FDOT

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JIM BOXOLD
SECRETARY

January 28, 2016

ADDENDUM NO. 2

To: ALL DESIGN BUILD FIRMS

FINANCIAL ITEM NUMBER: 409334-1-52-01 & 409334-1-52-02
CONTRACT NUMBER: E3N51
DESCRIPTION: Design Build SR 30 (US 98) Pensacola Bay Bridge Replacement, Escambia and Santa Rosa Counties

---

PROPOSALS TO BE RECEIVED: Thursday, May 5, 2016

This is your authorization to make the following changes to the Final Request for Proposal package you now have for the subject project:

Attached for your use is a redline revision to the Final RFP document previously distributed. The following is a summary of the revisions:

Section I. Introduction, under "New construction of the structures and respective tie-ins to the existing alignment"

- **Added minimum span length requirements at the channel span**
- **Clarified conduit reference**

Section I. Introduction, under "Bridge Aesthetics and type"

- **Clarified concrete surface coating requirements**

Section II. Schedule of Events

- **Added requirement for Draft Aesthetic ATC Proposal**
- **Modified due date for Aesthetic ATC Proposals and created separate due dates for Aesthetic ATC Proposals and Non-Aesthetic ATC Proposals**

Section V. Project Requirements and Provision for Work, Subsection B. Innovative Aspects, Subsection 3. Submittal of ATC Proposals

- **Revised requirements for ATC Aesthetic Proposals**

Section V. Project Requirements and Provision for Work, Subsection B. Innovative Aspects, Subsection 4. Review and Approval of ATC Submittals

- **Revised ATC proposal response details**

Section VI. Design and Construction Criteria, Subsection C. Geotechnical Services, under "Driven Pile Foundations for Bridges and Major Structures"

- Clarified the requirements for satisfactory field performance concerning lateral placement of piles related to the Pile Driving Installation Plan

Section VI. Design and Construction Criteria, Subsection H. Structure Plans, Subsection 2. Criteria

- Item d – removed irrelevant information regarding Section 9 – Importance Classification
- Item o – clarified faux element restrictions
- Item v – revised channel span requirements
- Item w – clarified requirements

Section VI. Design and Construction Criteria, Subsection P. Lighting Plans

- Clarified lighting requirements
- Removed a reference to "continuous" to clarify intent
- Added requirement for remote operation of aesthetic lighting and preset scenes
- Added light dimming capability

Section VI. Design and Construction Criteria, Subsection Q. Signalization and Intelligent Transportation System Plans

- Subsection 1. General - Removed future DMS platform and foundation requirements on the bridges
- Subsection 2. Design and Engineering Services - Removed future DMS platform and foundation requirements on the bridges

Section VII. Technical Proposal Requirements, Subsection B. Submittal Requirements

- Revised FDOT contact to submit proposals to
- Removed references to Landscape Plan requiring specific plant information

Section VIII. Bid Proposal Requirements, Subsection A. Bid Price Proposal

- Revised FDOT contact to submit proposals to

Please use this information when preparing your proposal.

All PROPOSAL HOLDERS please acknowledge receipt of the addendum on the Design Build Proposal of form (form no. 375-020-12), in the space provided.

Sincerely,

Steve Thames
Procurement Manager

cc: Kerrie Harrell, File

Please sign below to acknowledge receipt of Addendum No.2.

Acknowledged by:_____

Florida Department of Transportation
District 3

FINAL

DESIGN-BUILD
REQUEST FOR PROPOSAL

For

SR 30 (US 98) Pensacola Bay Bridge Replacement of Bridge No. 480035

Escambia & Santa Rosa Counties

Financial Projects Number(s): 409334-1-52-01 and 409334-1-52-02
Federal Aid Project Number(s): 4221-091-C
Contract Number: E3N51

Addendum No. 1 - 01/11/16
Addendum No. 2 - 01/28/16

Table of Contents

I. Introduction. 1
A. Design-Build Responsibility 9
B. Department Responsibility 11

II. Schedule of Events 11

III. Threshold Requirements. 13
A. Qualifications 13
B. Joint Venture Firm 13
C. Price Proposal Guarantee 13
D. Pre-Proposal Meeting 13
E. Technical Proposal Page-Turn Meeting 14
F. Question and Answer Session 14
G. Protest Rights 15
H. Non-Responsive Proposals 15
I. Waiver of Irregularities 16
J. Modification or Withdrawal of Technical Proposal 17
K. Department's Responsibilities 17
L. Design-Build Contract 17

IV. Disadvantaged Business Enterprise (DBE) Program. 17
A. DBE Availability Goal Percentage: 17
B. DBE Supportive Services Providers: 17
C. Bidders Opportunity List: 18

V. Project Requirements and Provisions for Work 18
A. Governing Regulations: 18
B. Innovative Aspects: 21
C. Geotechnical Services: 26
D. Department Commitments: 26
E. Environmental Permits: 26
F. Railroad Coordination – N/A 28
G. Survey: 28
H. Verification of Existing Conditions: 28
I. Submittals: 28
J. Contract Duration: 32
K. Project Schedule: 32
L. Key Personnel/Staffing: 34
M. Partner/Teaming Arrangement: 34
N. Meetings and Progress Reporting: 34

O. Public Involvement: 35
P. Quality Management Plan (QMP): 36
Q. Liaison Office: 37
R. Engineers Field Office – N/A 37
S. Schedule of Values: 38
T. Computer Automation: 38
U. Construction Engineering and Inspection: 38
V. Testing: 38
W. Value Added: 38
X. Adjoining Construction Projects: 39
Y. Issue Escalation: 39

VI. Design and Construction Criteria 40
A. General: 40
B. Vibration and Settlement Monitoring 40
C. Geotechnical Services: 41
D. Utility Coordination: 44
E. Roadway Plans: 47
F. Geometric Design: 50
G. Design Documentation, Calculations, and Computations: 51
H. Structure Plans: 51
I. Specifications: 56
J. Shop Drawings: 56
K. Sequence of Construction: 57
L. Stormwater Pollution Prevention Plans (SWPPP): 57
M. Temporary Traffic Control Plan: 57
N. Environmental Services/Permits/Mitigation: 62
O. Signing and Pavement Marking Plans: 66
P. Lighting Plans: 66
Q. Signalization and Intelligent Transportation System Plans: 68
R. Landscape Opportunity Plans: 81

VII. Technical Proposal Requirements: 83
A. General: 83
B. Submittal Requirements: 83
C. Evaluation Criteria: 85
D. Final Selection Formula: 88
E. Final Selection Process: 88
F. Stipend Awards: 89

VIII. Bid Proposal Requirements 89
A. Bid Price Proposal: 89

ATTACHMENTS

The Attachments listed below are hereby incorporated into and made a part of this Request for Proposal (RFP) as though fully set forth herein.

Project Advertisement
Division I Design-Build Specifications
Divisions II and III Special Provisions identified by the Department to be used on the Project:
- Mobilization (SP1010000DB)
- Contractor Quality Control General Requirements (SP1050813DB)
- Structures Foundations (SP4550000DB)
- Road Weather Information System (DEV688)
- Highway Lighting Materials – LED (SP992-2.4)

Value Added Developmental Specifications
- Value Added Bridge Component (DEV475)

FHWA 1273
Permits
NEPA Documents (including PER, EA/FONSI, Section 4(f), Section 7 Biological Opinion, etc.)
Typical Section Package
Pavement Design
Aesthetic Requirements
Right-of-way Certification
Right-of-way Commitments
Workforce and Bituminous Material document
Rendering background files (for Aesthetics Package)

Contract Forms:

1. Design-Build Proposal Of Proposer (Form No. 375-020-12)
2. Design-Build Contract Bond (Form No. 375-020-14)
3. Design-Build Bid Blank Form (Form No. 375-020-17)
4. Contract Affidavit Form (Form No. 375-020-30)
5. Design-Build Bid or Proposal Bond (Form No. 375-020-34)
6. Vendor Certification Regarding Scrutinized Companies Lists (Form No. 375-030-60)
7. Design-Build Bid Proposal Form (Form No. 700-010-65)
8. Design-Build Stipend Agreement (Form No. 700-011-14)

REFERENCE 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 reference and 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 reference 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.

Straight line diagrams
As-Built Plans
ITS As-Built Plans
Roadway Conceptual Plans
Existing Bridge Plans
Existing Bridge Inspection Reports
Existing Bridge Pile Driving Records
Preliminary Geotechnical Data
FDOT Right-of-Way Maps
Conceptual Plans – cadd files
Bathymetric survey
Preliminary Utility Information
Letter from the Mayor of Pensacola
Pensacola Airport Pond information
Escambia County's Artificial Reef Permit Information
City of Gulf Breeze – Bridge debris disposal site permit (Not available at this time)

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 the replacement of the SR 30 (US 98) bridge over Pensacola Bay (Bridge No. 480035) in Escambia and Santa Rosa County, Florida. The project limits will begin at the four-lane section of SR 196 (Bayfront Parkway) west of 17th Street in Pensacola. SR 196 (Bayfront Parkway) will be widened to six lanes and continue to the eastern project terminus. The end of project limit (eastern terminus) will be east of the SR 30 (US 98) intersection with Baybridge Pro Park in Gulf Breeze. The project length is approximately 3.721 miles.

The Design-Build Firm shall include a Landscape Architect duly authorized to practice Landscape Architecture in the State of Florida consistent with State Statute 481 part II. The Design-Build Firm's Landscape Architect (DBLA) shall review and identify future unencumbered landscape areas for this Project. This Project shall reserve landscape opportunities and implement the FDOT Highway Beautification Policy. Landscape construction will be performed by others and not included with this Project. Areas shall be identified in the Design-Build Firm's plans as "future landscape areas to be constructed by others". Coordination will be required by the Design-Build Firm and the District Landscape Architect. Coordination between DBLA, the District Landscape Architect and Design-Build Firm's engineer will be required during the plans development process to ensure landscape opportunities are accommodated within the project limits. The DBLA shall be included in the project kick-off meeting and subsequent progress meetings.

Right-of-way acquisition is currently ongoing to acquire the needed right-of-way for the project as depicted by the latest right-of-way maps. The anticipated right-of-way clear date for the Project is **December 15, 2016.** This right of-way clear date has been utilized to determine the maximum contract duration established in this RFP by the Department. The Design-Build Firm shall utilize this date in determining their schedule for the Project that will be submitted in accordance with the Design-Build Division I Specifications. The Design-Build Firm will be required to obtain a right-of-way certification from the Department for ANY construction activities prior to commencing work.

The Department will be responsible for right-of-way and NEPA clearances and the Design-Build Firm will be responsible for plans, specifications, permits, and utility certification. The Design-Build Firm shall provide sufficient advance notification to allow the Department sufficient time to obtain NEPA clearances as necessary.

Description of Work

New construction of the structures and respective tie-ins to the existing alignment

The Design-Build Firm will be required to design and construct a new bridge crossing of SR 30 (US 98) over Pensacola Bay in Escambia and Santa Rosa Counties, Florida. The westbound and eastbound traffic movements shall be constructed on separate structures. The new bridges shall be designed in accordance with current Project Development and Environment (PD&E) and Project Reevaluation documents provided as an Attachment to this RFP (i.e. NEPA documents). The typical section of each new bridge shall consist of three 12-foot lanes in one direction with 10-foot inside and outside shoulders. The bridges shall include 10-foot wide shared use paths on the outside of each bridge with a concrete barrier separation between the outside roadway shoulder and the path. A 150-foot wide horizontal and 65-foot vertical clearance envelope shall be provided for the main channel through the new bridges. **The minimum span length for the navigation channel span shall be 375-foot and the navigation channel shall be centered in the span.** Riprap protection will be required along the shoreline at both landfalls, at both bridge abutments, along roadway retaining walls and along seawall construction. The abutment and seawall protection for the

bridges shall be provided for the appropriate design life per Department criteria. The limits of any additional seawall and riprap protection shall be provided within the limits of the Design-Build Firm's reconstruction along the coastline.

The Pensacola bridge approach consists of SR 196 (Bayfront Parkway) and SR 30 (Gregory Street). SR 196 is a four lane typical section. Realignment of a portion of SR 196 (Bayfront Parkway) may be required to tie in the roadway with the new bridges. SR 196 (Bayfront Parkway) shall be widened to three lanes in the eastbound direction in advance of the bridges and dual left turn lanes shall be provided to North 17th Avenue. Realignment of a portion of SR 30 (US 98) may be required to tie-in with the new bridges. The westbound traffic movement from the bridge shall split into two-lanes on both SR 196 (Bayfront Parkway) and on SR 30 (Gregory Street). A 10-foot wide shared-use path shall be provided along eastbound SR 196 (Bayfront Parkway) along the entire length of the improvements. A 10-foot wide shared-use path shall be provided along westbound SR 196 (Bayfront Parkway) from the abutments of the proposed bridge to North 17th Avenue. A 5-foot sidewalk shall be provided adjacent to SR 30 (Gregory Street) along the entire length of the improvements. A 5-foot outside shoulder shall be provided on SR 30 (Gregory Street). All pedestrian pathways and bicycle lanes shall be properly transitioned to tie-in to existing roadway elements. The realignment of SR 196 (Bayfront Parkway) shall consist of a curb and gutter section with a raised median to separate opposing traffic. SR 30 (Gregory Street) shall consist of a curb and gutter on the inside (left side) and a minimum 5-foot shoulder on the outside edge. A rural section with 5-foot paved shoulders shall be provided on North 17th Street. North 17th Street shall intersect at SR 196 (Bayfront Parkway) with two right turn lanes and three left turn lanes. A 4-foot wide traffic separator shall be provided at the intersection on North 17th Street. A traffic signal shall be provided at the intersection of SR 196 (Bayfront Parkway) and North 17th Street. The signal installation shall include video detection.

The Gulf Breeze bridge approach consists of SR 30 (US 98), a four-lane suburban / urban section within the limits of the project. The Design-Build Firm shall widen SR 30 (US 98) to a median divided six-lane curb and gutter section. Improvements shall include curbed raised medians, sidewalks, shared use paths, horizontal and vertical realignment of the Gulf Breeze Wayside park access driveways and an enclosed stormwater drainage system.

Evaluate and provide signalization, signage and pavement markings on approaches and departure from each roadway tie-in, side road and driveway.

Pavement subject to temporary striping for maintenance of traffic beyond the limits of reconstruction, realignment or widening shall be milled and resurfaced. This work shall also include any necessary traffic signal work within the limits of reconstruction and/or milling and resurfacing.

The design speed for SR 196 (Bayfront Parkway) and SR 30 (US 98) shall be 45 mph with the exception of the crest vertical curve of the bridges over the main channel span and the associated adjacent sag vertical curves. The vertical geometry of the main channel span shall be designed for a minimum of 50 mph design speed.

The Design-Build Firm shall provide a minimum of 10-feet between the two new structures for maintenance inspection purposes.

The Design-Build Firm shall provide lighting for all approach roadways and the bridge crossing. Aesthetically pleasing roadway lighting and shared use path lighting shall be provided. Bridge substructure lighting will be required on all piers to ensure an aesthetically pleasing profile view of the bridge at night. Aesthetically pleasing lighting shall also be provided for the Gulf Breeze Wayside Park. All under bridge roadway crossings and parking areas shall be lighted as well with under deck lighting.

Roadway retaining walls on the Pensacola and the Gulf Breeze bridge approaches are required. Mechanically Stabilized Earth (MSE) walls shall not be permitted for any areas of the project. Any seawalls or retaining walls where nominal water depths exist to support waves during the 100-year storm will require scour/erosion countermeasures (i.e., toe protection and splash apron if applicable) or designed to resist the 100-year scour.

The Design-Build Firm shall provide a conduit network to support intelligent transportation system (ITS) deployments on the new bridges and approach roadways. The Design-Build Firm shall provide conduit for all lighting and ITS requirements included in this document for the full project limits. All ~~existing~~ conduit spacing available in the bridge barrier walls are anticipated to be needed for lighting and ITS elements. The Design-Build Firm shall provide a design that also considers future conduit locations feasible for private utility companies that would be hidden from an exterior profile view of the bridges.

Bridge Aesthetics and type

The Design-Build Firm will be required to provide aesthetically pleasing bridges as a replacement for the existing bridge. In order to define the minimum required aesthetic elements and shapes, Aesthetic Requirements are included in the Attachments section of this RFP. These graphics depict specific bridge shapes and elements that reflect the minimum structural shape requirements of this project along with other decorative elements. Graphics are being provided in order for Design-Build Firms to develop an understanding of the visual quality of structures required for this contract. A plain standard common FDOT bridge proposal will NOT be accepted. The Design-Build Firms are encouraged to be innovative in their design concepts. The Design-Build Firm shall provide an Aesthetics Package during the Alternative Technical Concept (ATC) process. The Aesthetics Package will be reviewed and the Design-Build Firm will be issued an approval or denial of its proposed concept. Any Design-Build Firm that is issued a denial of their Aesthetics Package will be offered an opportunity to revise and resubmit their Aesthetics Package to attempt to achieve approval of its concept. Design-Build Firms unable to obtain an approval of their Aesthetics Package will be found non-responsive.

