



*Florida Department of Transportation*  
*District Two*

**DESIGN-BUILD  
REQUEST FOR PROPOSAL**  
for  
**S.R. 15/U.S. 17 from Holly Point Road East to Elbow Road  
Clay County, Florida**

**Financial Projects Number(s): 208207-4-52-01  
Contract Number: E2Q65**

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**ATTACHMENTS**

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

- Appendix A Typical Section
- Appendix B Tree Protection Table
- Appendix C Division I Design-Build Specifications
- Appendix D Landscape and Irrigation Plans
- Appendix E Perimeter Wall Requirements and Standards

**OTHER DOCUMENTS**

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

All information included in Volumes II and III with this RFP:

- Design-Build Perimeter Wall Concept Plans
- Geotechnical Reports
- Utility Meeting Minutes and Correspondence
- Utility Information
- Draft Utility Work Schedules
- CADD Files
- Survey Data

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## **I. Introduction**

The Florida Department of Transportation (Department) has issued this Request for Proposal (RFP) to solicit competitive bids and proposals from Proposers for the design and construction of improvements within the S.R. 15/U.S. 17 Right-of-Way. Improvements include the construction of perimeter walls on the west and east side of S.R. 15/U.S. 17 in Clay County, Florida. Landscaping will also be provided in the existing raised median and within the right-of-way on the west and east side of the roadway.

Any changes to requirements of the RFP by a Design-Build Firm must be approved by the Department prior to the information cut-off date. These changes will be shared with other Design-Build Firms. Innovative concepts will not be shared with other Design-Build Firms. An innovative concept or idea would be the Design-Build Firms' means and methods in constructing the project and not part of approved changes to the RFP. For this project, the Department considers the following to be requirements of the project that are not to be changed by the Design-Build Firms:

- Wall length and height
- Wall minimum and maximum offsets from right-of-way (4' min, 12' max to centerline of wall panels)
- Wall Material (concrete only)
- Minimum Clearances to underground utilities
- Maximum slopes between sidewalk and wall
- Minimum berm width adjacent to wall

The Department has established the following project goals (presented in order of precedence):

1. Improve operations, safety and mobility to the corridor within the limits described
2. Minimize the inconvenience to the traveling public and adjacent property owners.
3. Enhance aesthetics within the corridor

### **Description of Work**

For clarity, the project/work description is broken down as follows:

- Overview of the work to be completed
- Drainage and Permitting
- Structures
- Right-of-Way
- Landscaping
- Clearing and tree removal
- Geotechnical
- Traffic Control
- Utilities
- Protection of Property

Overview of the work to be completed:

The scope of work for this project includes all investigation, design, permitting, coordination, final approved construction documents and construction activities necessary for the construction of improvements to S.R. 15/U.S.17, an urban six-lane divided arterial highway. The major work items include construction of perimeter walls along the west and east right-of-way within the limits identified and landscaping within the right-of-way along the west and east sides of S.R. 15/U.S. 17. Landscaping will also be provided within the existing raised median within the project limits.

The perimeter wall along the western right-of-way will extend from Station 744+75 to Station 761+25 a distance of approximately 1650 linear feet. This wall shall have a minimum horizontal offset of 4' from the right-of-way and a maximum horizontal offset of 12' from the right-of-way. 2 Utility Access Doors are required and shall be centered at the existing AT&T Vaults (located at Sta. 747+22.9 and Sta. 755+26.5). The perimeter wall along the eastern right-of-way will extend from Station 739+89 to Station 759+42 a distance of approximately 1953 linear feet. This wall shall have a minimum horizontal offset of 4' from the right-of-way and a maximum horizontal offset of 12' from the right-of-way. 6 Utility Access Doors are required and shall be centered at the existing JEA poles (Located at Stas. 741+74.9, 744+58.4, 747+89.8, 750+85.6, 753+64.9 and 756+56.9). The wall height shall be 8' at all locations. The top or bottom of wall profile should approximate that of the wall shown in the concept plans. Any variation in proposed wall elevation greater than 6" over those shown in the concept plans shall be presented in the Design-Build Firms' Technical Proposal and may be rejected by the Department. Post spacings shall not exceed 20'. Any of the approved FDOT Perimeter wall/post options will be allowed, however, special attention is directed to the buried AT&T utility in the western right-of-way and the JEA overhead electric facility (26kVA) in the eastern right-of-way. These and other utilities must remain in their current location and must be protected and accommodated at all times. Temporary outages of these utilities are not allowable. It is anticipated that special post designs, foundation designs, wall openings (access door) design, as well as hand excavation, sleeved foundation construction and other specialized equipment and construction materials will be required to accomplish this project. The Design-Build Firm shall perform adequate investigations and up front designs to ensure that they can construct their proposed design within the time and budget shown in their proposal and bid, while protecting and maintaining the operation of all utilities and satisfying all OSHA requirements.

Prior to performing any foundation construction, the Design-Build Firm shall physically locate the westerly AT&T duct bank at each proposed post location. At any location where the edge of a proposed foundation element will be greater than 12" but less than 24" from the duct bank, the use of steel sleeves placed to a minimum depth of 12" below the bottom of the lowest duct prior to beginning the foundation construction will be required. Any post located 12" or less (edge to edge) from the outermost duct will require the use of a spread footing or other specialized design. A minimum vertical clearance of 12" between the top of duct bank and bottom of post or foundation must be maintained at all times.

Prior to beginning construction in the eastern right-of-way, the Design-Build Firm shall physically locate each proposed post and physically verify the clearance to the JEA electric line. The Design-Build Firm shall determine actual vertical clearances at all locations along the proposed wall. The Design-Build Firm shall prepare and submit a work plan showing how all required construction shall be accomplished while maintaining all required OSHA clearances to the overhead electric line. Under no circumstances is the Design-Build Firm to utilize the area beneath the power line as a staging or lay-down area.

All features shall be designed in accordance with all current applicable manuals and guidelines including the Department, FHWA, AASHTO, and as specified in this document. No design variances have been approved for this project. The Design-Build Firm must identify any proposed variations or exceptions in their Technical Proposal.

The Department, under separate contract, has produced Design-Build Concept Plans (FPID 208207-4-52-01). The Design-Build Concept Plans are included in Volume II with this RFP and are supplied to the Design-Build Team Firm for information purposes only. The Design-Build Firm is referred to said plans as a means of communicating locations. The Design-Build Firm, as Engineer of Record, however; is responsible for providing all final approved construction documents. In addition to final construction documents, the Design-Build Firm shall provide and furnish all construction activities, utility coordination, tools, equipment, supervision, labor, materials, rentals, subcontractors, profit, overhead and any other costs related to the S.R. 15/U.S. 17 project.

