPMENT DI	Y
BRIGHT HOUSE NETWORKS MANATEE	Y
MANATEE COUNTY TRANSPORTATION/UTILITY	Y
TECO - PEOPLES GAS- SARASOTA	Y
PEACE RIVER ELECTRIC COOPERATIVE, INC.	Y
SARASOTA COUNTY TRAFFIC	Y
SARASOTA COUNTY UTILITIES	Y
COMCAST CALBEVISION OF WEST FLORIDA	Y
AQUA UTILITIES FLORIDA INC	Y
CITY OF NORTH PORT UTILITIES	Y
CITY OF SARASOTA PUBLIC WORKS	Y
CITY OF VENICE UTILITIES DEPT.	Y
LEVEL 3 COMMUNICATIONS LLC	Y
PEACE RIVER/ MANASOTA REGIONAL WATER SU	Y

It is the intention of the Department that the Design/Build Firm makes every effort to avoid impacting all existing utilities to the fullest extent and the plan design shall reflect this direction.

D. Intelligent Transportation System (ITS)

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; HAR; RWIS; emergency generator back-up system; fiber optics backbone cable; communications between ITS field elements and the RTMC and the STMC. 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 – Install CCTV cameras 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 CCTV cameras in the median or on an overpass. Convert the 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 right-of-way 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 STMC and bi-directional control of the cameras. The CCTV cameras installed as part of this project will be located on new concrete poles.

Detectors – Install non-intrusive vehicle detectors 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 detectors in the median or on an overpass. Each detector shall be capable of detecting up to eight lanes of vehicles and shall provide roadway vehicle information including speed, volume, and occupancy. In no way shall the installation of detectors impede vehicular traffic. Transmit the detection data to the RTMC and STMC 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 and STMC. It is the responsibility of the Design/Build Firm to verify the right-of-way for all proposed detector locations and provide final locations of the detectors. The detectors located within the project will be located on new concrete poles.

DMS – Install 25 DMSs as part of this project. Attachment B – Conceptual Device Layout shows the potential locations of the proposed DMS. The Design/Build Firm is responsible for determining the actual number and locations needed to meet the requirements of the MTRs. Mount the DMSs on steel overhead cantilever or truss structures. The DMSs will be capable of displaying text messages to motorists. In no way shall the installation of DMSs impede vehicular traffic. Transmit the bi-directional data from the DMSs to the RTMC and STMC 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 and STMC. It is the responsibility of the Design/Build Firm to verify the right-of-way for all proposed DMS locations and provide final locations of the DMS.

HAR – Install 10 HAR transmitters and 20 beacon signs as part of this project. Attachment B – Conceptual Device Layout shows the potential locations of the proposed HAR system. The Design/Build Firm is responsible for determining the actual number and location needed to meet the requirements of the MTRs. The HAR system will provide continuous coverage within the project limits providing a synchronized global message to all transmitters. The system will also provide each transmitter in the system with the ability to broadcast a different unique message. The system will provide for adjustment of each transmitter's output to minimize overlap between transmitters when transmitting different messages. Transmit the HAR data through the fiber optic cable utilizing Ethernet technology. The Design/Build Firm will identify all equipment that is necessary to transmit data from the RTMC and STMC. It is the responsibility of the Design/Build Firm to verify the right-of-way for the proposed HAR locations and to provide the final locations of the HAR components.

RWIS – Install two (2) RWIS units as part of this project. Attachment B – Conceptual Device Layout shows the potential locations of the proposed RWIS. The Design/Build Firm is responsible for determining the final locations of the RWIS installations. Mount the RWIS along the roadside following the method recommended by the vendor. The RWIS will be capable of providing data on conditions of the roadway. Transmit the RWIS data 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 and STMC. It is the responsibility of the Design/Build Firm to verify the right-of-way for the proposed RWIS location and to provide the final location for the RWIS.