In addition to specific aesthetic features of the new structures, the horizontal alignment of the new bridges are required to have tangent alignments connecting the City of Pensacola causeway to the City of Gulf Breeze causeway. Minimal horizontal curves will be allowed to accomplish appropriate tie-ins within the right-of-way. Drastic curvature in the horizontal alignment will not be permitted.

Decorative railing along the outside coping edge of the bridges (adjacent to the shared use path) shall be provided. These railings shall be either Sunshine Infill panel or Broadway Infill panel in FDOT Standard Index 862. Alternate decorative railing types may be proposed in the Design-Build Firm's Aesthetics Package including alternate railing types (i.e. galvanized or special coated color).

Decorative lighting is required similar to the elements depicted in the Aesthetic Requirements. Design-Build Firms shall propose lighting to complement the bridge designs being proposed and not simply match the Aesthetic Requirement graphics.

Retaining walls shall have a textured finish and pleasing aesthetic pattern.

Scenic overlooks shall be provided along the shared use path. Overlooks shall be 10-foot long by 5-foot wide with tapered connections to the path. A minimum of five (5) overlooks shall be provided along the outside edge of each bridge at appropriate spacing.

Class 5 coating, tints and/or stains shall be utilized for all exposed concrete surfaces. The only surface that

is not required to have Class 5 is the bridge riding surface, **pedestrian shared use path (walking surface),** and the approach slab riding surface.

See the ATC section of this RFP for additional requirements for the Design-Build Firm's Aesthetics Package.

Pedestrian Features

One of the primary goals of this project is to provide pedestrian features that emphasize the importance of accommodation of all potential users (i.e. walkers, joggers, bicyclists, etc.). This includes the overall Bay crossing and also providing pedestrian connectivity to the parks and current roadway pedestrian features adjacent to the project limits. The overall aesthetic components of the project are equally as important for vehicular users as well as pedestrians. The pedestrian features shall prominently incorporate ideal viewing of the project's aesthetic components while providing elements in addition to the standard Department sidewalk and/or multiuse paths. The Design-Build Firms are encouraged to be innovative in accommodating pedestrian movement while at the same time creating an ideal pedestrian experience that is unique and attractive to visitors and the local communities. Proper attention to safety and security shall be incorporated in the design elements. Pedestrian features referenced elsewhere in this document (i.e. multi-use paths, sidewalks, lighting, etc.) are only intended as base requirements. The Design-Build Firm shall provide a design that exceeds these basic elements.

Maintenance of the Existing Bridge prior to demolition

Due to the current condition of the existing bridge, the Department will require the Design-Build Firm to maintain the safety of the existing bridge for structural issues while it remains in service. The Design-Build Firm will be required to design and construct repairs for the existing bridge to ensure the bridge does not require posting (reducing the load limit) while the bridge remains in service. This includes obtaining any permits necessary for the work. The Department has completed initial inspections and anticipate the first repairs to be installing carbon fiber wrap to deteriorating superstructure concrete elements and steel superstructure repair for the channel spans. This contract will allocate a Do Not Bid Item to fund the costs of these maintenance repairs to include any necessary design, permitting and construction. The repairs will be tracked, invoiced and paid through a force account process per Article 4-3.2.1 Allowable Costs for Extra Work in the Division I Design-Build Specifications. The Design-Build Firm shall plan to commence the design and construction of the repairs immediately upon issuance of the Notice to Proceed for this contract. Additional repairs may be necessary to ensure posting is not required while the bridge remains in service. The Department will direct when repairs are required in coordination with the Design-Build Firm.

Routine maintenance repairs are intended to be handled outside of the Design-Build contract. Coordination will be required with the Department's Milton Operations Center for any routine repairs.

Construction of Public Facilities including parking and boat parking

The Design-Build Firm will be required to design and construct public facility improvements in accordance with the approved commitments contained in the NEPA documents for this project. On the Pensacola side of the project, the Design-Build Firm will construct improvements within the FDOT parcel located on the west side of SR 30 (US 98). These improvements include a new 5-foot wide sidewalk beginning at the entrance to the Escambia County Fishing Bridge and connecting to the 10-foot shared use path as well as a vehicle entrance connection beginning at the entrance to the Escambia County Fishing Bridge and extending into the FDOT parcel. The existing western access to the FDOT parcel from SR 196 (Bayfront Parkway) shall be removed.

On the Gulf Breeze side, the proposed bridge crossing shall extend beyond the limits of the Gulf Breeze Wayside Park to allow for redevelopment and expansion of the park and to replace amenities impacted by

the new bridges. The Design-Build Firm shall provide a minimum of 18 vehicle-boat trailer spaces and 28 vehicle parking spaces under the end spans of the bridges in accordance with the commitments contained in the NEPA documents. Handicap parking shall be installed as appropriate to ensure compliance with ADA criteria. Two entrance connections on the west and east sides of the Gulf Breeze Wayside Park shall be provided. The two access driveways connecting the Wayside Park to SR 30 (US 98) shall be reconstructed to a two lane curb and gutter typical section including six-foot wide sidewalks connecting the park to SR 30 (US 98). The only remaining parking areas are located adjacent to the picnic pavilions and are not proposed to be milled and resurfaced, as they are outside of the temporary construction easement. Only a portion of the existing entrance roadway on the east side shall be milled and resurfaced. The entrance of the west side shall be reconstructed as depicted in the conceptual plans. The Design-Build Firm shall maintain access to the Gulf Breeze Wayside Park boat launch facility for emergency services use throughout the duration of construction.

In addition to the improvements required by the Section 4(f) commitments for the project, the City of Gulf Breeze has requested a second boat launch be installed as part of this project. The City of Gulf Breeze is currently preparing a second boat launch design and obtaining the necessary permits for the new launch. If the City is able to complete the design of second boat launch in adequate time, the Design-Build Firm shall accommodate this future second boat ramp location in its parking lot circulation design. The second boat launch is anticipated to be constructed after this design build contract.

Demolition of the existing bridge superstructure and substructure

The Design-Build Firm shall demolish and remove the existing bridge, fender system and dolphins. The Design-Build Firm shall be responsible for development of demolition plans outlining details for the work. Demolition plans must include at a minimum, but are not limited to the following: specific requirements pertaining to the demolition work, specific requirements and notes for the relocation (disposal) of the superstructure and substructure, miscellaneous shoreline and approach work, utility identification, maintenance of traffic (MOT) that will ensure all existing lanes remain open, storm water control, sedimentation control, and notes pertaining to the protection of endangered species. Use of explosives for demolition of the existing bridge will not be permitted.

The Design-Build Firm will be required to remove any debris that may still be located under water (i.e. old pile, footings, etc.) that are in conflict with the new bridge construction.

Escambia County currently has permitted artificial reef sites in the area. The Department's preference is to dispose of any feasible bridge debris in these permitted artificial reef sites. The Escambia County artificial reef information is included in the Reference Documents of this RFP.

The concrete debris from the existing bridge will become the responsibility of the Design-Build Firm. One possible use for the for the concrete debris is to process the material in order to meet the Standard Specifications for Coarse Aggregate and/or Reclaimed Concrete Aggregate Base (RCA) enabling the Design-Build Firm to use the bridge material. This is addressed in Sections 901 and 911 in the Standards Specifications for Road and Bridge Construction. The sources of reclaimed Portland Cement Concrete (Existing Bridge) would be treated as a mine, explained in Sections 6 and 105 of the aforementioned Specifications. The Design-Build Firm's crushing operation would produce an aggregate meeting all applicable physical property and gradation requirements. The production equipment and methods used to obtain proper gradation, physical properties etc., shall be explained in the Design-Build Firm's approved quality control plan.

The City of Gulf Breeze is proposing to widen the existing causeway area on the east side of the Wayside Park. The City is currently working to obtain permits in order to place bridge debris in this area and expand

the limits of the causeway into the bay. If the City of Gulf Breeze obtains a permit for bridge debris deposit in their preferred location, the Department's preference will be to dispose of any feasible bridge debris in this permitted site in addition to the previously mentioned Escambia County site.

Accommodation of PD&E in progress for SR 30 (US 98) at 17th Avenue area

The Department is currently beginning a PD&E Study (FPID 437844-1-22-01) for alternate concepts for the area north of the Pensacola Bay Bridge. Although the PD&E is not anticipated to be complete prior to design of the Pensacola Bay Bridge, the Department does want to attempt to accommodate some potential aspects of the alternates that may be considered in the PD&E. The Design-Build Firm shall accommodate the following concepts in its design and shall also provide any additional innovative ideas to help accomplish this goal.

One such concept is an elevated roadway connecting the westbound Pensacola Bay Bridge which will flyover the intersection and potentially connect to SR 30 (Gregory Street). The Design-Build Firm shall accommodate the future construction traffic control phases that will be necessary to maintain 6-lane traffic utilizing the Pensacola Bay Bridges during construction of an elevated roadway. This provision will require the new westbound and eastbound Pensacola Bay Bridges to be separated greater than the minimum 10' width at the tie-in point.

Another issue is the concern for the appropriate end bent elevation at the tie-in to Pensacola. The Department does NOT want to reconstruct Pensacola Bay Bridge if the PD&E concept is constructed for the 17th Avenue intersection improvements. This will require the Design-Build Firm's to construct end bent elevations at a higher elevation to accommodate an elevated roadway tie-in. The Design-Build Firm shall determine that elevation assuming a 16.5' minimum vertical clearance will be provided at the 17th Ave. Intersection.

The Department will continually update the Design-Build Firms on the status of this ongoing PD&E and provide information as it becomes available. Any additional ideas and concepts the Design-Build Firm has to help accommodate this potential future project at 17th Avenue intersection area should be proposed during ATCs and in Technical Proposals.

Miscellaneous work requirements

The Design-Build Firm will be responsible for ensuring the project is designed and constructed with the least amount of utility impacts possible.

It is the intent to always preserve existing vegetation including trees and palms that do not conflict with proposed improvements. Tree and palm protection shall comply with FDOT Standard Index 544. Within the Project limits and within the Project Right-of-Way, it will be the responsibility of the Design-Build Firm to identify and remove all Category 1 invasive exotics as defined by the Florida Exotic Pest Plant Council (www.fleppc.org) and as identified in the Landscape Opportunity Plan.

Due to this project's location in the vicinity of airport runways, the Design-Build Firm will be required to adhere to Federal Aviation Administration (FAA) restrictions related to imaginary airspace elevation and any height restrictions on the new bridges and lighting as well as any vertical limitations for crane heights to be utilized during construction. Please review the following website for FAA contact information - https://oeaaa.faa.gov/oeaaa/external/public/aorMap.jsp

The Design-Build Firm's Engineer of Record will be required to obtain any necessary Aeronautical Structure Number(s) for the project. Please see **https://oeaaa.faa.gov/oeaaa/external/portal.jsp**

The project shall be designed and constructed in accordance with FAA Circular 70/7460-2K, "Proposed Construction or Alteration of Objects That May Affect the Navigable Airspace". If the Design-Build Firm determines that FAA notification is required, the Design-Build Firm shall submit FAA Form 7460-1, "Notice of Proposed Construction or Alternation," electronically via the FAA website.

In addition to FAA requirements, this project is in the vicinity of the Pensacola Naval Air Station airspace. Any special military requirements related to airspace shall be accommodated by the Design-Build Firm.

The Department has existing ITS cameras within the project limits that are operated and maintained by Transcore ITS, LLC. This system is NOT included in the Sunshine One-Call system. Transcore will be responsible for any necessary relocations to any existing ITS systems. The Design-Build Firm shall also include adequate time in the project schedule to accommodate all necessary relocations/modifications/protection to be performed by Transcore. Contact information for Transcore is Jeff Messer, 580 East Burgess Rd., Suite B-1, Pensacola, FL 32504, Jeff.messer@transcore.com, (404) 952-3943.

Minimal areas for construction staging and storage are included within the project limits. The Design-Build Firm shall thoroughly review the NEPA requirements and ensure Section 4(f) impacts only occur as approved in the final NEPA documents.

For any irrigation systems including pumps, wells, sprinkler heads, etc. encountered within the project limits, the Design-Build Firm shall coordinate removal of these within the Department's right-of-way. The Design-Build Firm will also be responsible for coordinating the capping of any lines as necessary at the Department's right-of-way line and/or capping the line itself.

The Design-Build Firm will be required to determine and account for the depth of existing pavement as necessary for its design and construction activities. This includes removing any additional pavement encountered that requires removal based on the Design-Build Firm's design.

Ongoing Right-of Way Acquisition Process

The Department's Right-of-Way Office is acquiring the necessary property right-of-way for the project either by negotiated settlement or by the exercise of eminent domain (condemnation). The right-of-way requirements for the Project are based on the maps as developed from the requirements of the conceptual plans included as a Reference Document in this RFP.

Right-of-way maps provided are for informational purposes only. Design-Build Firm's verification with the public records is advised to confirm the accuracy of the maps.

Construction activities cannot occur on acquired property until it has been certified as "clear" by the Department's Right-of-Way Office and a right-of-way certification has been issued by the Department.

During the right-of-way acquisition process there are often instances where design commitments are made based on agreements with owners during settlement negotiations or as part of final negotiated settlements. Such agreements are required to enable successful negotiations with property owners. Often times, these agreements are of benefit to both the property owner and the Department. These agreements include, but are not limited to profile grade, driveway connections, culverts, ditch profiles, median openings, etc. Any design commitments made in settlement must be incorporated in the design and construction of the Project to not only function as a safe and efficient roadway, but for it to also consider the desires and needs of adjoining property owners. Any Right-of-way Commitments for these specific items are included as attachments to this RFP.

There will likely be agreements with property owners made during remaining right-of-way acquisition negotiations. As the right-of-way process progresses there may be commitments that will be forthcoming. Any right-of-way commitments made by the Department and subsequently issued to the awarded Design-Build Firm after contract execution shall be incorporated into the plans and design documents for the Project and be constructed as part of the Project. After Contract execution, if additional installations/modifications are required, the Department will negotiate with the Design-Build Firm on an appropriate supplemental agreement for the required work or in the Department's discretion pay for such work pursuant to Subarticle 4-3.2, Division I, Design-Build Specifications for this contract.

As the negotiation phase of any right-of-way parcel acquisition comes to a close there will likely be a need for one or more parcels that have not been acquired by negotiation to be condemned. Any such condemnation action will be initiated by the Department and will immediately require assistance and court testimony from the Engineer of Record for the Design-Build Firm regarding both public purpose and the reasonable necessity of specific parcels for the project. The Design-Build Firm will be required to provide any and all documentation immediately as may be requested by the Department to aid in the Right-of-Way acquisition process. The Design-Build Firm's Engineer of Record is required to be available as needed by the Department to assist in the Right-of-Way acquisition process. If the Design- Build Firm's Engineer of Record is required to act as an expert witness (i.e. for deposition or court testimony) the Department will enter into a separate contract with the Design-Build Firm's Engineer of Record for this effort.

After right-of-way acquisitions are complete, the Department will have its demolition contractor (under a separate contract) remove all building, septic tanks, and wells during its clearing activities. The Design-Build Firm will be responsible for any remaining clearing and grubbing including but not limited to existing fencing, trees, concrete removal, etc.

All design and construction activities for the project will be required to remain within the Department's right-of-way. The Department Right-of-Way Maps are available on the internet. These maps are the controlling document in reference to right-of-way line location. The conceptual plans may or may not accurately depict the right-of-way being acquired by the Department.

During the right-of-way acquisition negotiation process, the Department may obtain rights-of-entry or easements from property owners and document this specific access right in the Right-of-Way Commitments. For this reason, the Right-of-Way Commitments that include property access rights shall overrule the Right-of-Way Maps and the conceptual plans.

Right-of-way acquisition process for unique proposals by Design-Build Firms

It is the Department's intent that all Project construction activities be conducted within the Department's Right-of-Way. The Design-Build Firm may submit a Technical Proposal that requires the acquisition of additional Right-of-Way if the subject acquisition was approved during the Alternative Technical Concept (ATC) process. Any Technical Proposal that requires the acquisition of additional Right-of-Way will not extend the contract duration as set forth in the RFP under any circumstances. The Department will have sole authority to determine whether the acquisition of additional Right-of-Way on the Project is in the Department's best interest, and the Department reserves the right to reject the acquisition of additional Right-of-Way.