### Drainage and Permitting

The Design-Build Firm shall design the perimeter walls, landscaping and grading to maintain positive drainage at all times during and after construction. The Design-Build Firm shall design the location and size of all necessary drainage openings in the perimeter wall to ensure that no water is trapped on private property or on FDOT right-of-way. Existing drainage patterns prior to the construction should be documented and the Design-Build Firm shall demonstrate that their design does not alter them. Any permits from the St. Johns River Water Management District (SJRWMD), U.S. Army Corps of Engineers (USACOE) or other agency required for construction shall be the responsibility of the Design-Build Firm. No clearing or construction should commence until the Design-Build Firm has obtained any required permits (or notification from the applicable agency that no permit is required).

### Structures

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

Where geometric and utility conditions allow, the Design-Build Firm shall design and construct perimeter walls and wall foundations in accordance with FDOT Developmental Design Standard D5250 Precast Perimeter Wall, which are included in Appendix E. For conditions where the options provided in Developmental Design Standard D5250 cannot meet the minimum utility and OSHA clearances, special designs will be required. Conceptual Wall, Post, and Foundation options to accommodate utilities are provided in Volume II with this RFP for informational purposes only.

Perimeter Wall Finish shall be Fractured Rib on the front face and Smooth Surface on the back face with Class V Surface Finish applied to both faces. No unfinished surfaces shall be allowed. Excessive undulation of the walls' top edge will not be allowed.

As necessary to accommodate installation of foundations, wall panels and posts, tree branches within the right-of-way may be trimmed. The Perimeter Wall panels shall be buried a minimum of 6" and a maximum of 12" below proposed grade, except where existing tree roots are exposed above the final grade. In those locations, wall panels are to have a minimum 2" vertical clearance above tree roots with adjacent foundations adjusted accordingly. Conceptual details to accommodate exposed tree roots are provided in Volume II with this RFP for informational purposes only.

All special designs not in accordance with Developmental Design Standard D5250 will require signing and sealing by a Professional Engineer in the State of Florida, and shall be submitted for review and approval by the Department. Special Designs shall meet the loading and material requirements identified in "Precast Perimeter Wall Instructions", provided in Appendix E.

Utility Access Doors can be either single- or double-doors and may be sliding or hinged/swinging doors and shall be the same height as the adjacent wall panels. If swinging doors are used, they shall swing away from utilities and shall have a minimum swing radius of 150° and shall be attached by a minimum of three hinges to the wall post. If sliding doors are used, they shall slide behind the perimeter wall. Elements supporting a sliding door may be attached to the adjacent perimeter wall panels. Minimum horizontal clear opening shall be 8'-6". When doors are in the open position, the opening shall have no vertical clearance obstruction overhead. The bottom of the opening shall be flush with proposed ground and allow unobstructed passage of maintenance vehicles.

The doors and all connections shall be designed to the same wind load as the perimeter walls. Door material may be comprised of structural steel plates or shapes and/or precast concrete. Door surface finish shall match perimeter wall. Heavy duty corrosion resistant padlocks shall be installed for each

door. Preliminary door concepts shall be presented in the Technical Proposal. Final design of doors shall be signed and sealed by a registered professional engineer in the state of Florida.

**Critical Temporary Retaining Walls:** Whenever the construction of a structural component (such as wall, footing or other such component) requires excavation that may endanger the public or an existing structure that is in use the Design-Build Firm must protect the existing facility and the public. If a critical temporary retaining wall is, therefore, required during the construction stage only, it may be removed and reused after completion of the work. Such systems as steel sheet pilings, soldier beams and lagging or other similar systems are commonly used. In such cases, the Design-Build Firm is responsible for designing and detailing the wall in the set of contract plans. These plans must be signed and sealed by the Structural Engineer in responsible charge of the wall design.

#### Right-of-Way

All clearing, tree trimming, tree removal and construction work shall be confined to the existing FDOT Right-of-Way. The existing right-of-way is depicted in the concept plans. Immediately following notice to proceed and prior to commencing clearing and construction, the Design-Build Firm shall coordinate with the FDOT District 2 Right-of-Way Department to arrange to have the Right-of-Way staked. The Design-Build Firm should allow 4 weeks from notification to the Department for this to occur. The Department will not consider designs which require additional right-of-way or easements.

#### Landscaping

The work shall consist of: removal and replacement of existing soils within the median; removal of existing trees and understory; pruning of existing trees; finish grading; design and implementation of a new landscape plan which includes a variety of shade trees such as Cathedral live oaks, understory trees such as crape myrtles, ornamental grasses and Bermuda sod; and mulching. Project includes design and construction of a permanent irrigation system for the median and the right-of-way in front of the perimeter walls. Maintenance, including mowing of the median and right-of-way every 60 days, will be required of the contractor during the contract and throughout the one (1) year establishment period.

#### Clearing and Tree Removal

Trees to remain and be protected within the limits of proposed perimeter wall are tabulated in Appendix B. Prior to removal of any trees, the Design-Build Firm shall flag the trees to be removed and review them with the engineer. Tree stumps shall not be pushed over and removed but shall be ground to a depth 12" below final grade. This is required to avoid damage to the AT&T duct bank or other utilities.

Trees located on private property with limbs that overhang the Department's right-of-way and interfere with construction may be trimmed according to ANSI A300 Specifications. The Design-Build Firm shall ensure that all equipment and materials remain on FDOT right-of-way at all times during tree trimming operations.

#### Geotechnical

The Department, under separate contract, has produced a Geotechnical Report. The Geotechnical report is included in Volume II with this RFP and is supplied to the Design-Build Firm for informational purposes only. The Design-Build Firm is responsible for its own geotechnical investigations, reporting and implementation.

#### Traffic Control

The Design-Build Firm is responsible for developing an acceptable TCP and executing it accordingly. They TCP shall address both vehicular and pedestrian traffic. Lane closures on S.R. 15/U.S. 17 will not be permitted on weekdays between the hours of 6:00 AM and 9:00 AM for northbound traffic and 3:30 PM and 6:30 PM for southbound traffic.

## Utilities

The locations of existing telecommunications, electric, cable television and water utilities are shown on the concept plans and other attachments for informational purpose only. In addition, utility designates/locates and draft utility schedules developed during the 90% design are included in Volume II with this RFP for informational purposes only. The Design-Build Firm shall be responsible for further determining, through the use of non-destructive means, both the horizontal and vertical location of all existing utilities above and below the ground within the project limits and for designing the project to accommodate the utilities in their current locations. The Design-Build Firm shall coordinate with the Utility Owner(s) regarding the protection of their facilities during construction.