Communications Infrastructure – Communications from the ITS field elements to the RTMC and STMC will be 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 design the communications utilizing a series of 100 and 1000 Mbps Ethernet switches. The Design/Build Firm shall identify the number and locations of the communication hubs that would house the 1000 Mbps (Gig-E) Ethernet switches. House the Ethernet switches in an environmentally controlled cabinet or building, so to not impede the functionality of the Ethernet switches in any manner. Each ITS field element location shall include an IP Edge Switch that in turn connects to a Hub switch. 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 and STMC. The communications connection to the STMC is via an existing 48-strand fiber optic trunkline between the STMC facility and the SR 70 interchange. The Design/Build Firm will test the 48-strand fiber within 30 days of contract execution (after providing 10 days advance notice to the Department), and will notify the Department of the condition of the existing fiber regarding the quality of the communication link to the STMC within 15 days of the test. The Department will perform any necessary repairs to the 48-strand fiber trunkline.

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 NTCIP protocol (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/>.

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, RWIS, HAR, and VDS, as an individual system. It is the responsibility of the Design/Build Firm to integrate the subsystems into the RTMC and STMC. The Design/Build Firm shall integrate the individual ITS field elements (i.e., CCTV cameras, DMSs, HAR, and detection devices) with the respective vendor-provided subsystem software such that each of the subsystems operates as a stand-alone system.

The integration of various subsystems with the central SunGuide® software is the responsibility of the Design/Build Firm. Coordinate the integration with the SWIFT SunGuide® Center IT Manager after the Design/Build Firm tests and the Department accepts the individual ITS subsystems. 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.

The Design/Build firm shall provide all equipment necessary to integrate the new video feeds into the existing video wall display at the RTMC and the new video wall display at the STMC.

The Design/Build Firm shall provide all equipment necessary to integrate the new emergency generator back-up system into the existing RTMC and the new STMS for remote monitoring of permanent mount generators with automatic transfer switches.

The Design/Build Firm shall provide furniture for the offices at the Sarasota-Manatee County STMC as described in the MTRs. All installed furniture shall be fully assembled and functional for an office environment.

Training Services – Provide complete training for the operations and maintenance of ITS subsystems – CCTV cameras, DMSs, RWIS, the HAR system, VDS, communication, emergency generator back-up system 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

E. 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
 - RWIS configuration and mounting
 - 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 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.

F. Roadway Plans

General:

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

Design Analysis:

The Design/Build Firm shall develop and submit a signed and sealed Typical Section Package for review and concurrence by the Department and FHWA on Federal Aid Oversight Projects.

Any deviation from the Department's design criteria will require a design variation and any deviation from AASHTO will require a design exception. If a Design/Build Firm requests a variance or exception during the technical proposal phase, it must be discussed during the pre-bid meeting or prior to the information cut-off date. All such variances and exceptions must be approved or disapproved prior to the information cut-off date and such variances and exceptions will be disclosed to all the Design/Build Firms.

These packages shall include the following:

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

G. Geometric:

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

The design elements shall include, but not be limited to, the horizontal and vertical alignments, lane widths, shoulder widths, median widths, cross slopes, borders, sight distance, side slopes, front slopes and ditches. The geometric design developed by the Design/Build Firm shall be an engineering solution that is not merely an adherence to the minimum AASHTO and/or Department standards.

H. 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

I. Structure Plans

Not Applicable to this Project – Please see Section VI, D for information regarding device support structures.

J. Specifications:

Department Specifications may not be modified or revised. The Design/Build Firm shall also include all Technical Special Provisions, which will apply to the work in the proposal. Technical Special Provisions shall be written only for items not addressed by Department Specifications, and shall not be used as a means of changing Department Specifications. This project is Federally Funded and all applicable Federal Aid Specifications shall apply. This project shall also include SP 0081300, Damage Recovery, Partnering and Disputes Review Board.

Before construction activities can begin, the Design/Build Firm shall prepare and submit a signed and sealed Construction Specifications Package for the project, containing all applicable Division II and III Special Provisions and Supplement Specifications from the Specifications Workbook in effect at the time the Bid Price Proposals were due in the District Office. The Specifications Package shall be prepared by the individual(s) identified in the Technical Proposal as having successfully completed the mandatory Specifications Preparations Training.