If a Design-Build Firm intends to submit a Technical Proposal that requires the acquisition of additional Right-of-Way, the Design-Build Firm shall discuss such a proposal with the Department as part of the ATC process. If a Design-Build Firm submits a Technical Proposal that requires the acquisition of additional Right-of-Way and the Design-Build Firm fails to obtain Department approval as part of the ATC process,

then the Department will not consider such aspects of the Proposal during the Evaluation process. If the Design-Build Firm's Technical Proposal requires additional Right-of-Way approved by the ATC process, the additional Right-of-Way will be required to be directly acquired by the Department. The Design-Build Firm shall submit, along with the Technical Proposal, Right-of-Way maps and legal descriptions including area in square feet of any proposed additional Right-of-Way parcels in the Technical Proposal. The additional Right-of-Way will be acquired by the Department in accordance with all applicable state and federal laws, specifically including but not limited to the Uniform Relocation Assistance and Real Property Acquisition Policies for Federal and Federally Assisted Programs (42 USC Chapter 61) and its implementing regulations. This includes completing a NEPA evaluation as appropriate. All costs concerning the acquisition of additional Right-of-Way will be borne solely by the Design-Build Firm. These costs include, but are not limited to consultant acquisition, appraisal services, court fees, attorney and any expert fees, property cost, etc. The Department will have sole discretion with respect to the entire acquisition process of the additional Right-of-Way.

If the Design-Build Firm's Technical Proposal requires additional Right-of-Way, the acquisition of any such Right-of-Way shall be at no cost to the Department, and all costs associated with securing and making ready for use such Right-of-Way for the Project shall be borne solely by the Design-Build Firm as a part of the Design-Build Firm's Lump Sum Bid Price. The Department will not advance any funds for any such Right-of-Way acquisition and the Design-Build Firm shall bear all risk of delays in the acquisition of the additional property, regardless of cause or source.

The Department will provide to the successful Design-Build Firm an estimate of all costs related to the acquisition and use of the additional Right-of-Way for the project. At the time the Design-Build Firm returns the executed contract to the Department, the Design-Build Firm will provide the Department funds equal to the amount of the Department's estimate along with a Letter of Credit approved by the Department in an amount equal to 100% of the Department's estimate. If additional funds beyond the Department's estimate are anticipated, the Design-Build Firm shall be solely responsible for all such costs and provide the same to the Department upon ten (10) days written notice from the Department. The Letter of Credit is for the purpose of securing the obligations of the Design-Build Firm with respect to the acquisition and use of additional Right-of-Way. The Letter of Credit will be released upon the Department's determination that all costs related to the acquisition of and making ready for use of the additional Right-of-Way have been satisfied. Any remaining funds provided will be returned to the Design-Build Firm.

Any additional Right-of-Way must be acquired prior to the commencement of any construction on or affecting the subject property. The Design-Build Firm waives any and all rights or claims for information, compensation, or reimbursement of expenses with respect to the Design-Build Firm's payment to the Department for costs associated with the acquisition of the additional Right-of-Way. The additional Right-of-Way cannot be used for any construction activity or other purpose until the Department has issued an applicable parcel clear letter or a Right-of-Way Certification for Construction.

If the Department's attempt to acquire the additional Right-of-Way is unsuccessful, then the Design-Build Firm shall provide a design for the Project within existing Right-of-Way and be required to complete the Project solely for the Lump Sum Bid Price, with no further monetary or time adjustments arising therefrom. Under no circumstances will the Department be liable for any increase in either time or money impacts the Design-Build Firm suffers due to the Design-Build Firm's proposed acquisition of additional Right-of-Way, whether or not the acquisition is successful.

A. Design-Build Responsibility

The Design-Build Firm shall be responsible for survey, geotechnical investigation, design, preparation of

all documentation related to the acquisition of all permits not acquired by the Department, preparation of any and all information required to modify permits acquired by the Department if necessary, maintenance of traffic, demolition, and construction on or before the Project completion date indicated in the Proposal. The Design-Build Firm shall coordinate all utility relocations.

The Design-Build Firm shall be responsible for compliance with Design and Construction Criteria (Section VI) which 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 the public.

The Design-Build Firm shall be responsible for reviewing and adhering to the approved NEPA Document of the PD&E Study.

The Design-Build Firm is responsible for coordinating with the District Environmental Management Office (DEMO) on any information related to Environmental Reevaluations.

The Design-Build Firm may propose changes which differ from the approved Environmental Assessment/Section 4(f) Evaluation and/or Project Development & Environment (PD&E) Study. Proposed changes must be coordinated through the Department. If changes are proposed to the configuration, the Design-Build Firm shall be responsible for preparing the necessary analyses and documentation required to satisfy requirements to obtain approval of the Department and, if applicable, FHWA. The Design-Build Firm shall provide the required documentation for review and processing. Approved revisions to the configuration may also be required to be included in the Reevaluation of the National Environmental Policy Act (NEPA) document, per Section N (Environmental Services/Permits/Mitigation) of the RFP. The Design-Build Firm will not be compensated for any additional costs or time resulting from proposed changes or changes associated with the Reevaluation(s).

Any proposed modifications by the Design-Build Firm that require modifications to the Section 4(f) Evaluation are anticipated to take significant time (one year anticipated) to reevaluate. No additional contract time will be granted for such proposals.

The Design-Build Firm 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 Design-Build Firm shall examine boring data, where available, and make their own interpretation of the subsoil investigations and other preliminary data, and shall base their bid on their own opinion of the conditions likely to be encountered. The submission of a proposal is prima facie evidence that the Design-Build Firm has made an examination as described in this provision. It is the Design-Build Firms responsibility to obtain any boring data necessary to design and construct the project.

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

The Design-Build Firm will provide Litter Removal and Mowing in accordance with Specification Section 107 with a monthly mowing frequency and biweekly litter removal. This includes removal of bridge debris which shall be removed within 30 minutes of notification. Monthly bridge sweeping is required.

B. Department Responsibility

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

In accordance with 23 CFR 636.109 of the FHWA, in a Federal Aid project, the Department shall have oversight, review, and approval authority of the permitting process.

The Department will determine the environmental impacts and coordinate with the appropriate agencies during the preparation of NEPA Reevaluations. For Federal Aid projects, the Department will coordinate and process Reevaluations with FHWA.

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
10/12/15	Advertisement
11/02/15	Letters of Interest for Phase I of the procurement process due in District Office by 4:00 pm local time
11/23/15	Proposal Evaluators submit Letter of Interest Scores to Contracting Unit 12:00 pm local time
12/03/15	Contracting Unit provides Letter of Interest scores and Proposal Evaluators comments to Selection Committee 2:00 pm local time
12/07/15	Public Meeting of Selection Committee to review and confirm Letter of Interest scores 8:30 am local time
12/07/15	Notification to Responsive Design-Build Firms of the Letter of Interest scores 10:00 am local time
12/09/15	Deadline for all responsive Design-Build Firms to affirmatively declare intent to continue to Phase II of the procurement process 10:00 am local time
12/09/15	Shortlist Posting 12:00 pm local time
12/14/15	Final RFP provided to Design-Build Firms providing Affirmative Declaration of Intent to continue to Phase II of the procurement process
12/17/15	Mandatory Pre-proposal meeting at 1:30 pm local time at FDOT, 1074 Highway 90, Chipley, FL. All Utility Agency/Owners that the Department contemplates an adjustment, protection, or relocation is possible are to be invited to the mandatory Pre-Proposal meeting.
12/29/15	Advance Aesthetic Renderings due prior to mandatory Alternative Technical Concept Discussion No. 1

01/06/16 & 01/07/16	Mandatory One-on-One Alternative Technical Concept Discussion Meeting No. 1 – Aesthetics Concepts. 90 Minutes will be allotted for this Meeting. The intent is for the Design-Build Firms to discuss their proposed Aesthetics Concepts at this ATC meeting.
01/19/16 & 01/22/16	Mandatory One-on-One Alternative Technical Concept Discussion Meeting No. 2 – Aesthetics Concepts. 90 Minutes will be allotted for this Meeting. The intent is for the Design-Build Firms to discuss their proposed Aesthetics Concepts at this ATC meeting.
~~**01/22/16**~~	~~**Deadline for Design-Build Firm to request participation in One-on-One Alternative Technical Concept Discussion Meeting No. 3**~~
01/28/16	Deadline for Design-Build Firm to submit preliminary list of One-on-One **Non-Aesthetic** Alternative Technical Concepts prior to Alternative Technical Concept Discussion Meeting No. 3
02/04/16 & 02/05/16	**Mandatory** One-on-One Alternative Technical Concept Discussion Meeting No. 3 **– Aesthetic Concepts and Non-Aesthetic Concepts**. ~~**90 Minutes**~~ **150 Minutes** will be allotted for this Meeting.
~~**02/05/16**~~	~~**Deadline for Design-Build Firm to request participation in One-on-One Alternative Technical Concept Discussion Meeting No. 4**~~
02/11/16	Deadline for Design-Build Firm to submit preliminary list of One-on-One **Non-Aesthetic** Alternative Technical Concepts prior to Alternative Technical Concept Discussion Meeting No. 4
02/12/16	**Deadline for submittal of Draft Aesthetic Alternative Technical Concepts. Submittals shall include all elements that will be included with the final submittal as identified in the RFP document. Submittals are due at 12:00 p.m. local time.**
~~**02/17/16 & 02/18/16**~~ **02/15/16 & 02/16/16**	**Mandatory** One-on-One Alternative Technical Concept Discussion Meeting No. 4 **– Aesthetic Concepts and Non-Aesthetic Concepts**. ~~**90 Minutes**~~ **150 Minutes** will be allotted for this Meeting.
02/18/16	**Deadline for submittal of Aesthetic Alternative Technical Concept Proposals 4:00pm local time.**
03/03/16	Deadline for submittal of **Non-Aesthetic** Alternative Technical Concept Proposals 2:00pm local time.
03/03/16	Final deadline for submission of requests for Design Exceptions or Design Variations 2:00pm local time.
04/21/16	Deadline for submittal of questions, for which a response is assured, prior to the submission of the Technical Proposal. All questions shall be submitted to the Pre-Bid Q&A website.
04/28/16	Deadline for the Department to post responses to the Pre-Bid Q&A website for questions submitted by the Design-Build Firms prior to the submittal of the Technical Proposal.
05/05/16	Technical Proposals due in District Office by 12:00 pm local time
05/05/16	Deadline for Design-Build Firm for to “opt out” of Technical Proposal Page Turn meeting.
05/10/16 & 05/11/16	Technical Proposal Page Turn Meeting. Times will be assigned during the Pre-Proposal Meeting. 30 Minutes will be allotted for this Meeting.
06/01/16 & 06/02/16	Question and Answer Session. Times will be assigned during the pre-proposal meeting. One hour will be allotted for questions and responses.
06/09/16	Deadline for submittal of Written Clarification letter following Question and Answer Session 2:00 pm local time

06/23/16	Deadline for submittal of questions, for which a response is assured, prior to the submission of the Price Proposal. All questions shall be submitted to the Pre-Bid Q&A website.
06/30/16	Deadline for the Department to post responses to the Pre-Bid Q&A website for questions submitted by the Design-Build Firms prior to the submittal of the Price Proposal.
07/07/16	Price Proposals due in District Office by 10:00 am local time.
07/07/16	Public announcing of Technical Scores and opening of Price Proposals at 10:30 am local time in FDOT, 1074 Highway 90, Chipley, FL
07/18/16	Public Meeting of Selection Committee to determine intended Award
07/19/16	Posting of the Department's intended decision to Award
08/05/16	Anticipated Award Date
08/26/16	Anticipated Execution Date

III. Threshold Requirements.

A. Qualifications

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

B. Joint Venture Firm

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

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

C. Price Proposal Guarantee

A Price Proposal guaranty in an amount of not less than five percent (5%) of the total bid amount shall accompany each Proposer's Price Proposal. The Price Proposal 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 Price Proposal 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 Price Proposal guaranty shall be a liquidated sum, which shall be due in full in the event of default, regardless of the actual damages suffered. The Price Proposal guaranty of all Proposers' shall be released pursuant to 3-4 of the Division I Design-Build Specifications.

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. The purpose of this meeting is to provide a forum for the Department to discuss with all concerned parties the proposed Project, the design and construction criteria, Critical Path Method (CPM) schedule, method of compensation, instructions for submitting proposals, Design Exceptions, Design Variations, and other relevant issues. In the event that any discussions at the pre-proposal meeting require, in the Department's opinion, official additions, deletions, or clarifications of the Request for Proposal, or any other document, the Department will issue a written addendum to this Request for Proposal as the Department determines is appropriate. No oral representations or discussions, which take place at the pre-proposal meeting, will be binding on the Department. 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:
https://www3b.dot.state.fl.us/BidQuestionsAndAnswers/Proposal.aspx/SearchProposal

Failure by a Proposer to attend or be represented at the pre-proposal meeting will constitute a non-responsive determination of their bid package. Bids found to be non-responsive will not be considered. All Proposers must be present and signed in prior to the start of the mandatory pre-proposal meeting. The convener of the meeting will circulate the attendee sign in sheet at the time the meeting was advertised to begin. Once all Proposers have signed, the sign in sheet will be taken and the meeting will "officially" begin. Any Proposer not signed in at the "official" start of the meeting will be considered late and will not be allowed to propose on the Project.

E. Technical Proposal Page-Turn Meeting

The Department will meet with each Proposer, formally for thirty (30) minutes, for a page-turn meeting. FHWA will be invited on FA Oversight Projects. The purpose of the page-turn meeting is for the Design-Build Firm to guide the Technical Review Committee through the Technical Proposal, highlighting sections within the Technical Proposal that the Design-Build Firm wishes to emphasize. The page-turn meeting will occur between the date the Technical Proposal is due and the Question and Answer session occurs, per the Schedule of Events section of this RFP. The Department will terminate the page-turn meeting promptly at the end of the allotted time. The Department will record all or part of the page-turn meeting. All recordings will become part of the Contract Documents. The page-turn meeting will not constitute discussions or negotiations. The Design-Build Firm will not be permitted to ask questions of the Technical Review Committee during the page-turn meeting. An unmodified aerial or map of the project limits provided by the Design-Build Firm is acceptable for reference during the page-turn meeting. The unmodified aerial or map may not be left with the Department upon conclusion of the page turn meeting. Use of other visual aids, electronic presentations, handouts, etc., during the page turn meeting is expressly prohibited. Upon conclusion of the thirty (30) minutes, the Technical Review Committee is allowed five (5) minutes to ask questions pertaining to information highlighted by Design-Build Firm. Participation in the page-turn meeting by the Design-Build Firm shall be limited to eight (8) representatives from the Design-Build Firm. Design-Build Firms desiring to opt out of the page-turn meeting may do so by submitting a request to the Department.

F. Question and Answer Session

The Department may meet with each Proposer, formally, for a Question and Answer (Q&A) session. FHWA shall be invited on FA Oversight Projects. The purpose of the Q & A session is for the Department to seek clarification and ask questions, as it relates to the Technical Proposal, of the Proposer. The Department may terminate the Q & A session promptly at the end of the allotted time. The Department shall record all or part of the Q & A session. All recordings will become part of the Contract Documents. 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. No supplemental materials, handouts, etc. will be allowed to be presented in the Q & A session. No additional time will be allowed to research answers.

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 questions, answers, and written clarification letter will become part of the Contract Documents and will be considered by the Department as part of the Technical Proposal. 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.

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.

G. 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 posting of this Request for Proposals. Pursuant to Sections 120.57(3) and 337.11, Florida Statutes, and Rule Chapter 28-110, F.A.C., any person adversely affected by the agency decision or intended decision shall file with the agency both a notice of protest in writing and bond within 72 hours after the posting of the notice of decision or intended decision, or posting of the solicitation with respect to a protest of the terms, conditions, and specifications contained in a solicitation and will file a formal written protest within 10 days after the filing of the notice of protest. The formal written protest shall be filed within 10 days after the date of the notice of protest if filed. The person filing the Protest must send the notice of intent and the formal written protest to:

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

Failure to file a notice of protest or formal written protest within the time prescribed in section 120.57(3), Florida Statutes, or failure to post the bond or other security required by law within the time allowed for filing a bond shall constitute a waiver of proceedings under Chapter 120 Florida Statutes.

H. 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.

The Department will not give consideration to tentative or qualified commitments in the proposals. For example, the Department will not give consideration to phrases as “we may” or “we are considering” in the evaluation process for the reason that they do not indicate a firm commitment.

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

Any proposal submitted by a Proposer that did not sign-in at the mandatory pre-proposal meeting will be non-responsive.