Known utilities along with contact information for each are shown below:

- AT&T (Distribution) Buried Duct Bank (1'x2' Conduit & Manhole System) (Transite Material) – Located in western right-of-way. Subsurface locates have been furnished for informational purposes only. This utility must remain and be protected. AT&T (Distribution) Contact: PK Patel, 904-407-2548.
- AT&T (Transmission) Buried Conduits (6-1.5" HDPE) – Located in eastern right-of-way. Approximate locations as provided by AT&T (Transmission) have been furnished for informational purposes only. This utility must remain and be protected. AT&T (Transmission) Contact: Sunil Parray 352-331-9294.
- JEA Overhead Electric (26kVA) – Located in eastern right-of-way. Approximate pole location and clearance to line has been furnished for informational purposes only. This utility must remain protected. JEA Contact: Steve Belanger, 904-665-6583.
- Town of Orange Park Waterline – Located in eastern right-of-way approximate location has been furnished for informational purposes only. This utility is out of service between approximate Sta. 744+40. Rt and approximate Sta. 759+00 Rt. The Design-Build Firm shall obtain service for the irrigation system from the 8" PVC waterline located within the right-of-way at approximate Sta. 760+00 Rt. The in-service portions of this utility must remain and be protected. Town of Orange Park contacts: Cindy Hall, 904-278-3018, Chuck Pavlos (Public Works Director) 904-264-7411
- Comcast Cable (attached to JEA Poles) – Located in eastern right-of-way approximate pole location and clearance to line has been furnished for informational purposes only. This utility must remain and be protected. Comcast Contact: James Rambo, 904-545-3665.

Draft Utility Work Schedules for each utility are included for informational purposes only in Volume II with this RFP.

## Intelligent Transportation System (ITS)/Signalization

The existing FDOT owned ITS and Signalization system shall be protected and maintained at all times during construction. The Design-Build Firm shall locate existing ITS utilities and signalization equipment and design and construct this project so as not to impact the existing systems.

Available existing ITS information is shown on Design-Build Concept Plans and included in Volume II with this RFP for informational purposes only.

## Roadway Lighting

The existing FDOT roadway lighting system shall be protected and maintained during the construction of this project. The overhead power to the light poles may be taken out of service during daylight hours to facilitate construction but must be returned to operation at night. Outages should be coordinated with the engineer and will require a minimum of 48 hours prior notice. The Design-Build Firm shall locate existing lighting utilities and design and construct this project so as not to damage the existing roadway

lighting system.

Available existing lighting information is shown on the Design-Build Concept Plans and included in Volume II with this RFP for informational purposes only.

#### Protection of Property

The Design-Build Firm shall follow the requirements of the *Standard Specifications for Road and Bridge Construction* Section 455-1.1 for the inspection and protection of existing structures during construction activities. In addition the Design-Build Firm shall erect temporary fencing as needed to ensure that any private fences which must be removed to accommodate wall construction do not provide uncontrolled access to private property. Any fencing that is damaged during clearing, tree trimming or construction shall be replaced.

The Design-Build Firm shall also repair and or replace any roadway pavement, curb and gutter, drainage structures, sidewalk, pavement markings or street signs which are damaged or defaced during construction.

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

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

#### **B. Department Responsibility**

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

### **II. Schedule of Events**

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

Date	Event
December 19, 2011 (Monday)	Advertisement
January 10, 2012 (Tuesday)	Expanded Letters of Interest for Phase I of the procurement process due in District Office by 2:00 pm local time
January 19, 2012 (Thursday)	Proposal Evaluators submit Expanded Letter of Interest Scores to Contracting Unit 10:00 am local time
January 24, 2012 (Tuesday)	Public Meeting of Selection Committee to review and confirm Expanded Letter of Interest scores 8:30 am local time
January 24, 2012 (Tuesday)	Notification to Responsive Design-Build Firms of the Expanded Letter of Interest scores 2:00 pm local time
January 26, 2012 (Thursday)	Deadline for all responsive Design-Build firms to affirmatively declare intent to continue to Phase II of the procurement process 2:00 pm local time
January 27, 2012 (Friday)	Shortlist Posting 8:00 am local time
February 2, 2012 (Thursday)	Final RFP provided to Design-Build firms providing Affirmative Declaration of Intent to continue to Phase II of the procurement process
January 26, 2012 (Thursday)	Deadline for submission of written questions prior to the pre-proposal meeting.
February 2, 2012 (Thursday)	Pre-proposal meeting at 10:00 am local time in the District Offices - 1109 S. Marion Avenue; Lake City, Florida 32025. <b>All impacted Utility Agency/Owners are to be invited to the mandatory Pre-proposal meeting.</b>
March 21, 2012 (Wednesday)	Final deadline for submission of questions/requests for information
February 20, 2012 (Monday)	Final deadline for submission of Design Exceptions or Variances
February 8, 2012 (Wednesday)	Alternative Technical Concept Meeting No. 1
February 15, 2012 (Wednesday)	Alternative Technical Concept Meeting No. 2
February 20, 2012 (Monday)	Deadline for submittal of Alternative Technical Concept Proposals 2:00 pm local time.
February 28, 2012 (Tuesday)	Information Cut-off date (Last Date Department may provide any information to Design-Build Firms prior to the submittal of Technical Proposals)
March 6, 2012 (Tuesday)	Technical Proposals due in District Office by 2:00 pm local time
March 15, 2012 (Thursday)	Question and Answer Session. Times will be assigned during the pre-proposal meeting. One hour will be allotted for questions and

	responses.
March 22, 2012 (Thursday)	Deadline for submittal of Written Clarification letter following Question and Answer Session 2:00 pm local time
March 29, 2012 (Thursday)	Price Proposals due in District Office by 2:00 pm local time.
March 29, 2012 (Thursday)	Public announcing of Technical Scores and opening of Price Proposals at 2:00 pm local time in the District Office
April 3, 2012 (Tuesday)	Public Meeting of Selection Committee to determine intended Award
April 3, 2012 (Tuesday)	Posting of the Department's intended decision to Award (will remain posted for 72 hours/days)
April 9, 2012 (Monday)	Anticipated Award Date
April 19, 2012 (Thursday)	Anticipated Execution Date

**Meetings will be held at the Florida Department of Transportation, District 2 Office Complex, located at 1109 S. Marion Avenue, Lake City, Florida 32025.**

Anyone needing special accommodations under the Americans with Disabilities Act of 1990 should send an e-mail to: [patsy.elkins@dot.state.fl.us](mailto:patsy.elkins@dot.state.fl.us) or call telephone number (386) 758-3703. Special accommodation requests under the Americans with Disabilities Act should be made at least seven days prior to the public meeting.