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

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

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

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

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

The Design/Build Firm must account for a fifteen (15) working day review time in its schedule. Upon review by the Department, the Construction Specifications Package will be stamped “Released for Construction” and initialed and dated by the reviewer.

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

K. Shop Drawings

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

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 right-of-way where direct access is not permitted.
5. Proper coordination with adjacent construction projects and maintaining agencies.

M. Stormwater Pollution Prevention Plans (SWPPP)

The Design/Build Firm shall prepare an erosion control plan that complies with the SWPPP as required by the National Pollution Discharge Elimination System (NPDES). The Design/Build Firm shall refer to the PPM for information in regard to the SWPPP and Florida Department of Environmental Protection (FDEP) Rule 62-25 for requirements on the erosion control plan. Detailed limits of the erosion control items will be necessary but may be shown on the roadway plans sheets. This plan shall be submitted along with the Design/Build Firm’s Certification at least 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 PPM.

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

1. A project that, alone or in combination with other concurrent projects nearby, is anticipated to cause sustained work zone impacts.
2. All Interstate system projects within the boundaries of a designated Transportation Management Area (TMA) that occupy a location for more than three days with either intermittent or continuous lane closures shall be considered as significant projects.

For significant projects, a TMP will consist of three components:

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

Additional information is located 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), and 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

NO LANE CLOSURE SHALL OCCUR UNLESS ALL VIABLE ALTERNATIVES HAVE BEEN EXPLORED AND REASONS FOR THE CLOSURE ARE WARRANTED, JUSTIFIED AND DOCUMENTED. LANE CLOSURES MUST BE APPROVED IN ADVANCE BY THE DEPARTMENT, WHEN ABOVE CONDITIONS ARE MET.

- Allowable lane closure time for all activities authorized by a Florida Department of Transportation (referenced as “Department” from this point) permit will be specified by the department, on the permit.
- Allowable lane closure time in a Department project will be specified in the Maintenance of Traffic Plans.
- A MINIMUM OF TWO WEEK ADVANCE notification of any proposed lane closure exceeding two hours must be provided to the CEI, SWIFT Center (239) 225-9860 , district public information office and law enforcement/fire/EMS.
- Contractors must provide notification to law enforcement agencies, local fire departments and emergency medical services for all lane closures and ramp closures.
- All lane closure requests must include consideration for special events such as major community events, sporting events and concerts.
- Final approval of lane closure restrictions will be provided by the local Operations Center Engineer with concurrence from either the District Maintenance Administrator or the District Construction Engineer
- The Department reserves the right to modify previously approved or specified times of closures when, in the opinion of the Engineer, it becomes necessary to do so.
- The allowable time periods for one lane per direction lane closures along I-75 in Sarasota and Manatee Counties are between the hours of 9:00 PM and 5:00 AM.
- The allowable time periods for two lanes per direction along I-75 in Sarasota and Manatee Counties lane closures are as follow:
 - South of SR 681 – Not Allowed
 - SR 681 to University Pkwy – 11:00 PM to 4:00 AM
 - University Pkwy to US 301 – 11:00 PM to 5:00 AM
 - North of US 301 – 10:00 PM to 5:00 AM
- Lane closures for I-75 ramps will be limited to 11:00 PM to 5:00 AM.
- Work activities with lane closures will be monitored. If, in the opinion of the Engineer, the lane closure is creating undo traffic delay and congestion, he/she may suspend the work and/or modify the lane closure time.
- Lane closures and restrictions for the crossroad structures and approaches shall be coordinated with the maintaining agencies and approved by the Department. The

Design/Build Firm shall obtain a written agreement with the maintaining agency for any lane closures, restrictions or detours.

- Special requests deviating from the referenced time periods must be approved by the Director of Transportation Operations or his designee.

A damage recovery/user cost will be assessed against the Design/Build Firm if all lanes are not open to traffic by the end of the allowable time periods for lane closures as described above.

At the discretion of the Department's Project Representative, damage recovery/user cost shall not be assessed for failure to open lanes if such cause is beyond the control of the Design/Build Firm, i.e., catastrophic events or accidents not related to or caused by the Design/Build Firm's operations. The Department shall have the right to apply as payment on such damages any money that is due to the Design/Build Firm by the Department.