I. 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.

J. Modification or Withdrawal of Technical Proposal

Proposers may modify or withdraw previously submitted Technical Proposals at any time prior to the Technical Proposal due date. Requests for modification or withdrawal of a submitted Technical Proposal shall be in writing and shall be signed in the same manner as the Technical Proposal. Upon receipt and acceptance of such a request, the entire Technical 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 Technical Proposal provided the change is submitted prior to the Technical Proposal due date.

K. 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.

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.

L. 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, race-neutral DBE goal. This means that the State's goal is to spend a portion 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 overall goal can be achieved through the normal competitive procurement process. The Department has reviewed this Project and assigned a DBE availability goal shown in the Project Advertisement and on the bid blank/contract front page under "% DBE Availability Goal". The Department has determined that this DBE percentage can 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 overall 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 Design-Build Firms to actively pursue obtaining bids and quotes from Certified DBE's.

The Department is reporting to the Federal Highway Administration the planned commitments to use DBE's. This information is being collected through the Department's Equal Opportunity Compliance (EOC) system.

B. 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 DBE Supportive Services Provider for the State of Florida can be found in the Equal Opportunity website at: http://www.dot.state.fl.us/equalopportunityoffice/serviceproviders.shtm

C. 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.

A Bid Opportunity List should be submitted through the Equal Opportunity Compliance system which is available at the Equal Opportunity Office Website. This information should be returned to the Equal Opportunity Office within 3 days of submission.

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 Revised Index Drawings. 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 Revised Index Drawings 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 (as amended in 2012). 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 Specifications Package Preparation Procedure
   http://www.dot.state.fl.us/programmanagement/PackagePreparation/Handbooks/630-010-005.pdf

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

4. 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/programmanagement/default.shtm

5. Florida Department of Transportation Surveying Procedure (No. 550-030-101)
http://www.dot.state.fl.us/proceduraldocuments/procedures.shtm

6. Florida Department of Transportation EFB User Handbook (Electronic Field Book)
http://www.dot.state.fl.us/surveyingandmapping/doc_pubs.shtm

7. Florida Department of Transportation Drainage Manual
http://www.dot.state.fl.us/rddesign/Drainage/ManualsandHandbooks.shtm

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

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

10. Florida Department of Transportation Current Structures Design Bulletins
http://www.dot.state.fl.us/structures/Memos/currentbulletins.shtm

11. Florida Department of Transportation Computer Aided Design and Drafting (CADD) Manual
http://www.dot.state.fl.us/ecso/downloads/publications/Manual/default.shtm

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

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

14. Instructions for Design Standards
http://www.dot.state.fl.us/structures/IDS/IDSportal.pdf

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

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

17. Safe Mobility For Life Program Policy Statement
http://fdotwp1.dot.state.fl.us/ProceduresInformationManagementSystemInternet/FormsAndProcedures/ViewDocument?topicNum=000-750-001

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

19. Florida Department of Transportation American with Disabilities Act (ADA) Compliance – Facilities Access for Persons with Disabilities Procedure (No. 625-020-015)
http://www.dot.state.fl.us/proceduraldocuments/procedures.shtm

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

21. Florida Department of Transportation Flexible Pavement Coring and Evaluation Process
http://materials.dot.state.fl.us/smo/administration/resources/library/publications/materialsmanual/documents/v1-section32-clean.pdf

22. Florida Department of Transportation Design Bulletins and Update Memos
http://www.dot.state.fl.us/rddesign/Bulletin/Default.shtm

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

24. AASHTO LRFD Bridge Design Specifications
https://bookstore.transportation.org/category_item.aspx?id=BR

25. Florida Department of Transportation Flexible Pavement Design Manual
http://www.dot.state.fl.us/rddesign/PM/publicationS.shtm

26. Florida Department of Transportation Rigid Pavement Design Manual
http://www.dot.state.fl.us/rddesign/PM/publicationS.shtm

27. Florida Department of Transportation Pavement Type Selection Manual
http://www.dot.state.fl.us/rddesign/PM/publicationS.shtm

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

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

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

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

32. AASHTO Guide for the Development of Bicycle Facilities
https://bookstore.transportation.org/collection_detail.aspx?ID=116

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

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

35. Florida Department of Transportation Project Development and Environment Manual, Parts 1 and 2
http://www.dot.state.fl.us/emo/pubs/pdeman/pdeman1.shtm

36. Florida Department of Transportation Driveway Information Guide
http://www.dot.state.fl.us/planning/systems/programs/sm/accman/pdfs/driveway2008.pdf

37. AASHTO Highway Safety Manual
http://www.highwaysafetymanual.org/

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

39. AASHTO Guide Specifications for Bridges Vulnerable to Coastal Storms

https://bookstore.transportation.org/Item_details.aspx?id=1365

40. Federal Highway Administration Hydraulic Engineering Circular Number 23 (HEC 23) https://www.fhwa.dot.gov/engineering/hydraulics/library_arc.cfm?pub_number=23&id=49

41. Florida Department of Transportation Bridge Hydraulics Handbook http://www.dot.state.fl.us/rddesign/Drainage/files/BridgeHydraulicsHB.pdf

42. 29 CFR, Part 1910.1001 – Asbestos Standard for Industry, U.S. Occupational Safety and Health Administration (OSHA) http://www.ecfr.gov

43. 29 CFR, Part 1926, 1101 – Asbestos Standard for Construction, OSHA http://www.ecfr.gov

44. 40 CFR, Part 61, Subpart M – National Emission Standard for Asbestos, Environmental Protection Agency (EPA) http://www.ecfr.gov

45. 40 CFR, Part 763, Asbestos, EPA http://www.ecfr.gov

46. Ch. 62-257, F.A.C. – Asbestos Program, Florida Department of Environmental Protection (DEP) https://www.flrules.org/gateway/ChapterHome.asp?Chapter=62-257

47. AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals https://bookstore.transportation.org/item_details.aspx?ID=1319

48. AASHTO Manual for Bridge Evaluation (MBE) https://bookstore.transportation.org/category_item.aspx?id=BR

49. Florida Department of Transportation Bridge Load Rating Manual http://www.dot.state.fl.us/statemaintenanceoffice/STR/LR/2015_Load_Rating_Manual_07-13-15.pdf

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 while providing the best value for the public. Any deviation from the RFP that the Design-Build Firms seeks to obtain approval to utilize prior to Technical Proposal submission is, by definition, an ATC and therefore must be submitted to the Department for consideration through the ATC process. Any proposed material or technology not addressed by the RFP is considered an ATC and therefore must be submitted to the Department for consideration through the ATC process. The proposed ATC shall provide an approach that is equal to or better than the requirements of the RFP, as determined by the Department. ATC Proposals which reduce scope, quality, performance, or reliability should not be proposed. A proposed concept does not meet the definition of an ATC if the concept is contemplated by the RFP.

In addition to traditional ATC Proposals, Design-Build Firms shall discuss their proposed Aesthetics Concepts at **all ATC Meetings** ~~**ATC Meeting No. 1 and 2**~~. These will be the **only** opportunity to discuss Aesthetics during the ATC Meeting process.

The Design-Build Firm shall submit Advanced Aesthetic Renderings on the due date shown in the Schedule of Events. This Advanced Aesthetic Renderings package is required to be submitted by the Design-Build Firm and shall include a minimum of four (4) Aesthetic Renderings from different vantage points. These renderings will be reviewed by Department staff prior to the first ATC Aesthetics Meeting. At the conclusion of the ATC Aesthetic Meetings, the Design-Build Firm shall submit an ATC Aesthetics Package by the deadline established for Alternative Technical Concept Proposals in the Schedule of Events.

The Department will keep all ATC submissions confidential prior to the Final Selection of the Proposer to the fullest extent allowed by law, with few exceptions. Although the Department will issue an addendum for all ATC Proposals contained in the list below, the Department will endeavor to maintain confidentiality of the Design-Build Firms specific ATC proposal. Prior to approving ATC's which would result in the issuance of an Addendum as a result of the item being listed below, the Design-Build Firm will be given the option to withdraw previously submitted ATC proposals. Any approved ATC Proposal related to following requirements described by this RFP shall result in the issuance of an Addendum to the RFP:

- Horizontal alignment constraints of the new structures
- Minimum low chord elevations for the new structures
- Design Speeds
- Lane, shoulder and shared use path widths
- Pavement Design
- Department's Aesthetics Requirements
- Accommodations for the ongoing PD&E (FPID 437844-1-22-01)

The following requirements described by this RFP may be modified by the Design-Build Firm provided they are presented in the One-on-One ATC discussion meeting, as defined below, and submitted to the Department for review and approval through the ATC process described herein. The Department may deem a Proposal Non-Responsive should the Design-Build Firm include but fail to present and obtain Department approval of the proposed alternates through the ATC process. Department approval of an ATC proposal that is related to the items listed below **may not** result in the issuance of an Addendum to the RFP.

- RFP requirement other than the items included in the previous paragraph's bulleted list

2. One-on-One ATC Proposal Discussion Meetings

One-on-One ATC discussion meetings may be held in order for the Design-Build Firm to describe proposed changes to supplied basic configurations, Project scope, design criteria, and/or construction criteria. Each

Design-Build Firm with proposed changes may request a One-on-One ATC discussion meeting to describe the proposed changes. The Design-Build Firm shall provide, by the deadline shown in the Schedule of Events of this RFP, a preliminary list of ATC proposals to be reviewed and discussed during the One-on-One ATC discussion meetings. This list may not be inclusive of all ATC's to be discussed but it should be sufficiently comprehensive to allow the Department to identify appropriate personnel to participate in the One-on-One ATC discussion meetings. The purpose of the One-on-One ATC discussion meeting is to discuss the ATC proposals, answer questions that the Department may have related to the ATC proposal, review other relevant information and when possible establish whether the proposal meets the definition of an ATC thereby requiring the submittal of a formal ATC submittal. 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 proposal. Immediately prior to the conclusion of the One-on-One ATC discussion meeting, the Department will advise the Design-Build Firm as to the following related to the ATC proposals which were discussed:

- The Proposal meets the criteria established herein as a qualifying ATC Proposal; therefore an ATC Proposal submission IS required, or
- The Proposal does not meet the criteria established herein as a qualifying ATC proposal since the Proposal is already allowed or contemplated by the original RFP; therefore an ATC Proposal submission is NOT required.

In order to ensure a favorable approval of the Design-Build Firm's Aesthetics Proposal is achieved, the proposed Aesthetics Proposal shall be discussed during the ~~**first two**~~ ATC Meetings. These meetings are intended to give Design-Build Firms an opportunity to explain their aesthetics approach, provide detailed drawings and renderings for viewing, and obtain feedback from key Department staff on the feasibility of the proposal.

At ATC Meeting No. 3 and 4, all aesthetic graphics presented shall be depicted to scale and be engineered renderings with accurate dimensions.

The Design-Build Firm may only include Powerpoint presentations in the ATC Aesthetics Meetings. No video or simulations will be allowed. The Design-Build Firm shall bring 30 color hard copies of the Powerpoint presentation for staff to review during the meeting. The Design-Build Firm may present multiple ATC Aesthetic Proposals during the ATC Aesthetic Meetings. However, only one (1) ATC Aesthetics Proposal may be submitted.

3. Submittal of ATC Proposals

All ATC submittals must be in writing and may be submitted at any time following the Shortlist Posting but shall be submitted prior to the deadline shown in the Schedule of Events of this RFP.

All non-Aesthetic ATC submittals are required to be on roll plots no larger than 36" or plan sheets or 8 ½" x 11" and shall be sequentially 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 along with suggested changes to the requirements of the RFP which would allow the alternative proposal;

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;

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;

Design-Build Firms may only submit one (1) ATC Aesthetic Proposal. The ATC Aesthetic Proposals shall include the following:

a) Description: Provide a description of details provided in the Aesthetics Proposal. Explain how the proposed aesthetic proposal provides equal to or better concepts than the Department's Aesthetic Requirements.

b) Deviations: Describe specific details that deviate from the Department's Aesthetic Requirements.

c) Renderings: Provide proposed structures that depict the details of the Aesthetics Proposal on the rendering background provided in the RFP. No enhancements to the background should be shown **other than modifications allowed in this section of the RFP**. The intent is to depict the proposed structures with their aesthetic elements behind the same background. These renderings shall include one view depicting the main channel area, one view depicting the Gulf Breeze Wayside Park, one view depicting the City of Pensacola tie-in with the Escambia County Fishing Pier shown and one view depicting the full profile view of the structures at night. For the profile view depicting the structures at night, the Design-Build Firm shall show the illumination on the structures. **A night rendering depicting the bridge lighting including roadway lighting, shared use path lighting, aesthetic lighting and navigation lighting shall be provided. Several different night rendering views may be submitted, but all bridge lighting shall be shown to accurately reflect the typical illumination for the bridge.** The Design-Build Firm shall ensure renderings show both tall pier sections and short pier sections in the appropriate proportion and locations. The Design-Build Firm shall modify the approach **roadway, pedestrian features,** retaining walls, abutment protection and rubble to depict its specific concept. **In addition to the required renderings listed above, the Design-Build Firm may submit additional renderings to accurately depict the aesthetics**

concept proposed.

d) Cut sheets or visual images: Provide details for the aesthetic elements of the bridge including, but not limited to, roadway and shared use path lighting, substructure aesthetic lighting, ~~**decorative barrier wall**~~, retaining wall finishes/graphics, color palette, scenic overlooks, pedestrian railing, etc.

e) Color palate: Provide a color palate for your proposal. Only standard federal colors will be allowed.

f) Maintenance: Describe the required maintenance efforts that will be necessary for the proposed aesthetic features.

g) Engineer's Certification: The Design-Build Firm's Engineer of Record shall provide a written certification signed and sealed confirming the renderings being submitted can be design and constructed as depicted.

4. Review and Approval of ATC Submittals

After receipt of the **non-Aesthetic** ATC submittal, the District Design Engineer (DDE), or designee, will communicate with the appropriate staff (i.e. District Structures Design 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 within 21 calendar days of receipt of the **non-Aesthetic** ATC submittal as to whether the **non-Aesthetic** ATC is acceptable, not acceptable, or requires additional information. If the DDE, or designee, determines that more information is required for the review of ~~**an**~~ **a non-Aesthetic** ATC, questions should be prepared by the DDE, or designee, to request and receive responses from the Design-Build Firm. The review should be completed within 21 calendar days of the receipt of the **non-Aesthetic** ATC submittal. If the review will require additional time, the Design-Build Firm should be notified in advance of the 21 day deadline with an estimated timeframe for completion.

After receipt of the Aesthetic ATC submittal, the State Chief Engineer, or designee, will respond to the Design-Build Firm in writing within 7 calendar days of the Aesthetic ATC due date as to whether the Aesthetic ATC Proposal is approved or denied. If the State Chief Engineer, or designee, determines more information is required for review of the Aesthetic ATC Proposal, questions will be provided to the Design-Build Firm for response. The Design-Build Firm shall provide any requested information within 48 hours. If the State Chief Engineer's review will require additional time, the Design-Build Firm should be notified in advance of the 7 day deadline with an estimated timeframe for completion.

~~**The ATC Aesthetics Proposals will be reviewed with appropriate staff and the State Chief Engineer will respond to the Design-Build Firm in writing within 21 calendar days of the ATC due date as to whether the Aesthetics Proposal is approved or denied. If the State Chief Engineer, or designee, determines more information is required for review of the ATC Aesthetic Proposal, questions will be provided to the Design-Build Firm for response.**~~

Approved Design Exceptions or Design Variations required as part of an approved ATC submittal will result in the issuance of an addendum to the RFP notifying all Shortlisted Design-Build Firms of the approved Design Exception(s) or Design Variation(s). Such a change will be approved by FHWA, as applicable. Prior to approving ATC's which would result in the issuance of an Addendum as a result of a Design Exception and/or Design Variation, the Design-Build Firm will be given the option to withdraw previously submitted ATC proposals.

The Department reserves the right to disclose to all Design-Build Firms, via an Addendum to the RFP, any

errors of the RFP that are identified during the One-on-One ATC meetings, except to the extent that the Department determines, in its sole discretion, such disclosure would reveal confidential or proprietary information of the ATC.

ATC's are accepted by the Department at the Department's discretion and the Department reserves the right to reject any ATC submitted. The Department reserves the right to issue an Addendum to the RFP based upon a previously denied ATC Proposal, without regard to the confidentiality of the denied ATC Proposal.

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

5. Incorporation of Approved ATC's into the Technical Proposal

The Design-Build Firm will have the option to include any Department Approved non-Aesthetic ATC's in the Technical Proposal. The Proposal Price should reflect any incorporated ATC's. All approved ATC's that are incorporated into the Technical Proposal must be clearly identified in the Technical Proposal Plans and/or Roll Plots. The Technical Proposal shall also include a listing of the incorporated, approved ATCs.