**RESPOND TO:**

Florida Department of Transportation, District 2  
1109 S. Marion Avenue, Mail Station 2015,  
Lake City, Florida 32025-5874,  
Attn: Patsy Elkins

**III. Threshold Requirements**

**A. Qualifications**

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

**B. Joint Venture Firm**

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

If the Proposer is a Joint Venture, the individual empowered by a properly executed Declaration of Joint Venture and Power of Attorney Form shall execute the proposal. The proposal shall clearly identify who

will be responsible for the engineering, quality control, and geotechnical and construction portions of the Work.

**C. Price Proposal Guarantee**

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

**D. Pre-Proposal Meeting**

Attendance at the pre-proposal meeting is mandatory. Any affirmatively declared proposer failing to attend will be deemed non-responsive and automatically disqualified from further consideration. All questions of Proposers to be discussed at the pre-proposal meeting must be submitted in writing by the deadline stated in the Schedule of Events. The purpose of this meeting is to provide a forum for all concerned parties to discuss the proposed project, answer questions on the design and construction criteria, CPM schedule, and method of compensation, instructions for submitting proposals, design exceptions/variances, and other relevant issues. In the event that any discussions or questions at the pre-proposal meeting require, in the Department's opinion, official additions, deletions, or clarifications of the Request for Proposal, the Design and Construction Criteria, or any other document, the Department will issue a written summary of questions and answers or an addendum to this Request for Proposals as the Department determines is appropriate. No oral representations or discussions, which take place at the pre-proposal meeting, will be binding on the Department. FHWA will be invited on oversight projects, in order to discuss the project in detail and to clarify any concerns. 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 Q & A session will occur a minimum of two (2) weeks after the date the Technical Proposal is due, and be part of the Overall Technical Proposal Scoring. The Proposers shall be given a minimum of one (1) week after the Q & A session to submit their Price Proposal. The Department may terminate the Q & A session promptly at the end of the allotted time. The Department may tape record or videotape all or part of the Q & A session. The Q & A session will not constitute "discussions" or negotiations. Proposers will not be permitted to ask questions of the Department except to ask the meaning of a clarification

question posed by the Department. Within one (1) week of the Q & A session, the Design-Build Firm shall submit to the Department a written clarification letter summarizing the answers provided during the Q & A session. The Design-Build Firm shall not include information in the clarification letter which was not discussed during the Q&A session. In the event the Design-Build Firm includes additional information in the clarification letter which was not discussed during the Q&A session and is not otherwise included in the Technical Proposal, such additional information will not be considered by the Department during the evaluation of the Technical Proposal. No additional time will be allowed to research answers.

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

#### **F. Protest Rights**

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

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

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

1. Name, address, telephone number, and Department identifying number on the Notice, if known, and name, address and telephone number of a representative, if any; and
2. An explanation of how substantial interest will be affected by the action described in the Request for Proposals; and
3. A statement of when and how the request for Proposals was received; and
4. A statement of all disputed issues of material fact. If there are none, this must be indicated; and
5. A concise statement of the ultimate facts alleged, as well as the rules and statutes, which entitle to relief; and
6. A demand for relief; and
7. Conform to all other requirements set out in Florida Statutes (F.S.), Chapter 120 and F.A.C., Chapter 28-106, including but not limited to Section 120.57 F.S. and Rules 28-106.301, F.A.C., as may be applicable.

A formal hearing will be held if there are disputed issues of material fact. If a formal hearing is held, this matter will be referred to the Division of Administrative Hearings, where witnesses and evidence may be

presented and other witnesses may be cross-examined before an administrative law judge. If there are no disputed issues of material fact, an informal hearing will be held, in which case the person filing the protest will have the right to provide the Department with any written documentation or legal arguments which they wish the Department to consider.

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

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

### **G. Non-Responsive Proposals**

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

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

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

### **H. Waiver of Irregularities**

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

1. Any design submittals that are part of a proposal shall be deemed preliminary only.
2. Preliminary design submittals may vary from the requirements of the Design and Construction Criteria. The Department, at their discretion, may elect to consider those variations in awarding points to the proposal rather than rejecting the entire proposal.
3. In no event will any such elections by the Department be deemed to be a waiving of the Design and Construction Criteria.
4. The Proposer who is selected for the project will be required to fully comply with the

Design and Construction Criteria for the price bid, regardless that the proposal may have been based on a variation from the Design and Construction Criteria.

5. Proposers shall identify separately all innovative aspects as such in the Technical Proposal. An innovative aspect does not include revisions to specifications or established Department policies. Innovation should be limited to Design-Build Firm's means and methods, roadway alignments, approach to project, use of new products, new uses for established products, etc.
6. The Proposer shall obtain any necessary permits or permit modifications not already provided.
7. Those changes to the Design Concept may be considered together with innovative construction techniques, as well as other areas, as the basis for grading the Technical Proposals in the area of innovative measures.

**I. Modification or Withdrawal of Technical Proposal**

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

**J. Department's Responsibilities**

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

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

**K. Design-Build Contract**

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

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

#### **IV. Disadvantaged Business Enterprise (DBE) Program**

##### **A. DBE Availability Goal Percentage:**

The Department of Transportation has an overall eight and six tenths percent (8.6%) race-neutral DBE goal. This means that the State's goal is to spend at least 8.6% of the highway dollars with Certified DBE's as prime Design-Build Firms or as subcontractors. Race-neutral means that the Department believes that the 8.6% overall goal can be achieved through the normal competitive procurement process. The Department has reviewed this project and assigned a DBE availability goal shown on the bid blank/contract front page under "% DBE Availability Goal". Although not a contract requirement, the Department believes that this DBE percentage can realistically be achieved on this project based on the number of DBE's associated with the different types of work that will be required.

Under 49 Code of Federal Regulations Part 26, if the 8.6% goal is not achieved, the Department may be required to return to a race-conscious program where goals are imposed on individual contracts. The Department encourages all of our Design-Build Firms to actively pursue obtaining bids and quotes from Certified DBE's.