The Design/Build Firm shall coordinate lane closures with all local agencies to avoid conflict with special events.

O. Environmental Services/Permits/Mitigation

Permits are anticipated for this project from the following agencies:

- Southwest Florida Water Management District (SWFWMD)
- U.S. Army Corps of Engineers (USACE)
- Florida Fish and Wildlife Commission (FWC)
- U.S. Environmental Protection Agency (EPA)

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.

Q. Lighting Plans (Not Applicable to this Project)

VII. Technical Proposal Requirements.

A. General

Each Design/Build Firm under consideration 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 identifying labels and with tabs labeled Section 1 through Section 9 with the information, paper size, and page limitation requirements as listed below.

A copy of the "Written Technical Proposal" must also be submitted in electronic format on a CD. The format shall be in Microsoft Word converted into a searchable PDF. format. No macros will be allowed. Minimum font size of 10.

Design/Build Firms are required to submit one (1) original bound copy containing original signatures. Please mark this copy "Original" on the front cover. In addition, submit five (5) independently bound copies of the Technical Proposal. The cover of the submittal package of the Technical Proposal shall contain the following information:

TECHNICAL PROPOSAL
SARASOTA/MANATEE COUNTIES I-75 FMS Design/Build Project
FPID: 414730-1-52-01/414732-1-52-01/414736-1-52-01
Design/Build Firm's Name:
Design/Build Firm's Address:

Submit three CDs of the Technical Proposal in its entirety and six hard copies (one original and five copies) of the Technical Proposal to:

Mr. Ed McKinney
Professional Services Unit Administrator
801 North Broadway Avenue
Bartow, FL 33830
ATTN: Felipe Alvarez, MS 1-67

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: 40

The minimum information to be included:

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

The Design/Build Firm shall present a comprehensive plan for completing the specified work. The plan should address all significant design and construction issues and constraints and should

demonstrate efficient use of manpower, materials, equipment, construction schemes, and techniques for completing the project.

- **Organization and Staffing Plan :**

The Design/Build Firm shall submit a staffing plan clearly illustrating 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 team firms.
3. Man-loading availability for the project.

- **Responsible Office :**

Design/Build Firms considered for this project may have more than one office location. Identify the office assigned responsibility for the work in the Technical Proposal. If proposing to complete different elements of the work at different locations, list those locations in the Technical Proposal.

- **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, maintain coordination with the Department and/or other agencies. Address the suggested method for assuring proper coordination in the Technical Proposal.

- A summary of innovative aspects: Details can be explained in Section 4 4.
- A summary of Design/Build Firm's Value Added Features: The Design/Build Firm will summarize Value Added Features being proposed. Details of criteria will be provided in Section 6.
- A summary of Quality Management: The actual plan will be provided in Section 5.
- A summary of the project schedule: The full schedule will be provided in Section 3.

Section 2: Resumes of Key Project Personnel

- Paper size: 8½" x 11"
- Maximum allowed pages: Each Résumé is limited to one page per person.

- Minimum information to include: Key personnel experience directly related to this project.

Section 3: Proposed Schedule

- Paper size: 8½" x 11" or larger if folded neatly to 8½" x 11"
- Maximum allowed pages: 4
- Identify if the Schedule is based on Calendar or Working Days
- Minimum information to include in the summary CPM schedule of anticipated major milestones and their associated phasing as follows:

Anticipated Award Date
Design Schedule
Design Reviews by the Department
Geotechnical Investigations
Permitting
Start of Construction
Construction Milestones
Construction Phasing and Major MOT shifts
Utility Relocations
Structure Completion Date
Integration Schedule
Acceptance Testing
Burn-in Period
Final Completion Date for all Work

Section 4: Innovative Aspects

- Paper size: 8½" x 11"
- Maximum allowed pages: 3
- Any supportive information associated with the proposed innovative aspects.

Section 5: Quality Management Plan

- Paper size: 8½" x 11"
- Maximum allowed pages: 5
- Minimum information to include shall be in accordance with Section V. N.