The ATC Aesthetics Proposal approved by the Department shall be incorporated into the Design-Build Firm's Technical Proposal. If a Design-Build Firm's Technical Proposal includes deviations from an approved ATC Aesthetics Proposal, the Technical Proposal may be found non-responsive.

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 shall be responsible for identifying and performing any geotechnical investigation, analysis and design of roadways, foundations, foundation construction, foundation load and integrity testing, and inspection dictated by the Project needs in accordance with Department guidelines, procedures and specifications. All geotechnical work necessary shall be performed in accordance with the Governing Regulations. The Design-Build Firm shall be solely responsible for all geotechnical aspects of the Project.

D. Department Commitments:

The Design-Build Firm will be responsible for adhering to the project commitments identified below:

1. Environmental commitments included in this RFP and RFP Attachments – NEPA Documents
2. The Department has committed to listing a preference for disposal of available bridge debris to Escambia County's permitted artificial reef site and to the City of Gulf Breeze if the City is able to obtain a permit for their specific disposal location.

E. Environmental Permits:

The Design-Build Firm shall be responsible for obtaining all applicable permits for the project.

All applicable data shall be prepared in accordance with Chapter 373 and 403, Florida Statutes, Chapters 40 and 62, F.A.C.; Rivers and Harbors Act of 1899, Section 404 of the Clean Water Act, 23 CFR 771, 23

CFR 636, and parts 114 and 115, Title 33, Code of Federal Regulations. Preparation of all documentation related to the acquisition of all applicable permits will be the responsibility of the Design-Build Firm. The Design-Build Firm shall be responsible for modifying the issued permits as necessary to accurately depict the final design. Preparation of complete permit packages will be the responsibility of the Design-Build Firm. The Design-Build Firm is responsible for the accuracy of all information included in permit application packages. As the permittee, the Department is responsible for reviewing, approving, and signing, the permit application package including all permit modifications, or subsequent permit applications. This applies whether the project is Federal or state funded. Once the Department has approved the permit application, the Design-Build Firm is responsible for submitting the permit application to the environmental permitting agency. A copy (electronic and hard copy) of any and all correspondence with any of the environmental permitting agencies shall be sent to the DEMO. 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 application is approved. The Design-Build Firm shall be responsible for any necessary permit extensions or re-permitting in order to keep the environmental permits valid throughout the construction period. The Design-Build Firm shall provide the Department with draft copies of any and all permit applications, including responses to agency Requests for Additional Information, requests to modify the permits and/or requests for permit extensions, for review and approval by the Department prior to submittal to the agencies.

The Design-Build Firm is required to include any necessary utility relocations in its plans and permit applications for relocations occurring within the right-of-way.

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 complying with all permit conditions.

The Department is responsible for providing mitigation of all wetland impacts required for the conceptual design depicted in the Conceptual Plans and the NEPA document. If any design modifications by the Design-Build Firm propose to increase the amount of these wetland impacts, the Design-Build Firm shall be responsible for providing the Department information on the amount and type of wetland impacts as soon as the impacts are identified (including temporary impacts and/or any anticipated impacts due to construction staging or construction methods). Prior to submitting a permit modification to a regulatory agency, the Design-Build Firm shall provide the Department a draft of all supporting information. The Department will have up to 15 calendar days (excluding weekends and Department observed holidays) to review and comment on the draft permit package and/or permit modification package. The Design-Build Firm will address all comments by the Department and obtain Department approval, prior to submittal of the draft permit and/or permit modification. The Design-Build Firm shall be solely responsible for all time and costs associated with providing the required information to the Department, as well as the time required by the Department to perform its review of the permit package, prior to submittal of the permit application(s) by the Design-Build Firm to the regulatory agencies.

Any additional mitigation required due to design modifications proposed by the Design-Build Firm shall be the responsibility of the Design-Build Firm and shall be satisfied through the purchase of mitigation bank credits. The Design-Build Firm shall purchase credits directly from a permitted mitigation back. In the event that permitted mitigation bank credits are unavailable or insufficient to meet the project needs, the Design-Build Firm will be responsible for providing alternative mitigation consistent with the provisions of section 373.4173, Florida Statutes, and acceptable to the permitting agencies. The Design-Build Firm shall be solely responsible for all costs associated with permitting activities and shall include all necessary permitting activities in their schedule.

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 their 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.

F. Railroad Coordination – N/A

G. Survey:

If the Design-Build Firm chooses to utilize the existing survey, the Design-Build Firm shall be responsible for verifying the accuracy of the information being provided and for providing all other surveys necessary for the Project.

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 Chapter 5J-17, F.A.C., pursuant to Section 472.027, F.S. and the District 3 Quality Control documents for Surveying and Mapping. This survey also must comply with Chapter 177, F.S.

The Design-Build Firm will be responsible for any photogrammetric work necessary to interpret measure, digitize and compile, by stereoscopic techniques, the mapping and survey data from the aerial photography, as required for this Project.

H. Verification of Existing Conditions:

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

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

I. Submittals:

1. Component Submittals:

The Design-Build Firm may submit components of the contract plans set instead of submitting the entire contract plan set; however, sufficient information from other components must be provided to allow for a complete review. In accordance with the Plans Preparation Manual, components of the contract plans set are roadway, signing and pavement marking, signalization, ITS, lighting, landscape, architectural, and structures.

The Design-Build Firm may divide the project into separate areas and submit components for each area; however, sufficient information on adjoining areas must be provided to allow for a complete review. Submittals for bridges are limited to foundation, substructure, and superstructure. For bridges over navigable waterways, submittals are limited to foundation, approach substructure, approach superstructure, main unit substructure, and main unit superstructure. Further dividing the foundation, substructure, or superstructure into Pier 2, Abutment 1, Span 4, etc. will not be accepted.

2. Phase Submittals:

The Design-Build Firm shall provide the documents for each phase submittal listed below to the Department's Project Manager. The particular phase shall be clearly indicated on the documents. The Department's Project Manager will send the documents to the appropriate office for review and comment. Once all comments requiring a response from the Design-Build Firm have been satisfactorily resolved as determined by the Department, the Department's Project Manager will initial, date and stamp the signed and sealed plans and specifications as "Released for Construction".

One (1) month prior to the 90% submittal listed below, the Design-Build Firm will be required to prepare and submit to the Department for review phase submittal notification letters for Local Governments. The final signed letters are to be sent to the local governments at the same time the submittal is sent to the Department for review and specifically discuss the 90% phase review for the Project. These letters shall meet the following requirements:

The Design-Build Firm shall prepare a letter for the District Secretary's signature for each City and/or County Commissioner, TPO, appropriate public official, etc. when the plans are ready to be submitted to their designated contact's office at the 90% submittal. A list of proposed letter recipients shall be submitted to the District Public Information Office for review and approval prior to the letter submittal. The letter addressed to the designated contact (county engineer, city administrator, etc.) shall be prepared for the District Consultant Project Management Engineer's signature. The District Secretary signs elected official letters and the District Consultant Project Management Engineer signs non-elected official letters. A letter and a set of plans shall also be provided to the designated contact within the affected MPO area. Examples of this correspondence can be made available upon request to the Department's Design Project Manager. Exempt structural information shall not be distributed.

When commissioners, council members, and/or MPO area representatives are notified that Phase Submittals have been sent to their designated contact's office, the notice shall include the following:

- FPID Number
- State Road Number and Local Road Name
- Project Limits
- Type of Work
- Construction Start Date
- Estimated Duration of Construction
- Department contact persons

- A fourteen (14) calendar day deadline for providing comments

Each comment or request provided by the local government shall be evaluated by the Design-Build Firm and discussed with the Department's Design Project Manager. Responses will be prepared by the Design-Build Firm for the District Secretary or District Consultant Project Management Engineer's signature. All comments or requests shall be responded to in writing within thirty (30) days of receipt of comments.

The Design-Build Firm shall pay postage for these notifications and will be responsible for the mail-out effort (printing, envelope stuffing, stamping, etc.).

90% Phase Submittal
3 copies of 11" X 17" plans
3 copies of Landscape Opportunity Plans
3 signed and sealed geotechnical report
3 copies of Settlement and Vibration Monitoring Plan (SVMP) for Department acceptance and update throughout the construction period
3 signed and sealed Bridge Hydraulic Report
3 copies of design documentation
3 copies of Technical Special Provisions, if applicable
3 copies of Bridge Load Rating Calculations
3 copies of Completed Bridge Load Rating Summary Detail Sheet
3 copies of Load Rating Summary Form
3 copies of Utility Conflict Matrix
3 copies of Independent Peer reviewer's comments and comment responses
3 CD's containing the above information in .pdf format

Final Submittal
1 set of signed and sealed 11" X 17" plans (including Landscape Opportunity Plans)
2 sets of signed and sealed design documentation
3 copies of Settlement and Vibration Monitoring Plan (SVMP)
3 signed and sealed Bridge Load Rating Summary Detail Sheet
3 signed and sealed Load Rating Summary Form
1 signed and sealed Construction Specifications Package
1 signed and sealed Technical Special Provisions, if applicable
3 Independent Peer Reviewer's signed and sealed cover letter that all comments have been addressed and resolved.
3 CD's containing the above information in .pdf format

All signed and sealed documents will be signed and sealed by hand (not electronically).

3. Requirements to Begin Construction:

The Design-Build Firm may choose to begin construction prior to completion of the Phase Submittals and the Department stamping the plans and specifications Released for Construction except for bridge construction. Any NEPA Reevaluations including one specifically for completion of formal Section 7 Consultation for Gulf Sturgeon must be approved by FHWA prior to construction commencement. To begin construction the Design-Build Firm shall submit signed and sealed plans for the specific activity; submit a signed and sealed Construction Specifications Package or Supplemental Specifications Package; obtain

regulatory permits as required for the specific activity; obtain utility agreements and permits, if applicable; obtain a right-of-way certification for construction from the Department and provide five (5) days notice before starting the specific activity. The plans to begin construction may be in any format including report with details, 8 1/2" X 11" sheets, or 11" X 17" sheets, and only the information needed by the Design-Build Firm to construct the specific activity needs to be shown. Beginning construction prior to the Department stamping the plans and specifications Released for Construction does not reduce or eliminate the Phase Submittal requirements.

NO BRIDGE CONSTRUCTION WILL BE ALLOWED TO COMMENCE UNTIL THE U.S. COAST GUARD PERMIT IS OBTAINED. BRIDGE CONSTRUCTION IS DEFINED AS FROM BEGIN BRIDGE TO END BRIDGE.

As-Built Set:

The Design-Build Firm's Professional Engineer in responsible charge of the Project's design shall professionally endorse (sign, seal, and certify) the As-Built Plans, the special provisions and all reference and support documents. The professional endorsement shall be performed in accordance with the Department's Plans Preparation Manual.

The Design-Build Firm shall complete the As-Built Plans as the Project is being constructed. All changes made subsequent to the "Released for Construction" Plans shall be signed/sealed by the EOR. The As-Built Plans shall reflect all changes initiated by the Design-Build Firm or the Department in the form of revisions. The As-Built Plans shall be submitted prior to Project completion for Department review and acceptance as a condition precedent to the Departments issuance of Final Acceptance.

The Department shall review, certify, and accept the As-Built Plans prior to issuing Final Acceptance of the project in order to complete the As-Built Plans.

The Department shall certify the As-Built Plans per Chapter 5.12 of the Construction Project Administration Manual (TOPIC No. 700-000-000).

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

- 1 set of 11" X 17" signed and sealed plans (including Landscape Opportunity Plans)
- 2 sets of 11" X 17" copies of the signed and sealed plans
- 1 signed and sealed Bridge Load Rating based on as-built conditions, if applicable
- 2 sets of final documentation (if different from final component submittal)
- 3 Final Project CD's

4. 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 Certification
- Permit applications for Department review
- Responses to RAIs from permitting agencies for Department review

- Approved permits package
- Pavement Design Package, if different than the minimum pavement design included as an Attachment to the RFP
- Information necessary to complete Formal Section 7 Consultation
- Information necessary to complete any NEPA Reevaluations

5. Railroad Submittals – N/A

J. Contract Duration:

The Design-Build Firm shall establish the Contract Duration for the subject Project. In no event shall the Contract Duration exceed **1770 calendar days**. The Proposed Contract Duration shall be submitted with the Bid Price Proposal.

A Bonus payment and Waiver of Contractor Claims is available for this project and can be found in the Design-Build Division I Specifications included in the Attachments section of the RFP. The achievable bonus is $15,000,000 as detailed in the specification with the intent being to have all existing travel lanes shifted to the new eastbound bridge and all traffic removed from the existing bridge within the time specified.

K. Project Schedule:

The Design-Build Firm shall submit a Schedule, in accordance with Subarticle 8-3.2 (Design-Build Division I Specifications). The Design-Build Firm's Schedule shall allow for up to fifteen (15) calendar days (excluding weekends and Department observed Holidays) review time for the Department's review of all submittals with the exception of Category 2 structures submittals. The review of Category 2 structures submittals requires Central Office involvement and the Schedule shall allow for up to twenty (20) calendar days (excluding weekends and Department observed Holidays) for these reviews.

The Department will perform the review of Foundation Construction submittals in accordance with Section 455.

The following Special Events have been identified in accordance with Specification 8-6.4:

- Mardi Gras in Pensacola
- Blue Angel Air Show at Pensacola Beach
- Blue Angel Air Show at Naval Air Station
- Pensacola Seafood Festival
- Pensacola Arts Festival
- Blue Angel Marathon
- Double Bridge Run
- Pensacola Christmas Parade
- McGuire's St. Patrick's Day Run
- Escambia County and Santa Rosa County High School Graduations at Civic Center
- Bands on the Beach events

The Design-Build Firm will be required to accommodate the Double Bridge Run and the closing of travel lanes that occur when the event is held.

Include only applicable activities in the project schedule as listed in the Schedule of Values and those listed below:

- Anticipated Contract Execution Date
- Anticipated Notice to Proceed Date
- Design Submittals
- Landscape Opportunity Plans
- Shop Drawing Submittals
- Design Survey
- Submittal Reviews by the Department and FHWA
- Design Review / Acceptance Milestones
- Materials Quality Tracking
- Geotechnical Investigation
- Department right-of-way clearance date
- Start of Construction
- Existing Bridge Repair Design
- Existing Bridge Repair Construction
- Clearing and Grubbing
- Construction Mobilization
- Embankment/Excavation
- Environmental Permit Acquisition
- Foundation Design
- Foundation Construction
- Substructure Design
- Substructure Construction
- Fender system Design
- Fender system Construction
- Superstructure Design
- Superstructure Construction
- Demolition of the existing bridge
- Walls Design
- Walls Construction
- Roadway Design
- Roadway Construction
- Signing and Pavement Marking Design
- Signing and Pavement Marking Construction
- Signalization and Intelligent Transportation System Design
- Signalization and Intelligent Transportation System Construction
- Lighting Design
- Lighting Construction
- Maintenance of Traffic DesignPermit Submittals
- Maintenance of Traffic Set-Up (per duration)
- Erosion Control
- Holidays and Special Events (shown as non-work days)
- Additional Construction Milestones as determined by the Design-Build Firm
- Final Acceptance Date

L. Key Personnel/Staffing:

The Design-Build Firm's work shall be performed and directed by key personnel identified in the Letter of Interest and/or Technical Proposal by the Design-Build Firm. In the event a change in key personnel is requested, the Design-Build Firm shall submit the qualifications of the proposed key personnel and include the reason for the proposed change. Any changes in the indicated personnel shall be subject to review and approval by the District Construction Engineer. The Department shall have sole discretion in determining whether or not the proposed substitutions in key personnel are comparable to the key personnel identified in the Letter of Interest and/or Technical Proposal. The Design-Build Firm shall have available professional staff meeting the minimum training and experience set forth in Florida Statute Chapter 455.

M. Partner/Teaming Arrangement:

Partner/Teaming Arrangements of the Design-Build Firm (i.e., Prime Contractor or Lead Design Firm) cannot be changed after submittal of the Letter of Interest without written consent of the Department. In the event a change in the Partner/Teaming Arrangement is requested, the Design-Build Firm shall submit the reason for the proposed change. Any changes in the Partner/Teaming Arrangement shall be subject to review and approval by the Department's Chief Engineer. The Department shall have sole discretion in determining whether or not the proposed substitutions in Partner/Teaming Arrangements are comparable to the Partner/Teaming Arrangements identified in the Letter of Interest and/or Technical Proposal.