##### **B. Anticipated DBE Participation Statement:**

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

##### **C. Equal Opportunity Reporting System:**

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

##### **D. DBE Supportive Services Providers:**

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

**E. DBE Affirmative Action Plan:**

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

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

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

**F. Bidders Opportunity List:**

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

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

**V. Project Requirements and Provisions for Work**

**A. Governing Regulations:**

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

1. Florida Department of Transportation Roadway Plans Preparation Manuals (PPM)  
<http://www.dot.state.fl.us/rddesign/PPMManual/PPM.shtm>
2. Florida Department of Transportation Design Standards  
<http://www.dot.state.fl.us/rddesign/DesignStandards/Standards.shtm>

3. Florida Department of Transportation Standard Specifications for Road and Bridge Construction (Divisions II & III), Special Provisions and Supplemental Specifications  
<http://www.dot.state.fl.us/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 Handbook (Electronic Field Book)  
<http://www.dot.state.fl.us/surveyingandmapping/regulations.shtm>
6. Florida Department of Transportation Drainage Manual  
<http://www.dot.state.fl.us/rddesign/dr/Manualsandhandbooks.shtm>
7. Florida Department of Transportation Soils and Foundations Handbook  
<http://www.dot.state.fl.us/structures/Manuals/SFH.pdf>
8. Florida Department of Transportation Structures Manual  
<http://www.dot.state.fl.us/structures/manlib.shtm>
9. Florida Department of Transportation Current Structures Design Bulletins  
<http://www.dot.state.fl.us/structures/Memos/currentbulletins.shtm>
10. Florida Department of Transportation Computer Aided Design and Drafting (CADD) Production Criteria Handbook  
<http://www.dot.state.fl.us/ecso/downloads/publications/CriteriaHandBook/>
11. Florida Department of Transportation Production Criteria Handbook CADD Structures Standards  
<http://www.dot.state.fl.us/ecso/downloads/publications/CriteriaHandBook/>
12. Instructions for Design Standards  
<http://www.dot.state.fl.us/structures/IDS/IDSportal.pdf>
13. AASHTO – A Policy on Geometric Design of Highways and Streets  
[https://bookstore.transportation.org/item\\_details.aspx?ID=110](https://bookstore.transportation.org/item_details.aspx?ID=110)
14. MUTCD - 2009  
<http://mutcd.fhwa.dot.gov/>
15. Safe Mobility For Life Program Policy Statement  
<http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/000750001.pdf>
16. Traffic Engineering and Operations Safe Mobility for Life Program  
<http://www.dot.state.fl.us/trafficoperations/Operations/SafetyisGolden.shtm>
17. Florida Department of Transportation American with Disabilities Act (ADA) Compliance – Facilities Access for Persons with Disabilities Procedure  
<http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/625020015.pdf>
18. Florida Department of Transportation Florida Sampling and Testing Methods  
<http://www.dot.state.fl.us/statematerialsoffice/administration/resources/library/publications/fstm/disclaimer.shtm>
19. Florida Department of Transportation Flexible Pavement Coring and Evaluation Procedure  
<http://www.dot.state.fl.us/statematerialsoffice/administration/resources/library/publications/materialsmanual/documents/v1-section32-clean.pdf>

20. Florida Department of Transportation Design Bulletins and Update Memos  
<http://www.dot.state.fl.us/rddesign/updates/files/updates.shtm>
21. Florida Department of Transportation Utility Accommodation Manual  
<http://www.dot.state.fl.us/rddesign/utilities/UAM.shtm>
22. AASHTO LRFD Bridge Design Specifications  
[https://bookstore.transportation.org/category\\_item.aspx?id=BR](https://bookstore.transportation.org/category_item.aspx?id=BR)
23. Florida Department of Transportation Flexible Pavement Design Manual  
<http://www.dot.state.fl.us/pavementmanagement/PUBLICATIONS.shtm>
24. Florida Department of Transportation Rigid Pavement Design Manual  
<http://www.dot.state.fl.us/pavementmanagement/PUBLICATIONS.shtm>
25. Florida Department of Transportation Pavement Type Selection Manual  
<http://www.dot.state.fl.us/pavementmanagement/PUBLICATIONS.shtm>
26. Florida Department of Transportation Right of Way Manual  
<http://www.dot.state.fl.us/rightofway/Documents.shtm>
27. Florida Department of Transportation Intelligent Transportation System Guide Book  
[http://www.dot.state.fl.us/TrafficOperations/Doc\\_Library/Doc\\_Library.shtm](http://www.dot.state.fl.us/TrafficOperations/Doc_Library/Doc_Library.shtm)
28. Federal Highway Administration Checklist and Guidelines for Review of Geotechnical Reports and Preliminary Plans and Specifications  
<http://www.fhwa.dot.gov/engineering/geotech/pubs/reviewguide/checklist.cfm>
29. Florida Department of Transportation Bicycle and Pedestrian Policies and Standards  
[http://www.dot.state.fl.us/safety/ped\\_bike/ped\\_bike\\_standards.shtm](http://www.dot.state.fl.us/safety/ped_bike/ped_bike_standards.shtm)
30. Federal Highway Administration Hydraulic Engineering Circular Number 18 (HEC 18).  
[http://www.fhwa.dot.gov/engineering/hydraulics/library\\_arc.cfm?pub\\_number=17](http://www.fhwa.dot.gov/engineering/hydraulics/library_arc.cfm?pub_number=17)
31. Florida Department of Transportation Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways  
<http://www.dot.state.fl.us/rddesign/FloridaGreenbook/FGB.shtm>
32. Florida Statutes  
<http://www.leg.state.fl.us/Statutes/index.cfm?Mode=View%20Statutes&Submenu=1&Tab=statutes&CFID=14677574&CFTOKEN=80981948>

**B. Innovative Aspects:**

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

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

**1. Alternative Technical Concept (ATC) Proposals**

The ATC process allows innovation, flexibility, time and cost savings on the design and construction of Design-Build projects. ATC's allow the Department to obtain the best value for the public. ATC meeting(s) may be held in order for the Design-Build Firm to propose changes to supplied basic configurations, project scope, design criteria, or construction criteria. The proposed changes shall

provide a solution that is equal or better than what is required by the Request for Proposal (RFP) as determined by the Department. A concept is not an ATC if it reduces quality, performance, reliability or scope or if the proposed concept is contemplated or not specifically prohibited by the RFP.

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

## **2. Submittal and Review of ATC'S**

After the meeting, the District Design Engineer (DDE) will communicate with the appropriate staff (i.e. District Structures Engineer, District Construction Engineer, District Maintenance Engineer, State Structures Engineer, State Roadway Design Engineer, FHWA, as applicable) as necessary, and respond to the Design/Build Firm in writing as to whether the ATC is acceptable, not acceptable, needs additional information or does not qualify as an ATC within two weeks of the ATC meeting. If the DDE or his designee determines that more information is required for the review of an ATC, questions should be prepared by the DDE or his designee to request and receive responses from the Design-Build Firm. The review should be completed within two weeks of the receipt of the ATC. If the review will require additional time, the Design/Build Firm should be notified in advance with an estimated timeframe for completion.