Section 6: Design/Build Firm Value Added

- Paper size: 8½" x 11"
- Maximum allowed pages: 5
- Minimum information to include shall be in accordance with Section V. T.

Section 7: Design Support Documents

- Paper size: 8½" x 11"
- Maximum allowed pages: As required
- Minimum information to include shall be in accordance with Section VI. F.

Section 8: Preliminary Plans

- Paper size: 11" x 17"
- Maximum allowed pages: As required

Minimum information to include in the preliminary design plans should represent a typical 30% plans submittal per the PPM and as detailed below:

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. The following criteria are the basis for the technical score for each firm:

Item	Value	Value
1.	Approach and Understanding of Project	20
2.	Organization and Staffing Plan	15
3.	Schedule	10
4.	Innovative Aspects	5
5.	Quality Management Plan	10
6.	Maintainability/Warranty/Value Added	15
7.	Proposed Materials	10
8.	Environmental Protection/Commitments	5
9.	Construction Methods	5
10.	Design	20
11.	Integration Services	25
	MAXIMUM SCORE	140

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

1. **Approach and Understanding of Project (20 points)**

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

2. **Organization and Staffing Plan (15 points)**

Credit shall be given for organization of the Proposer's team, including sub-contractors and sub-consultants for the staffing of the project, including the key staff's experience and skills relevant to the proposed assignments. Highlight team and individual SunGuide® integration experience in this section of the proposal.

3. **Schedule (10 points)**

Credit shall be given for a comprehensive and logical schedule that minimizes contract duration. Provide proper attention to the project's critical path elements.

4. **Innovative Aspects / Concepts (5 points)**

Credit shall be given for the innovative aspects proposed by the team both in the actual design and in how the project will be completed.

5. **Quality Management Plan (10 points)**

Credit shall be given for a timely, complete, and comprehensive QMP that incorporates effective peer reviews and includes all phases of the project.

6. **Maintainability/Warranty/Value Added (15 points)**

Credit shall be given for a design that minimizes periodic and routine maintenance. Consider the following elements: access to provide adequate inspections and maintenance, maintenance of surveillance systems/CCTV camera sites, access to ITS devices not requiring MOT, ITS device extended warranty periods, and quality of construction materials and products. Credit shall be assigned for exceeding minimum material requirements to enhance durability of structural components. Credit shall be given for the extent of the Value Added coverage.

7. **Proposed Materials (10 points)**

Credit shall be given for the proposed materials used that minimize impacts to the traveling public and the environment, reduce costs, improves worker safety, and minimizes contract duration. Credit shall be given for exceeding minimum material requirements to enhance durability of structural components.

8. **Environmental Protection/Commitments (5 points)**

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

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

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

10. **Design (20 points)**

Credit shall be given for the demonstrated knowledge of the specific project integration needs. Credit shall 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
- Structure design

11. **Integration Services (25 points)**

Credit shall be given for the demonstrated knowledge of the specific project integration needs. Credit shall be given for the quality and quantity of integration resources.

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

The Department reserves the right to consider any proposal as non-responsive if any part of the Technical Proposal does not meet established codes and criteria. Also, if PCT is greater than **Maximum Allowable Contract Time (MCT) (760 Calendar Days)**, the proposal will be considered non-responsive.

E. Final Selection Process

After the sealed bids are received, the Department will have a public meeting for the announcement of the Technical Scores and opening of sealed bids. 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 Department has elected to pay responsive shortlisted proposers who are not awarded the contract a stipend to offset some of the costs of preparing their proposals. That stipend will only be payable under the terms and conditions of the stipend agreement, a copy of which is included with this Request for Proposal. This Request for Proposal does not commit the Department 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 \$50,000 and in no way is intended to compensate Firms for the total cost of preparing the Technical and Price Proposals. The Department reserves the right to use any of the concepts or ideas within the Technical Proposal, as the Department deems appropriate.

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

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

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

VIII. BID PROPOSAL REQUIREMENTS.

A. Bid Price Proposal

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

Mr. Ed McKinney
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.