N. 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, but are not limited to:

- Department technical issue resolution
- Local government agency coordination
- Maintenance of Traffic Workshop
- Pavement Design Meeting
- Permit agency coordination
- Scoping Meetings
- System Integration Meetings
- Post Submittal Design Review Meetings

During design, the Design-Build Firm shall meet with the Department's Project Manager on a biweekly basis and provide a biweekly 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 meet with the Department's Project Manager at least thirty (30) calendar days before beginning system integration activities. The purpose of these meetings shall be to verify the Design-Build Firm's ITS and signalization integration plans by reviewing site survey information, proposed splicing diagrams, IP addressing schemes, troubleshooting issues, and other design issues. In addition, at these meetings the Design-Build Firm shall identify any concerns regarding the Integration and provide detailed information on how such concerns will be addressed and/or minimized.

The Design-Build Firm shall provide all documentation required to support system integration meetings, including detailed functional narrative text, system and subsystem drawings and schematics. Also included shall be the documentation to demonstrate all elements of the proposed design which includes, but is not limited to: technical, functional, and operational requirements; ITS/communications; equipment; termination/patch panels; performance criteria; and details relating to interfaces to other ITS subsystems.

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.

O. 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.

The Design-Build Firm shall provide weekly advance MOT changes for roadways and waterways to the Department's Project Manager no later than noon each Thursday. For the upcoming week (Sunday through Saturday) which will be used to notify the public of impacts.

2. Community Awareness:

The Design-Build Firm will review and comment on a Community Awareness Program if requested by the Department.

3. Public Meetings:

The Design-Build Firm shall provide all support necessary for the Department 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. The Department anticipates having one Construction Public Meeting for the project.

For any of the above type meetings the Design-Build Firm shall provide all technical assistance, data and information necessary for the Department 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. For these meetings, the Design-Build Firm shall provide renderings including aesthetics features, typical sections for roadways and bridges, Gulf Breeze Wayside Park improvements, etc. In addition to the renderings, a simplified MOT plan shall be provided for display that indicates the proposed MOT sequencing plan to include crane graphics.

The Design-Build Firm shall, on an as-needed basis, attend the meetings with an appropriate number of personnel (including both design and construction staff) to assist the Department. The Design-Build Firm shall forward all requests for group meetings to the Department's Project Manager. The Design-Build Firm shall inform the Department of any meetings with individuals that occur without prior notice and provide a summary of topics discussed and any follow up discussions required.

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 Department.

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

5. **Public Involvement Data:**

The Design-Build Firm is responsible for the following:

- Coordinating with the Department's PIC and the District Public Information Office.
- Identifying possible permit and review agencies and providing names and contact information for these agencies to the Department.
- Providing required expertise (staff members) to assist the Department 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, 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 Department for their use and records. The Design-Build Firm shall maintain a project file with all of the information previously listed.

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

P. 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 fifteen (15) working days following issuance of the written Notice to Proceed. A marked up set of prints from the Quality Control review shall be available for the Department's review with each review submittal if requested. The responsible Professional Engineer 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.

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 State Materials Office website for instructions on gaining 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 Department database 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.

Q. 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.

R. Engineers Field Office – N/A

S. Schedule of Values:

The Design-Build Firm is responsible for submitting estimates requesting payment. Estimates requesting payment will be based on the completion or percentage of completion of tasks as defined in the schedule of values. Final payment will be made upon final acceptance by the Department of the Design-Build Project. Tracking DBE participation will be required under normal procedures according to the Construction Project Administration Manual. The Design-Build Firm must submit the schedule of values to the Department for approval. No estimates requesting payment shall be submitted prior to Department approval of the schedule of values.

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

T. Computer Automation:

The Project shall be developed utilizing computer automation systems in order to facilitate the development of the contract plans. Various software and operating systems were developed to aid in assuring quality and conformance with Department policies and procedures. The Department supports MicroStation and GEOPAK as its standard graphics and roadway design platform as well as Autodesk's AutoCAD Civil 3D as an alternate platform. Seed Files, Cell Libraries, User Commands, MDL Applications and related programs developed for roadway design and drafting are in the FDOT CADD Software Suite. Furnish As-Built documents for all building related components of the project in AutoCAD format. It is the responsibility of the Design-Build Firm to obtain and utilize current Department releases of all CADD applications.

The Design-Build Firm will be required to furnish the Project's CADD files after the plans have been Released for Construction. 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.

U. 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.

V. Testing:

The Department or its representative will perform verification and resolution sampling and testing activities at both on site, as well as, off site locations such as pre-stress plants, batch plants, structural steel and weld, fabrication plants, etc. in accordance with the latest Specifications.

.

W. Value Added:

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

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

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

The Design-Build Firm shall provide at a minimum the three (3) year warranty period as defined by Article 338, Value Added Asphalt Pavement, Division II, Standard Specifications. The Design-Build Firm may provide a longer warranty period than the three (3) year minimum.

The Design-Build Firm shall provide at a minimum the five (5) year warranty period as defined by Article 475, Value Added Bridge Components, Division II, Value Added Specifications. The Design-Build Firm may provide a longer warranty period than the five (5) year minimum.

The Design-Build Firm shall provide a minimum one (1) year warranty for all components of the Gulf Breeze Wayside Park improvements. The park asphalt shall provide the minimum 3 year Value Added Asphalt warranty as described above.

The Department will NOT consider self-imposed monetary penalties/deductions proposed by Design-Build Firm's as Value Added items.

X. Adjoining Construction Projects:

The Design-Build Firm shall be responsible for coordinating construction activities (including plans and specifications and any revisions) 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.

Y. Issue Escalation:

In the event issues arise during prosecution of the work, the resolution of those issues will be processed as described below unless revised by a project specific Partnering Agreement:

The escalation process begins with the Construction Project Manager. All issues are to be directed to the Construction Project Manager. If the issue cannot be resolved by the Construction Project Manager in coordination with the Resident Engineer and Design Project Manager as applicable, the Construction Project Manager shall forward the issue to the District Construction Engineer who will coordinate with the District Design Engineer, as applicable. Each level shall have a maximum of five (5) calendar days (excluding weekends and Department observed holidays) to answer, resolve, or address the issue. The Design-Build Firm shall provide all supporting documentation relative to the issue being escalated. The five (5) calendar day period (excluding weekends and Department observed holidays) begins when each level in the issue escalation process has received all required supporting documentation necessary to arrive

at an informed and complete decision. The five (5) calendar day period (excluding weekends and Department observed holidays) is a response time and does not infer resolution. Questions asked by the Department may be expressed verbally and followed up in writing within one (1) calendar day (excluding weekends and Department observed holidays). Responses provided by the Design-Build Firm may be expressed verbally and followed up in writing within one (1) working day. Once a response is received from the District Construction Engineer, the Construction Project Manager will respond to the Design-Build Firm in a timely manner but not to exceed three (3) calendar days (excluding weekends and Department observed holidays).

The Design-Build Firm shall provide a similar issue escalation process for their 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:

All design and construction work completed under the Contract shall be in accordance with the United States Standard Measures.

B. Vibration and Settlement Monitoring

The Department has identified vibration sensitive sites along the Project corridor. The Design-Build Firm shall be responsible for the identification of and coordination with vibration sensitive sites impacted by the Work for the duration of the construction period.

The Design-Build Firm shall provide vibration and settlement monitoring of the existing Pensacola Bay Bridge and the Escambia County Fishing Pier.

The Design-Build Firm is responsible for evaluating the need for, design of, and the provision of any necessary precautionary features to protect existing structures from damage, including, at a minimum, selecting construction methods and procedures that will prevent damage. The Design-Build Firm shall submit for Department acceptance a Settlement and Vibration Monitoring Plan (SVMP) as part of the 90% plans submittal and update the SVMP throughout the Construction Period. The Design-Build Firm is responsible for establishing maximum settlement and vibration thresholds equivalent to or lower than the Department Specification requirements for all construction activities, including vibratory compaction operations and excavations.

Submittals for Settlement and Vibration Monitoring Plan (SVMP) shall include the following as a minimum:

- Identify any existing structures in addition to those identified that will be monitored for vibrations during the construction period.
- Establish the maximum vibration levels. The maximum vibration levels stated for existing structures shall not be exceeded.
- Identify any existing structures in addition to those identified that will be monitored for settlement during the construction period.

- Establish the maximum settlement levels for the existing structures that must not be exceeded. The maximum settlement level stated shall not be exceeded.
- Identify any existing structures in addition to those identified that require pre-construction and post-construction surveys.

The Department will perform the review of Vibration and Settlement submittals in accordance with Department Specifications.

C. Geotechnical Services:

Driven Pile Foundations for Bridges and Major Structures

The Design-Build Firm shall determine whether the resistance factors used for pile design will be based on static/statnamic load testing. Prepare a Technical Special Provision (TSP) for tests other than the Modified Quick Test, such as Osterberg Cell Load Test or Statnamic Load Test. For Osterberg Cell Load Tests use the same loading and unloading intervals, as well as the same loading times specified for the Modified Quick Test. Comply with the instrumentation requirements of 455-2.4. Before the resistance factors for static/statnamic load testing may be used for pile foundations in any of the following areas of the Project, a minimum number of successful load tests must be performed in representative locations of that area:

- Station 320+00 to Station 347+00 (BL of Survey), (minimum 1 test)
- Station 347+00 to Station 367+00 (BL of Survey), (minimum 1 test)
- Station 367+00 to Station 400+00 (BL of Survey),(minimum 2 tests)
- Station 400+00 to Station 425+00 (BL of Survey), (minimum 1 test)
- Station 425+00 to Station 442+00 (BL of Survey) - Due to site variability, static/statnamic load test results are not applicable
- Station 442+00 to Station 465+00 (BL of Survey) - Due to site variability, static/statnamic load test results are not applicable

Limits of these areas may be modified by the Design-Build Firm if the modifications are justified by additional subsurface information and concurred with by the Department. Furthermore, resistance factors for static/statnamic load testing may only be used for production piles which have the same tip elevations in the same material as the representative static/statnamic load test pile. Deviations in tip elevations or bearing material will require additional static/statnamic testing if the static/statnamic load test resistance factors will be used.

There shall be at least one test pile in every pier/bent. Production piles for a pier/bent shall not be cast or driven until the test pile in that pier/bent has been successfully driven and has achieved the required NBR.

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

1. Selection of pile type and size.
2. Selection of test pile lengths, locations and quantity of test piles.
3. Selection of pile testing methods.
4. Determining the frequency of such testing unless otherwise stated herein.

5. Performance of the selected test pile program, including dynamic load test personnel and equipment. The Department may observe the installation of test piles and all pile testing.
6. Preparing and submitting a Pile Installation Plan for the Department's acceptance.
7. Selection of production pile lengths.
8. Development of the driving criteria.
9. Driving piles to the required capacity and minimum penetration depth.
10. Inspecting and Recording the pile driving information.
11. Submitting Foundation Certification Packages.
12. Providing safe access, and cooperating with the Department in verification of the piles, both during construction and after submittal of the certification package.

The Design-Build Firm is required to submit a Pile Driving Installation Plan in accordance with the Department's Special Provision – Structures Foundations (Design Build) – Section 455-10. Satisfactory field performance concerning lateral placement of piles at a minimum shall include the following:

No more than 5% of the total piles driven to date can be out of lateral tolerance or three (3) consecutively driven foundation units requiring redesign. Lateral tolerance is defined in Section 455-5.15.2 as no more than +/- 3 inches in the X or Y coordinate, from the plan position as indicated in the plans.

If 5% of the total piles driven to date or three (3) consecutively driven foundation units requiring redesign, whichever occurs first, do not meet the requirements for lateral positioning the Pile Installation Plan will be suspended until such time as the Design-Build Firm makes necessary changes to the plan and can demonstrate satisfactory means and methods have been employed to allow piles to be driven with the lateral tolerance specification.

Individual piles which are significantly out of tolerance may be rejected at the sole discretion of the Department.

Drilled Shaft Foundations for Bridges and Miscellaneous Structures

The Design-Build Firm shall determine whether the resistance factors used for drilled shaft design will be based on static/statnamic load testing. Prepare a Technical Special Provision (TSP) for tests other than the Modified Quick Test, such as Osterberg Cell Load Test or Statnamic Load Test. For Osterberg Cell Load Tests use the same loading and unloading intervals, as well as the same loading times specified for the Modified Quick Test. Comply with the instrumentation requirements of 455-2.4. Before the resistance factors for static/statnamic load testing may be used for drilled shafts in any of the following areas of the Project, a minimum number of successful load tests must be performed in representative locations of that area:

- Station 320+00 to Station 347+00 (BL of Survey), (minimum 1 test)
- Station 347+00 to Station 367+00 (BL of Survey), (minimum 1 test)
- Station 367+00 to Station 400+00 (BL of Survey), (minimum 2 tests)
- Station 400+00 to Station 425+00 (BL of Survey), (minimum 1 test)

- Station 425+00 to Station 442+00 (BL of Survey) - Due to site variability, static/statnamic load test results are not applicable
- Station 442+00 to Station 465+00 (BL of Survey) - Due to site variability, static/statnamic load test results are not applicable

Limits of these areas may be modified by the Design-Build Firm if the modifications are justified by additional subsurface information and concurred with by the Department. Furthermore, resistance factors for static/statnamic load testing may only be used for production piles which have the same tip elevations in the same material as the representative static/statnamic load test pile. Deviations in tip elevations or bearing material will require additional static/statnamic testing if the static/statnamic load test resistance factors will be used.

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

1. Evaluating geotechnical conditions to determine the drilled shaft diameter and length and construction methods to be used.
2. Performing the subsurface investigation and drilling pilot holes prior to establishing the drilled shaft tip elevations and socket requirements. For redundant drilled shaft bridge foundations, perform at least one test boring in accordance with the Soils and Foundations Handbook at each bent/pier.
3. Determining the locations of the load test shafts and the types of tests that will be performed.
4. Performing pilot borings for test holes (also known as test shafts or method shafts) and load test shafts and providing the results to the Department at least one (1) working day before beginning construction of these shafts.
5. Preparing and submitting a Drilled Shaft Installation Plan for the Department's acceptance.
6. Constructing the method shaft (test hole) and load test shafts successfully and conducting integrity tests on these shafts.
7. Providing all personnel and equipment to perform a load test program on the load test shafts.
8. Determining the production shaft lengths.
9. Documenting and providing a report that includes all load test shaft data, analysis, and recommendations to the Department.
10. Constructing all drilled shafts to the required tip elevation and socket requirement in accordance with the specifications.
11. Inspecting and documenting the construction of all drilled shafts in accordance with the specifications.
12. Performing Cross-Hole Sonic Logging (CSL) or Thermal Integrity tests on all nonredundant drilled shafts supporting bridges. For redundant drilled shaft bridge foundations and drilled shafts for miscellaneous structures, perform CSL or Thermal Integrity testing on any shaft suspected of containing defects.
13. Repairing all detected defects and conducting post repair integrity testing using 3D tomographic imaging and gamma-gamma density logging.
14. Submitting Foundation Certification Packages in accordance with the specifications.
15. Providing safe access, and cooperating with the Department in verification of the drilled shafts, both during construction and after submittal of the certification package.

Spread Footings Foundations – not allowed

Specialty Geotechnical Services Requirements

Specialty geotechnical work is any alternative geotechnical work not covered by Department Specifications and requires the development of a Technical Special Provision (TSP). Any TSP for geotechnical work shall include the following:

- Criteria of measurable parameters to be met in order to accept the specialty geotechnical work,
- A field testing and instrumentation program to verify design assumptions and performance,
- A quality control program to be performed by the Design-Build Firm that includes sampling and testing to ensure the material quality, products, and installation procedures meet , requirements,
- A verification testing program to be performed by the Geotechnical Foundation Design Engineer of Record (GFDEOR) that includes inspection, sampling, and testing to verify the material, products, and procedures meet requirements. The TSP shall include language providing separate lab samples to be used for the Department's independent verification.
- A certification process

After construction of the specialty geotechnical work, the Design-Build Firm shall submit a certification package for Department's review. The certification package shall include the results of all the field testing, instrumentation and lab testing performed and a signed and sealed letter by the GFDEOR certifying that the specialty geotechnical work meets the requirements. The Department may issue comments and request additional verification testing.

D. 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.
3. 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.
4. Scheduling and attending utility meetings, preparing and distributing minutes of all utility meetings, and ensuring expedient follow-up on all unresolved issues.
5. Distributing all plans, conflict matrices and changes to affected Utility

Agency/Owners and making sure this information is properly coordinated.

6. Identifying and coordinating the execution and performance under any agreement that is required for any utility work needed with the Design-Build Project.

7. Preparing, reviewing, approving, signing, coordinating the implementation of and submitting to the Department for review, all Utility Agreements. Provide copies to the Department Area Utility Manager.

8. Resolving utility conflicts.

9. Obtaining and maintaining all appropriate "*Sunshine State One Call of Florida*" tickets. Each Design-Build Firm and/or subcontractor shall be responsible for their own ticket and shall maintain a current monthly file with a copy of the tickets for any work activities.