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

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

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

## **3. Contents of ATC Submittal**

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

- a) Description: A description and conceptual drawings of the configuration of the ATC or other appropriate descriptive information, including, if appropriate, product details and a traffic operational analysis;
- b) Usage: The locations where and an explanation of how the ATC would be used on the project;
- c) Deviations: References to requirements of the RFP which are inconsistent with the proposed ATC, an explanation of the nature of the deviations from the requirements and a request for approval of such deviations or a determination that the ATC is consistent with the requirements of the RFP;
- d) Analysis: An analysis justifying use of the ATC and why the deviation, if any, from the requirements of the RFP should be allowed;

- e) Impacts: A preliminary analysis of potential impacts on vehicular traffic (both during and after construction), environmental impacts, community impacts, safety, and life-cycle Project and infrastructure costs, including impacts on the cost of repair, maintenance, and operation;
- f) Risks: A description of added risks to the Department or third parties associated with implementation of the ATC;
- g) Quality: A description of how the ATC is equal or better in quality and performance than the requirements of the RFP; and
- h) Operations: Any changes in operation requirements associated with the ATC, including ease of operations;
- i) Maintenance: Any changes in maintenance requirements associated with the ATC, including ease of maintenance;
- j) Anticipated Life: Any changes in the anticipated life of the item comprising the ATC;
- k) \*Handback: Any changes in Handback Requirements associated with the ATC;
- l) \*Project Revenue: A preliminary analysis of potential impacts on Project Revenue;
- m) \*Payments: A preliminary analysis of potential impacts on the Upfront Concession Payment and Annual Lease Payment

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

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

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

#### **4. Incorporation into Proposal**

The Design-Build Firm will have the option to include any ATC's to which it received approval in their proposal and the Proposal Price should reflect any incorporated ATC's.

By submitting a Proposal, the Design-Build Firm agrees, if it is not selected, to disclosure of its work product to the successful Design-Build Firm, only after receipt of the designated stipend (if applicable) or after award of the contract whichever occurs first.

#### **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. 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 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. 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.

**F. Verification of Existing Conditions:**

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

By execution of the contract, the Design-Build Firm specifically acknowledges and agrees that the

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

**G. Submittals:**

**1. Plans:**

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

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

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

- Plan sheets for the component under review developed to the specified level of detail (i.e. 90% plans, Final plans, etc.),
- A complete set of the most developed plan sheets for all other major elements of the bridge. These sheets shall be marked "For Information Only" on the index sheet. In no case shall a plan sheet be less than 30% complete.
- Design documentation including a complete set of calculations, geotechnical reports, pertinent correspondence, etc. in support of the 90% and final component submittals.
- For Category II bridges component submittals shall also include independent peer review documentation.

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

**90% Component Plans**

- 4 sets of 11" X 17" roadway plans
- 4 sets of 11" X 17" structure plans
- 4 sets of 11" X 17" landscape plans, including irrigation plans
- 2 copies of Final Geotechnical Report
- 2 sets of documentation – roadway/drainage/landscape
- 2 sets of documentation - structures
- 2 copies of Technical Special Provisions
- 2 copies of Specifications with Workbook
- 1 complete project PDF of plans, specification package, and other documents
- Independent Peer reviewer's comments and comment responses
- 1 set of check prints and certification from QA/QC review

**Final Component Plans**

- 4 sets of 11" X 17" roadway plans
- 4 sets of 11" X 17" structure plans

- 4 sets of 11" X 17" landscape plans, including irrigation plans
- 2 sets of final reports and documentation
- 1 signed and sealed copy of Specifications Package
- 2 sets of electronic copies of Technical Special Provisions on CD
- Independent Peer Reviewer's signed and sealed cover letter that all comments have been addressed and resolved.
- 1 set of check prints and certification from QA/QC review
- 1 complete project PDF of plans, specification package and other documents

**Construction Set:**

- 1 set of 11" X 17" copies of the signed and sealed plans and specifications package (including any TSP's) for the Department to stamp "Released for Construction"
- 1 set of CADD files on CD
- 1 PDF set of 11" x 17" signed and sealed construction plans and specifications (including any TSP's), plus any other documents such as design documentation, drainage report, typical section package and pavement design package.
- 2 copies of final Schedule of Values
- 1 hard copy of 11" x 17" signed and sealed plans
- **Independent Peer Reviewer's signed and sealed cover letter that all comments have been addressed and resolved.**

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

**Record Set:**

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

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

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

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

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

**2. Milestones:**

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 milestone submittals will be required.

- Typical Section Package
- Utility Clearance Certifications
- Permits Procurement

**H. Contract Duration:**

The Design-Build Firm shall establish the contract duration for the subject project. In no event shall the contract duration exceed 365 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.

**I. 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 Design-Build Firm's schedule should allow for a fifteen (15) calendar day (excluding Holidays as defined in section 1-3 of the Specifications) review time for the Department's review of all submittals with the exception of Category II structures. The review of Category II structures requires Central Office involvement and the schedule shall allow twenty (20) calendar days (excluding Holidays as defined in section 1-3 of the Specifications) for these reviews.

The minimum number of activities shall be those listed in the payout schedule and those listed below:

- Anticipated Award Date
- Design Submittals
- Design Survey
- Design Reviews by the Department and FHWA
- Design Review / Acceptance Milestones
- Materials Quality Tracking
- Geotechnical Investigation
- Start of Construction
- Clearing and Grubbing
- Construction Mobilization
- Embankment/Excavation
- Environmental Permit Acquisition
- Foundation Design
- Foundation Construction
- Walls Design
- Walls Construction
- Roadway Design
- Roadway Construction

- Signing and Pavement Marking Design
- Signing and Pavement Marking Construction
- Landscape Design
- Landscape Construction
- Maintenance of Traffic Design
- Maintenance of Traffic Set-Up (per duration)
- Erosion Control
- Additional Construction Milestones as determined by the Design-Build Firm
- Final Completion Date for All Work

**J. Key Personnel/Staffing:**

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

**K. Meetings and Progress Reporting:**

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

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

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

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

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

**L. 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 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 his personnel to assist the Department's Project Representative/PIC. The Design-Build Firm shall forward all requests for group meetings to the PIC. The Design-Build Firm shall inform the PIC of any meetings with individuals that occur without prior notice.

4. **Public Workshops, Information Meetings:**

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

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

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

5. **Public Involvement Data:**

The Design-Build Firm is responsible for the following:

- Coordinating with the Public Involvement Consultant.
- Identifying possible permit and review agencies and providing names and contact information for these agencies to the PIC.
- Providing required expertise (staff members) to assist the PIC on an as-needed basis.
- Preparing color graphic renderings and/or computer generated graphics to depict

the proposed improvements for coordination with the Department, local governments, the Urban Design Guidelines Committee, and other agencies.

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

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

**M. Quality Management Plan (QMP):**

**1. Design:**

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

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

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

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

**2. Construction:**

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

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

<http://www.dot.state.fl.us/statematerialsoffice/quality/programs/qualitycontrol/contractor.shtm>

Prepare and submit to the Engineer a Job Guide Schedule (JGS) using the Laboratory Information Management System (LIMS) in accordance with Section 105 of Standard Specifications.