10. 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.

11. Providing periodic Project updates to the Department Project Manager and District Utility Office as requested. Copy the Department Area Utility Manager on all correspondence regarding utilities.

12. Coordination with the Department on any issues that arise concerning reimbursement of utility work costs.

The following Utility Agency/Owners (UA/O's) have been identified by the Department as having facilities within the Project corridor which Department contemplates an adjustment, protection, or relocation is possible. Also provided below is a determination made by the Department as to the eligibility of reimbursement for each UA/O. The UA/O's will be responsible for any necessary relocations for the project. The Department will pay and handle all reimbursable agreements outside of the Design-Build contract if the UA/O is deemed eligible for reimbursement. The Design-Build Firm is responsible for all other coordination and agreements indicated in this document with the exception of reimbursable agreements.

Summary of UAO having facilities within the Proposed Project Limits

UAO	Contact Information	Eligible for Department Reimbursement
AT&T Florida	Barry Powell (850) 436-1483 605 W. Garden Street 2nd Floor Pensacola, FL 32501 bp3237@att.com	No
City of Gulf Breeze - Gas	Angel Jackson (850) 934-5130 1070 Shoreline Drive Gulf Breeze, FL 32561 ajackson@gulfbreezefl.gov	No

City of Gulf Breeze – Water & Sewer	Therran Gentry (850) 232-4370 1070 Shoreline Drive Gulf Breeze, FL 32561 tgentry@gulfbreezefl.gov	No
City of Pensacola	Ryan Novota (850) 435-1755 2757 N. Palafox Street Pensacola, FL 32501 rnovota@cityofpensacola.com	No
Cox Communications	Troy Young (850) 232-5044 3405 McLemore Drive Pensacola, FL 32514 Troy.young@cox.com	No
Emerald Coast Utilities Authority	Brandon Knight (850) 969-6650 9255 Sturdevant Street Pensacola, FL 32514 Brandon.knight@ecua.fl.gov	No
Gulf Power Company	Chad Swails (850) 429-2446 5120 Dogwood Drive Milton, FL 32570 ceswails@southernco.com	Yes for the bridge navigational lighting, but they are not for any other areas.
Mediacom	Tommy Green (850) 934-2564 1613 Nantahala Beach Drive Gulf Breeze, FL 32563 tgreen@mediacomcc.com	No
Pensacola Energy	Clint Shevat (850) 473-6924 1625 Atwood Drive Pensacola, FL 32514 cshevat@cityofpensacola.com	No
Southern Light	Andru Bramblett (251) 662-1170 156 St. Anthony Street Mobile, AL 36603 abramblett@slfiber.com	No

The Design-Build Firm may request the utility to be relocated to accommodate changes from the conceptual plans; however, these relocations require the Department's approval and the Department will not pay the Utility Agency/Owner (UA/O) or the Design-Build Firm for the utility relocation work regardless of the UA/O's eligibility for reimbursement.

For a reimbursable utility relocation where the UA/O desires the work to be done by their contractor, the

UA/O will perform the work in accordance with the utility work schedule and permit, and bill the Department directly.

DEVIATION FROM THE CONCEPTUAL PLAN: If the Design-Build Firm chooses to deviate from the conceptual plans and the scope of the impact to a utility depicted in the Reference Documents section of this RFP, and thereby causes a greater impact to a utility, the Design-Build Firm shall be solely responsible for all increased costs incurred by the utility owner associated with the increase in the scope of the impact to a utility from that depicted in the conceptual plans. The Design-Build Firm shall obtain an agreement from the utility owner being impacted which outlines the changes to the scope of the impact to a utility from that depicted in the conceptual plans. The agreement shall also address the Design-Build Firm's obligation to compensate the utility owner for the additional costs above the costs which would have been incurred without the Design Build Firm's increase in the scope of the impact to a utility from that depicted in the conceptual plans. The Design-Build Firm shall also provide a draft utility permit application acceptable to the Department for the placement of the utility owner's facilities based on the final design. The Department shall not compensate or reimburse the Design-Build Firm for any cost created by a change in scope of the impact to a utility from that depicted in the conceptual plans, or be liable for any time delays caused by a change in scope of the impact to a utility from that depicted in the conceptual plans.

The relocation agreements, plans, work schedules and permit application are to be forwarded to the Department for review by the District Utility Office (DUO) and Department's Project Manager. The DUO and Department's Project Manager will review the documents, but will not sign them. Once reviewed, the utility permit application will be forwarded to the District Maintenance office for the permit to be signed and recorded or submitted through the Online System Permitting (OSP) system.

E. 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, Pavement Design Package (if modified from the minimum pavement design in the RFP) and design documentation for review and concurrence by the Department and FHWA on Federal Aid Oversights Projects.

Any deviation from the Department's design criteria will require a Design Variation and any deviation from AASHTO will require a Design Exception. All such Design Variations and Design Exceptions must be approved.

These packages shall include the following:

1. **Roadway Design:**

   See PPM Volume 2; Chapter 2 for Roadway Design sheets, elements and completion level required for each submittal.

2. **Typical Section Package:**

- Transmittal letter
- Location Map
- Roadway Typical Section(s)
    1. Pavement Description (Includes milling depth)
    2. Minimum lane, shoulder, median widths
    3. Slopes requirements
    4. Barriers
    5. Right-of-Way
- Data Sheet
- Design Speed

3. **Pavement Design Package:**

The recommended pavement design attached to this document is the minimum required pavement design for the contract. The pavement designs detailed in the Conceptual Plans may NOT be accurate and are overruled by the recommended pavement designs included in this RFP. If alternate pavement designs are proposed, the following submittal requirements should be provided to the Department for review.

- Pavement Design
    1. Minimum design period
    2. Minimum ESAL's
    3. Minimum design reliability factors
    4. Resilient modulus for existing and proposed widening (show assumptions)
    5. Roadbed resilient modulus
    6. Minimum structural asphalt thickness
    7. Cross slope
    8. Identify the need for modified binder
    9. Pavement coring and evaluation
    10. Identify if ARMI layer is required
    11. Minimum milling depth

Use of the Mechanistic-Empirical Pavement Design Guide (MEPDG) for pavement design shall not be allowed.

4. **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, other drainage systems, temporary drainage design for all MOT phases and elements of systems as required for a complete analysis. The temporary drainage design shall ensure that turbidity and silt from construction areas are NOT allowed to enter the existing drainage system or directly discharge in Pensacola Bay. Full coordination with all permitting agencies, the District Environmental Management Office and Drainage Design Engineer will be required from the outset. Full documentation of all meetings and decisions are to be submitted to the District Drainage Design Engineer, District Environmental Permits

Engineer and Department's Project Manager. 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 including any temporary facilities.

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

Stormwater treatment/attenuation design shall be coordinated with the District Drainage Engineer and the Florida Department of Environmental Protection (FDEP). No Right of Way was acquired specifically for stormwater treatment facilities. The Department currently has available compensatory treatment capacity in a Pensacola Airport Pond. The Airport Pond information is included as a Reference Document for this RFP.

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

The Design-Build Firm shall replace the existing drainage system with a new drainage system. No existing drainage structures/pipes will be allowed to remain in service within the reconstruction limits upon final acceptance.

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

Prior to proceeding with the Drainage Design, the Design-Build Firm shall meet with the District Drainage Engineer and District Environmental Permits 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 fifteen (15) calendar days (excluding weekends and Department observed holidays) prior to any submittals containing drainage components.

All drainage design for the project must be approved by the District Drainage Engineer.

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.

The Design-Build Firm shall employ a qualified coastal engineer to complete a Bridge Hydraulics Report and Bridge Hydraulics Recommendation Sheet and submit to the Department for approval.

The Design-Build Firm must employ a Registered Professional Engineer in Florida who specializes in coastal engineering. The coastal engineer must hold a M.S. or Ph.D. in Coastal Engineering or a related engineering field and/or have extensive experience (as demonstrated by technical publications in technical journals with peer review) in coastal hydrodynamics and sediment transport processes. The coastal engineer must sign and seal the final Bridge Hydraulics Report and Bridge Hydraulics Recommendation Sheet.

The riprap and seawalls for the shoreline protection on both the Pensacola approach and the Gulf Breeze approach shall be designed to the 100-year hurricane conditions. This includes areas along the shoreline and Wayside Park area. Seawalls will require scour/erosion counter measures: i.e., toe protection and splash apron (if applicable). The engineer of record for the shoreline, seawall, and retaining wall scour/erosion

countermeasures shall be a registered professional engineer in Florida meeting the same requirements for coastal engineering as specified for the bridge hydraulics. Riprap countermeasure plans and any associated technical special provisions shall be signed and sealed by the coastal engineer.

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

F. Geometric Design:

The Design-Build Firm shall prepare the geometric design for the Project using the Design Standards and criteria 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.

Minimum Geometric Requirements:

1. The minimum design speed for SR 196 (Bayfront Parkway), SR 30 (Gregory Street), and SR 30 (US 98) shall be 45 mph. The bridges shall have a minimum design speed of 45 mph with the exception of the crest vertical curve of bridges over the main channel span and the associated adjacent sag vertical curves. The vertical geometry of the main span shall be designed for 50 mph minimum design speed.

2. The minimum design speed for North 17th Avenue, Pensacola Wayside Park Road and the two Gulf Breeze Wayside Park Entrance roads shall be 25 mph. Minimum criteria contained within the Florida Green Book shall be applicable to these low speed facilities.

3. The design vehicle for SR 196 (Bayfront Parkway), SR 30 (Gregory Street), SR 30 (US 98), and North 17th Avenue shall be a WB-62FL.

4. The design vehicle for the Gulf Breeze Wayside Park parking lot shall be an AASHTO P-T.

5. The minimum lane widths for SR 196 (Bayfront Parkway), SR 30 (Gregory Street), the bridge crossing and SR 30 (US 98) and North 17th Avenue shall be 12'. The transition sections between new construction and the tie-in to existing North 17th Street shall be an exception to this requirement. Two 10-foot lanes will be allowable for the entrance roadway connecting Pensacola Wayside Park with the FDOT parcel.

6. Shared use paths on grade shall be a minimum width of 10-feet. Shared use paths on the bridges shall be a minimum width of 10-feet.

7. A minimum 5-foot paved and 8-foot unpaved shoulder shall be provided on the north side of SR 30 (Gregory Street).

8. A minimum 5-foot unpaved shoulder shall be provided on Ramp A and on N. 17th Street.

G. Design Documentation, Calculations, and Computations:

The Design-Build Firm shall submit to the Department design documentation, notes, calculations, 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". At the Project completion and prior to final acceptance, a final set of design notes and computations, signed by the Design-Build Firm, shall be submitted with the As-Built Plans and tracings.

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

1. Design Standards and criteria 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

H. Structure Plans:

1. **Structure Design Analysis:**

a. The Design-Build Firm shall submit to the Department final signed and sealed design documentation prepared during the development of the plans.

b. The Design-Build Firm shall insure that the final geotechnical and hydraulic recommendations and reports required for structure design are submitted with the 90% structures plans.

c. The Design-Build Firm shall "Load Rate" all bridges in accordance with the Department Procedure 850-010-035 and the Structures Manual. The Bridge Load Rating Calculations, the Completed Bridge Load Rating Summary Detail Sheet, and the Load Rating Summary Form shall be submitted to the Department for review with the 90% superstructure submittal. The final Bridge Load Rating Summary Sheet and Load Rating Summary Form shall be submitted to the Department for review with the Final superstructure submittal. A final, signed and sealed Bridge Load Rating, updated for as-built conditions, shall be submitted to the Department for each phase of the bridge construction prior to placing traffic on the completed phase of the bridge. A final, signed and sealed Bridge Load Rating, updated for the as-built conditions as part of the As-Built Plans submittal shall be submitted to the Department before any traffic is placed on the bridge. The Bridge Load Rating shall be signed and sealed by a Professional Engineer licensed in the State of Florida.

d. The Design-Build Firm shall evaluate scour on all bridges over water using the procedures described in HEC 18.

e. The Engineer of Record for structures shall analyze the effects of the construction related loads on the permanent structure and existing structure. These effects include but are not limited to: construction equipment loads, change in segment length, change in construction sequence, etc. The Engineer of Record shall review all specialty engineer submittals (camber curves, falsework systems, etc.) to ensure compliance with the contract plan requirements and intent.

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 the Governing Regulations of Section V. A.

b. Critical Temporary Retaining Walls: Whenever the construction of a 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.

c. Partial height retaining walls (i.e. perched walls or toe walls) will NOT be allowed for this project.

d. For bridges over navigable waterways, establish the required pier strengths using the MathCad program furnished by the Department. The MathCad program furnished by the Department allows for the proposed bridge geometry to be input by the Engineer. Other parameters such as water traffic, waterway characteristics, etc. may not be changed. This assures that all Design-Build Firms are designing on the same assumptions other than the specific bridge layout that each is proposing.

The following parameters shall be utilized by the Design-Build Firm in the Mathcad program for calculating the required pier strengths:

Section 2 – Navigable Channel Characteristics

D_{water} =

B – Sta. 362+50 = 30 ft
B – Sta. 367+50 = 34 ft
B – Sta. 371+62 = 35 ft
B – Sta. 377+50 = 36 ft
B – Sta. 382+50 = 36 ft
B – Sta. 386+32 = 34 ft
B – Sta. 392+50 = 34 ft
B – Sta. 397+50 = 35 ft

B – Sta. 401+02 = 34 ft
B – Sta. 407+50 = 31 ft
B – Sta. 412+50 = 30 ft
B – Sta. 415+72 = 31 ft
B – Sta. 422+50 = 29 ft
For the Design Build Firm's specific pier locations, the Firm may interpolate between the station limits indicated above for the appropriate elevation.

C = 150 ft
Region = 1
V_C = 0.4 ft / s
V_{xc} = 0.0 ft / s
R_D = 1
V_{min} = 1 knot

Section 3 – Vessel Fleet Characteristics
PassPointNumber = 25
VesselDirection = both
$V_{TFL.up}$ = 6 knots
$VT_{FL.down}$ = 8 knots
TargetYear = 2060 (open date + half of 75 year design life)

Section 9 – Importance Classification
CriticalBridge = Yes (By definition as it crosses Pensacola Bay)
~~Critical Bridge – if parallel bridges share foundation or can transfer Vessel Impact loads~~
~~Regular Bridge – if parallel bridges have independent foundations without any transfer of Vessel Impact loads.~~
~~[selection of Critical or Regular bridge affects the Min ReturnPeriod and Max TotalAFC in Section 8]~~

Section 10 – Determine MINIMUM Barge Collision force on Pier (P_R)
$D_{water.min}$ = 10 ft

e. For spans over water in non-navigational zones, the minimum bridge low chord shall be +18.7 ft NAVD. A minimum vertical clearance of 14-feet below the low chord over the Gulf Breeze Wayside Park shall be provided. A vertical clearance of 8-feet over the entrance roadway connecting Pensacola Wayside Park with the FDOT parcel shall be provided. Low vertical clearance signage shall be provided to properly notify underdeck vehicular traffic.

f. The minimum vertical clearance of the main span over the navigation channel shall be 65-feet above the mean high water elevation of Pensacola Bay at the main channel crossing. A minimum 150-foot horizontal clearance in the main channel between the fender system shall be provided.

g. Roadway, shared use path and substructure aesthetic lighting is required for the new structures.

h. For proposals for segmental bridge types, the Design-Build Firm will be required to provide a multi-cell segmental box for each structure (westbound and eastbound) as depicted in the Aesthetic Requirements included as an Attachment to this RFP. All segmental segments shall be single casting/monolithic.

i. The LRFD Operational Importance Factor shall be 1.0 for all bridges.

j. Full height cheek walls shall be provided at the following locations:
   i. Exposed ends of all end bents
   ii. Exposed ends of piers where the difference in the exterior beam depth in adjacent spans is greater than or equal to 9".

k. If structural steel is proposed: All structural steel with the exception of slip-critical plate-to-plate connections, shall be shop metalized in accordance with SSPC-CS 23.00/AWS C2.23M/NACE No.12. The following additional requirements apply:
   i. Slip-critical plate-to-plate connections shall be masked and primed with inorganic zinc.
   ii. The steel substrate shall be prepared to white metal finish, SSPC-SP 5/NACE No. 1.
   iii. The Thermal Spray Coating shall be 85/15 Zn/Al with a minimum tensile bond of 900 psi.
   iv. The thickness of the Thermal Spray Coating shall be 8-12 mils.
   v. The Thermal Spray Coating shall be seal coated, top coated with Aliphatic Polyurethane, and clear coated.
   vi. The seal coat shall be compatible with the Thermal Spray Coating and shall be applied in the shop. Submit material data to the Department for approval prior to application of the seal coat.
   vii. The Aliphatic Polyurethane top coat and the clear coat shall be listed on the Department's Qualified Product List (QPL).
   viii. Any visible damage (scrapes or rub marks that expose the steel substrate) to the structural steel due to shipping and/or handling that exceeds1% of the total area of the component (i.e. girder, stringer, diaphragm, etc.) will required re-blasting and metalizing.