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

**N. 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.

**O. 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.

**P. Computer Automation:**

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

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

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

**Q. Construction Engineering and Inspection:**

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

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

**R. 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.

**S. 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:

- Any products or features the Design-build Firm desires.

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

**T. 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.

**U. Use of Department Owned Right of Way**

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

**V. Design Issue Escalation:**

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

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

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

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

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

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

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

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

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

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

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

### **B. Geotechnical Services**

#### **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 cross-hole 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 all appropriate Sunshine State One Call Tickets.
8. Performing Constructability Reviews of plans prior to construction activities with regard to the installation, removal, temporary removal, de-energizing, deactivation, relocation, or adjustment of utilities.
9. Providing periodic project updates to the Department Project Manager and District Utility Office as requested.
10. Coordination with the Department on any issues that arise concerning reimbursement of utility work costs.

The Department has reviewed the project limits and has determined which utility facilities located within the project limits may be impacted by the Project and whether the cost of any necessary utility work as to that impacted utility is to be borne by the utility or by the Design-Build Firm. That information is contained herein. The following 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)
AT&T (Distribution)	N
AT&T (Transmission)	N
JEA Overhead Electric	N
Town of Orange Park Waterline	N
Comcast Cable	N
FDOT Signalization	N
FDOT ITS	N

The Design-Build Firm is responsible for identifying, locating and designing and constructing the project to accommodate existing utilities. Draft utility work schedules (including contact information) for each known utility have been furnished in Volume II with this RFP for informational purposes only.

**D. Roadway Plans:**

**General:**

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

**Design Analysis:**

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

These packages shall include the following:

1. **Typical Section Package:**

- Transmittal letter
- Location Map
- Roadway Typical Section(s)
  1. Minimum lane, shoulder, median widths
  2. Slopes requirements
- Data Sheet
- Design Speed

2. **Drainage Analysis:**

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

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

The objective is to obtain approved stormwater treatment/attenuation design. This service shall include, but is not limited to the following.

Design, documentation and provision for a storm water conveyance system to provide adequate drainage and to meet state water quality standards within the Department's existing right-of-way.

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

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

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

**E. Geometric:**

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

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

**F. Design Documentation, Computations and Quantities:**

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

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

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

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

**G. Structure Plans:**

1. **Design Analysis:**
  - a. The Design-Build Firm shall submit to the Department final signed and sealed design documentation prepared during the development of the plans.
  - b. The Design-Build Firm shall insure that the final geotechnical recommendations and reports required for design are submitted with the 90% wall plans.
2. **Criteria**

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

- a. All plans and designs are to be prepared in accordance with AASHTO LRFD Bridge Design Specifications, Department Standard Specifications, Structures Manual, Plans Preparation Manual, Department Standard Drawings, Supplemental Specifications, Special Provisions, and directions from the State Structures Design Engineer, Temporary Design Bulletins, Structures Design Office and / or District Structures Design Engineer.
- b. Critical Temporary Retaining Walls: Whenever the construction of a structural component (such as a wall, footing, or other such component)

requires excavation that may endanger the public or an existing structure that is in use the Design-Build Firm must protect the existing facility and the public. If a critical temporary retaining wall is, therefore, required during the construction stage only, it may be removed and reused after completion of the work. Such systems as steel sheet pilings, soldier beams and lagging or other similar systems are commonly used. In such cases, the Design-Build Firm is responsible for designing detailing the wall in the set of contract plans. These plans must be signed and sealed by the Structural Engineer in responsible charge of the wall design.

#### **H. 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.

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

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

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

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

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

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

Upon review by the Department, the Construction Specifications Package will be stamped "Released for Construction" and initialed and dated by the reviewer.

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

#### **I. Shop Drawings:**

The Design-Build Firm shall be responsible for the preparation and approval of all Shop Drawings. Shop

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

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

**J. Sequence of Construction:**

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

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

**K. Stormwater Pollution Prevention Plans (SWPPP)**

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

**L. Temporary Traffic Control Plan:**

**1. Traffic Control Analysis:**

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

The Temporary Traffic Control Plan shall address how to assist with maintenance of traffic throughout

the duration of the contract.

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

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

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

For significant projects a TMP will consist of three components:

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

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

## 2. **Temporary Traffic Control Plans:**

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

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

## 3. **Traffic Control Restrictions:**

Lane closures on S.R. 15/U.S. 17 will not be permitted on weekdays between the hours of 6:00 AM and 9:00 AM for northbound traffic and 3:30 PM and 6:30 PM for southbound traffic. A lane may only be closed during active work periods. Rolling barricades will be allowed during the approved lane closure hours. All lane closures, including ramp closures, must be reported to the local emergency agencies, the media and the District Two information officer. Also, the Design-Build Firm shall develop the project to be able to provide for all lanes of traffic to be open in the event of an emergency or if the lane closure causes a driver delay greater than 20 minutes.

PER FDOT SPECIFICATIONS 8-6.4, SUSPENSION OF CONTRACTOR'S OPERATIONS – HOLIDAYS AND SPECIAL EVENTS, SPECIAL EVENT DAYS FOR THIS PROJECT INCLUDE: The day of the Jaguar home football games (Preseason, Regular including Monday and Thursday Night and postseason)

**M. Environmental Services/Permits/Mitigation:**

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

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

**N. Landscape Plans:**

General

The Design-Build Firm shall prepare a Landscape Plans Package for the project area. This work effort includes the landscape analysis and design needed to prepare a complete set of Landscape Plans, Irrigation Plans, Traffic Control Plans, Environmental Permits and other necessary documents.

Design Analysis

The Design-Build Firm shall develop and submit a signed and sealed Landscape Plan for the project. The Landscape and Irrigation layout must be per the drawings in Appendix D or an FDOT approved Alternative Technical Concept (ATC).

The right-of-way and median areas will require a permanent irrigation system to be designed to fully place water to the root zones of any new plantings and to the sod. An 8" waterline is provided by the Town of Orange Park. This water line is located in the eastern right-of-way at the intersection of Holly Point Road East. This line shall be tapped for the irrigation system. A schedule 40 pvc piping plan with battery operated valves shall be designed and constructed to serve both right-of-way areas and the median. The system shall be designed for minimal overspray on the roadways during system operation. The system shall have a moisture and cold weather sensor which shall temporarily discontinue operations in inclement weather conditions. Ensure that the system has glued joints throughout the plan. Install the system in accordance with all state, county, city and municipal codes. The irrigation plan shall be coordinated with the Town of Orange Park (see Draft Utility Work Schedules for contact information). The Design-Build Firm will be required to utilize directional boring or similar technology for providing irrigation service to the median and eastern right-of-way. No open cutting or trenching across S.R. 15/U.S. 17 will be allowed.

Maintenance, including mowing of the median and right-of-way will be required during the construction period and throughout the one (1) year establishment period.

Replacement/relocation of post-mounted signs in conflict with proposed landscaping shall be included in the bid.

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, 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.

Raised median and landscape beds:

All soil to be placed in the raised medians shall meet the following requirements:

- A minimum of 2.5' of material shall be removed below the existing grade and replaced with landscape soils (this may require sawcutting and removal of existing pavement and base)
- Landscape soil layer shall be sandy/loam texture that is fertile, friable and free of clay lumps, muck, brush, weeds, roots, stumps, stones, asphalt and other extraneous litter or toxic matter harmful to plant growth.
- Soil shall have a pH range of 6.0-7.5.
- Soil shall have a minimum of 5% and a maximum of 10% organic content.
- Soil shall be tested for pH and organic content by a Department approved independent testing laboratory prior to placement. All associated costs shall be the responsibility of the contractor.
- Provide soil sample with soil test analysis to the engineer prior to delivery of material to the site. At the discretion of the engineer additional testing of the material on-site may be required as specified.

## **VII. Technical Proposal Requirements**

### **A. General:**

Each Design-Build Firm being considered for this project is required to submit a Technical Proposal. The proposal shall include sufficient information to enable the Department to evaluate the capability of the Design-Build Firm to provide the desired services. The data shall be significant to the project and shall be innovative, when appropriate, and practical.

### **B. Submittal Requirements:**

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

A copy of the "Written Technical Proposal" must also be submitted in electronic format on a CD. The format shall be in Microsoft Word and the file saved in html. No macros will be allowed. Minimum font size of twelve (12). Graphics and photographs shall be held to a minimum, in the electronic version only, so that Internet loading of the Technical Proposal takes place in 15 seconds or less.

The maximum number of pages for the Technical Proposal shall be 15 typed pages. This page limitation does not include Section 5 Design Support Documents and Section 6 Preliminary Plans. Paper size shall be 8½" x 11", additional larger charts and graphs may be provided if folded neatly to 8½" x 11"

Submit 1 Original, 5 Hard Copies and 2 CDs of the Technical Proposal to  
Department of Transportation, District II  
Attention: Patsy Elkins  
District Contract Office, MS 2015  
1109 south Marion Avenue

Lake City, FL 32025-5874

The minimum information to be included:

Section 1: Summary of Preliminary Plans

- Paper size: 8½" x 11"
- The Design-Build Firm shall present a summary of how their Preliminary Plans address all significant design and construction issues and constraints. Any specialized materials, equipment, construction schemes or techniques required to implement the Preliminary Plans shall be discussed. Specific areas to be addressed include: Perimeter Wall Construction, Landscaping, Irrigation, Utilization of Defined Right-of-Way and Accommodation and Protection of Existing Utilities.

Section 2: Innovative Aspects

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

Section 3: Value Added

- Paper size: 8½" x 11"
- The minimum information to be included shall be in accordance with Section V, S.

Section 4: Proposed Schedule

- Paper size: 8½" x 11" or larger if folded neatly to 8½" x 11"
- Identify if the Schedule is based on Calendar or Working Days
- The minimum information to be included in the summary CPM schedule of anticipated major milestones and their associated phasing as follows:

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

Section 5: Design Support Documents

- Paper size: 8½" x 11"
- Submit to the Department as part of the Technical Proposal any calculations, studies and/or research to support features identified in the Technical Proposal. Technical Special Provisions which apply to the work in the Proposal shall be identified. Technical Special Provisions shall be written only for those items not addressed by the Department's Standard Specifications.

Section 6: Preliminary Plans

- Paper size: 11" x 17"

The minimum information to be included in the Preliminary Plans is as follows

**Roadway**

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

**Structures**

- General Notes
- Plan and elevation
- Proposed Foundation Types and Location
- Proposed Foundation Testing requirements
- Minimum vertical and horizontal clearances
- Basic material properties (concrete strengths, classifications)
- Technical special provisions
- Variations and documentation

**Landscaping**

- Planting Plan
- Proposed Planting type, size and location (spacing)
- Tabulation of number, size and type of plants to be furnished and installed.
- Irrigation Plan

**C. Evaluation Criteria:**

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

Item	Value
1. Design and Subsurface Investigation	15
2. Landscaping	15
3. Aesthetics	15
4. Construction Methods, Utility Accommodation	15
5. Value Added & Innovative Aspects	10
6. Schedule	10
<b>Maximum Score</b>	<b>80</b>

1. **Design and Subsurface Investigation (15 points)**

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

- Design coordination and plans preparation schedule
- Construction coordination plan minimizing design changes
- Subsurface investigation plan
- Wall design

2. **Landscaping (15 points)**

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

- Aesthetic Enhancement
- Maintenance Requirements (low or no maintenance required)
- Drought Hardiness
- Irrigation Proficiency

3. **Aesthetics (15 points)**

Aesthetics will be considered in the geometry, economy, and appropriateness of wall type, wall finishes, shapes, proportion and form. Aesthetics of proposed landscaping will also be considered.

4. **Construction Methods/Utility Accommodation (15 points)**

Credit will be given for construction methods that minimize impacts to the traveling public, property owners and the environment, reduces costs, improves worker safety, and minimizes contract duration. Credit will be given for construction plans that locate, protect and accommodate all existing utilities.

5. **Value Added & Innovative Aspects (10 points)**

Credit will be given for a design that minimizes periodic and routine maintenance and for innovative designs & construction methods that reduce schedule duration, ensure the protection of existing utilities and minimize disruption to adjacent property owners and motorists. The following elements should be considered: access to provide adequate inspections and maintenance, quality of construction materials, accommodation of existing utilities and protection of private property. Credit will be assigned for exceeding minimum material requirements to enhance durability of structural components, accommodating and protecting all existing utilities and for other innovative practices that reduce future maintenance requirements and/or contract duration.

**6. Schedule (10 points)**

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

**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 (Combined Scores from ELOI and Technical Proposal)

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

The Department reserves the right to consider any proposal as non-responsive if any part of the Technical Proposal does not meet established codes and criteria. Also, if proposed contract time (PCT) is greater than Maximum Allowable Contract Time (MCT) (365 days) the proposal will be considered non-responsive.

**E. Final Selection Process:**

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

**F. Stipend Awards: N/A****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:

Department of Transportation, District II  
Attention: Patsy Elkins  
District Contract Office  
1109 South Marion Avenue  
Lake City, FL 32025-5874

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.

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