l. Pile bents shall not be permitted, except at bridge abutments when located behind retaining walls.

m. All bridge foundations shall be deep foundations.

n. Where conflicts exist between proposed and existing piles, existing piles shall be completely removed.

o. All bridge elements (including those connected to the bridge) shall be designed for all controlling bridge design loading conditions. This requirement includes all aesthetic elements connected to the bridge. **Faux elements that do not structurally support bridge elements will NOT be allowed.**

p. Where a non-standardized expansion joint is required, a modular joint shall be used. Use a modular joint of multi-cell construction with sealing glands between cells. Design sealing glands to be removable to facilitate maintenance. Design the joint so that no single gap opening ever exceeds 3 inches. Use metal springs with sufficient force and durability to ensure proper expansion of all cells throughout the thermal range. Design the expansion joint to allow proper access to the underside of the joint for maintenance.

q. All footings located in the water shall be waterline footings.

r. All permanent retaining walls shall have a concrete facing. MSE walls shall not be allowed. Any retaining walls where nominal water depths exist to support waves during the 100-year storm will require scour/erosion countermeasures (i.e., toe protection and splash apron if applicable) or designed to resist the 100-year scour.

s. Utility conduits shall not be mounted to the exterior face of retaining walls or exterior face of structures.

t. Any necessary bridge drainage piping shall be hidden from view.

u. Field attachments are not allowed to either steel or concrete girders.

v. **At the channel span, the minimum span length shall be 375 ft and provide a clear width of 325 ft between the channel span substructure footings. The navigation channel shall be marked and lighted for the minimum 150 ft channel width, centered within the 375 ft span.**

~~If the Design-Build Firm's design requires a fender system due to channel width, the new fender system shall be polymeric design. The deflections shall be limited to the site specific Past Point value and shall be limited to prevent the fender system from striking the adjacent bridge pier or footing. The fender system shall not be directly attached to the pier or footing. A minimum offset of 10 feet shall be provided between the back of the fender system and the near face of the adjacent pier or footing. For design use Past Point #25 and minimum energy 458 ft-kips.~~

~~The fender system shall provide polymeric walers, fiberglass open grating for catwalks, 14" square prestressed concrete piles, stainless steel hardware for all locations, all LED navigation lights, and plastic lumber handrail (not stainless steel rope).~~

w. The wave vulnerability classification of the bridge shall be Extremely Critical. **The "Service Immediate" performance level shall be used with applicable Strength Limit State load factors.**

x. The Design-Build Firm shall design for an environmental classification of extremely aggressive for the superstructure and substructure for the

bridge, for seawalls and for the retaining walls.

y. The final load rating for all superstructure types shall be done in accordance with the 2015 FDOT Load Rating Manual. The load rating shall have a minimum Operating Rating Factor of 1.4 for the controlling load case on the governing span using HL-93 loading. For the purposes of this load rating only, the maximum tensile stress allowed on a concrete superstructure element shall not exceed the modulus of rupture ($7.5\sqrt{f'c}$) where f'c is taken as the lesser of the design value for the element under consideration or the actual concrete cylinder break strength.

z. A minimum berm width of 10 feet shall be provided in front of all retaining walls (excluding gravity walls) located adjacent to the right-of-way lines.

aa. Lightweight concrete will not be permitted for any structural applications.

I. Specifications:

Department Specifications may not be modified or revised. 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.

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 Supplemental Specifications from the Specifications Workbook in effect at the time the Bid Price Proposals were due in the District Office all Division II and III specifications provided as Attachments to this RFP, and any signed and sealed Technical Special Provisions. Any subsequent modifications to the Construction Specifications Package shall be prepared, signed and sealed as a Supplemental Specifications Package. The Specifications Package shall be prepared, signed and sealed by the Design-Build Firms Engineer of Record who has successfully completed the mandatory Specifications Package 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.

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

J. 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 Department's review is not meant to be a complete and detailed review. Upon review and approval of the shop drawing, the Department will initial, date, and stamp "Released for Construction" or "Released for Construction as Noted".

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.

K. 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 (including pedestrians and bicyclists), 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. Coordinate with adjacent construction Projects and maintaining agencies.

L. Stormwater Pollution Prevention Plans (SWPPP):

The Design-Build Firm shall prepare a Storm Water Pollution Prevention Plan (SWPPP) as required by the National Pollution Discharge Elimination System (NPDES). The Design-Build Firm shall refer to the Department's Project Development and Environment Manual and Florida Department of Environmental Protection (FDEP) Rule 62-621.300(4)(a) for information in regard to the SWPPP. The SWPPP and the Design-Build Firm's Certification (FDEP Form 62-621.300(4)(b) **NOTICE OF INTENT (NOI) TO USE GENERIC PERMIT FOR STORMWATER DISCHARGE FROM LARGE AND SMALL CONSTRUCTION ACTIVITIES)** shall be submitted for Department review and approval. Department approval must be obtained prior to beginning construction activities.

M. 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, pedestrian and vessel traffic during all phases of construction. Topics to be addressed shall include, but are not limited to, construction phasing, utility relocation, drainage structures, signalization, wrong way detection and equipment, ditches, front slopes, back slopes, drop offs within clear zone, temporary roadway lighting 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 and NOT impact adjacent properties. Provide temporary facilities to ensure turbid water and silt are not transported to the existing drainage system and/or Pensacola Bay.

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 Advanced Maintenance of Traffic training course, and in accordance with the Department's Design Standards and the Plans Preparation Manual.

The Design-Build Firm shall provide Transportation Management Plans (TMPs) for this project subject to Department approval. An initial version of the TMP shall be provided in the Design-Build Firm's Technical Proposal. Once under contract, the Design-Build Firm will be required to submit their final TMP to the Department for approval.

A TMP will consist of four components:

(1) Temporary Traffic Control (TTC) plan component
(2) Transportation System Management and Operations (TSM&O) component
(3) Public Information (PI) component
(4) Boat ramp and Park area component

Additional information can be found in Volume 1 / 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 detours, cross sections, profiles, drainage structures, temporary roadway lighting, retaining wall details, and sheet piling as necessary for proper construction and implementation of the Temporary Traffic Control Plan.

If the Design-Build Firm elects to place two way traffic on one of the new bridge structures then a barrier shall be utilized to separate opposing traffic. The Design-Build Firm will also be required to provide adequate shoulder width for a disabled vehicle to be moved out of the travel lane during this Traffic Control phase. The lane width during any traffic control phase shall not be less than 11' wide.

The Design-Build Firm shall maintain pedestrian and bicycle facilities to the greatest extent feasible. At the point in time when the Design-Build Firm closes the Gulf Breeze Wayside Park, all sidewalk connecting to the park shall be closed if located within the construction work zone or if it connects to the construction work zone.

3. **Traffic Control Restrictions:**

All existing lanes and turn lanes within the project limits shall be maintained at all times. Temporary lane closures will be permitted, but will NOT be allowed from 5:00AM to 8:00PM. A lane may only be closed during active work periods. If pacing operations are proposed, they will not be permitted from 5:00AM to 8:00PM. All lane closures must be reported to the local emergency agencies, the media and the District Public 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.

Side roads, business access, and driveways shall remain open at all times. Side roads can NOT be closed unless approval from the District Secretary and any applicable local government is obtained.

A temporary reduction in the posted speed limit will be allowed as necessary for maintenance of traffic. The reduction in speed shall not be reduced lower than 10 mph below the posted speed limit unless approval from the Project Manager is obtained. Temporary regulatory speed signs shall be removed as soon as the conditions requiring the reduced speed no longer exist. Once the work zone regulatory speeds are removed, the regulatory speed existing prior to construction will automatically go back into effect unless new speed limit signing is provided in the plans.

SR 30 (US 98) is designated as a Hurricane Evacuation Route. All lanes must be open for traffic within 12 hours of a hurricane evacuation notice and shall remain open for the duration of the event as directed by the Project Administrator.

NO LANE CLOSURES are allowed on the Project during the Special Events days previously listed in this RFP in order to minimize potential impacts to the events.

4. Transportation System Management and Operations

Transportation Systems Management and Operations (TSM&O) is an integrated program to optimize the performance of existing multimodal infrastructure through implementation of systems, services, and projects to preserve capacity and improve the security, safety, and reliability of our transportation system. TSM&O improves mobility for all roadway users through an emphasis on real-time active management and operation of the existing transportation system. A component of the TSM&O is the Incident Management Plan.

Incident Management Plan (IMP)

The Design-Build Firm shall prepare, submit with its proposal, implement during design and construction, and provide monthly reports on its IMP. It is the goal of the Department that travel mobility, reliability and safety will be maintained at current levels or improve during all phases of the project. As a minimum, the Design Build Firm's IMP shall incorporate the following elements:

- Road Ranger Service Patrol
- Vehicle Refuge/Pull Off Areas
- Active Traffic Management

Performance Goals and Measures along with minimum requirements, penalties, penalty recovery (if applicable) and reporting requirements for each of these elements follow. The Design-Build Firm shall provide postage paid comment cards to motorists to be addressed to the District Public Information Officer and logged by the Project Public Information Officer. The Design-Build Firm is encouraged to provide additional IMP elements, performance measures and/or higher performance requirements to achieve the overall goal of the IMP.

The Design-Build Firm IMP shall include emergency preparedness and recovery plans as well as traffic management and evacuation due to hurricanes, tropical storms, fires, winter/ice system and other events. Suspend RRSP activities as directed by Emergency Services or Law Enforcement. Resume RRSP activities after clearance is given by Emergency Services or Law Enforcement.

Road Ranger Service Patrols (RRSP)

The Design-Build Firm shall provide Road Ranger Service Patrol (RRSP) vehicles and operators to support traffic incident response goals. The RRSP shall begin at commencement of the first construction activities that begin on the project. The RRSP can cease operations when the project is close to completion and at the point all maintenance of traffic devices have been removed from the roadway. RRSP Vehicles shall be capable of setting up temporary traffic control and removing debris and vehicles from the roadway and bridge to the refuge area in a safe and efficient manner.

At a minimum, the Road Ranger Service Patrol Vehicles, vehicle markings, and equipment requirements shall be provided as detailed in the FDOT Road Ranger Operations, Effective May 21, 2009, Office of Traffic Engineering and Operations (Topic No. 750-030-015-b). All RRSP vehicles shall have signage placed on the front/back/side of the vehicle, indicating free service. The Department shall review and approve the design of all vehicles and equipment.

The Design-Build Firm will be required to meet with local law enforcement officials and the agencies having jurisdiction (i.e. Florida Highway Patrol, City of Pensacola, City of Gulf Breeze, the Department and others as necessary) to formulate an incident management plan. The Design-Build Firm shall develop an agreement with off duty law enforcement to assist in the incident management. Some of the items to include in the Memorandum of Understanding include investigation and reporting of specific details and causes of traffic crashes, supervision of traffic crash and highway incident clean-up and maintenance of safe and orderly movement of traffic along the highway system.

A fully equipped RRSP Vehicle shall be stationed at each end of the bridge in a location where it can safely and efficiently access each direction of travel to support incident and response performance goals 24 hours per day, seven days per week throughout the life of the project. A backup RRSP Vehicle shall be available in the event one of the full time vehicles is out of service for any reason.

At a minimum, two RRSP Operators, one per vehicle, shall be on patrol duty between 5:00AM and 8:00PM and available during the remaining hours of the day. During the patrol duty, the operators shall be in the vehicle and ready to respond immediately. One of the RRSP Operators shall be on-call at other times of every calendar day and capable of being on scene within 30 minutes when called to support incident clearance.

Upon completion of assisting a motorist, the RRSP operator shall provide postage paid comment cards to motorists to be addressed to the District Public Information Office and logged by the PIC.

The qualifications of a Road Ranger operator shall adhere to the FDOT Road Ranger Operations requirements, Effective May 21, 2009, Office of Traffic Engineering and Operations (Topic No. 750-030-015-b).

The Design-Build Firm shall keep a log book of all RRSP dispatch activity communication with the Department. At a minimum, the Design-Build Firm shall conduct monitoring functions from a temporary facility such as a workstation in a construction office while sharing data (including video stream) with the Department in real time for oversight and verification.

The Design-Build Firm shall submit a monthly report showing the hours that the RRSP Operators and RRSP Vehicles were at the designated traffic incident sites. In addition, the report shall contain any damage recovery/user costs associated with the Road Ranger Service Program. Submit the report to the Department's Project Manager no later than the 7th day of each month.

Vehicle Refuge Area

The Design-Build Firm shall provide vehicle refuge areas or accident investigation sites to support Florida's Quick Clearance laws. A refuge area is an area large enough to store four or more full size pickup trucks after removal from the roadway or bridge, space for a tow vehicle, and space for a police vehicle completely off the travel lanes or shoulders of SR 30 (US 98). The refuge area shall not be used as a parking area for the workers as well as the public. The refuge area shall have a safe and efficient entrance and exit point. The Design-Build Firm shall provide two refuge areas, one at each end of the bridge, within the project limits. The areas shall be maintained and relocated as necessary to support incident clearance throughout the life of the contract relocated as necessary based on the proposed construction staging. The Design-Build Firm shall submit a report with each monthly invoice detailing refuge area status and availability.

Active Traffic Management

The following are the goals for Active Traffic Management:

- Actively monitor and manage traffic speeds within the Project limits in order to achieve uniform speeds with a variance of no more than 10 miles/hour (MPH) across the bridge at all times of the day and consistent, predictable and repeatable travel times. A Variable Speed Limit (VSL) System should be considered as a tool during the construction phases of the project by the Design-Build Firm to fulfill the Speed Variance requirements.
- Actively monitor traffic impacts of planned incidents such as temporary lane closures, construction operations, and equipment deliveries to minimize the duration and severity of traffic impacts and to prevent secondary incidents.
- Actively respond to, manage, and clear unplanned traffic incidents, such as debris, stalled vehicles, abandoned vehicles and crashed vehicles to minimize the duration and severity of traffic impacts and to prevent secondary incidents.

The Design-Build Firm's Incident Management Plan shall include a robust approach for achieving the uniform speeds and travel time goals. Speed Variance is defined as the speed differential between slowest traffic and fastest traffic on any half-mile segment of roadway or bridge within the project limits. Speed Variance is measured independently for each direction of travel using the Bluetooth readers. The Design-Build Firm's IMP shall propose Speed Variance targets within the project area in hourly increments for each day of the week. The Design-Build Firm shall adjust their approach throughout the Contract, as necessary, to achieve these goals. The Design-Build Firm shall install BlueTooth speed and travel time readers within the project limits at half-mile intervals. The Design-Build Firm shall use the BlueTooth reader data to report on the effectiveness of efforts to achieve Speed Variance targets and travel time goals.

The Design-Build Firm shall actively monitor the Travel Time Monitoring System (TTMS) for traffic speeds to compare against the Speed Variance metrics. Maximum allowed Speed Variance in any half-mile segment in either direction at any time of day shall not be more than 10 miles per hour (MPH).

The Design-Build Firm shall submit a report each month providing posted speed limit and actual speed in 10-minute intervals for each half-mile segment in each direction of travel. The report shall identify all 10-minute intervals per half-mile segment where the Speed Variance requirement was not met.

Lane Closure Time during Unplanned Incidents: The Design-Build Firm shall minimize the time interval (duration) between detection of a lane closure incident and clearance of the cause of the unplanned lane closure.

Roadway Clearance Time during Unplanned Incidents: The Design-Build Firm shall minimize the time between detection of a roadway closure incident and the time the incident is cleared. The Design-Build Firm shall clear the closures within the following time limits:

- Debris: 15 minutes from notification
- Abandoned Vehicles: 15 minutes from notification
- Stalled Vehicles: 20 minutes from notification
- Crashed Vehicles: 20 minutes from notification, no injuries reported
- Crashed Vehicles: 20 minutes from release by police agency, injuries reported for cars, small trucks, vans, etc.
- Crashed Vehicles: 30 minutes from release by police agency for crashes involving a fatality, large trucks, transit vehicles, tractor-trailer combinations, motor homes, towed travel trailers, boats, etc.

A damage recovery/user cost will be assessed against the Design-Build Firm if all lanes are not open to traffic during the times described in this section of the RFP. Costs will be assessed beginning at the appropriate time and continue until all lanes are open. This assessment will be in the following amounts:

First 15 minutes and under: $1,150
Each additional 15 minutes period or portion thereof: $1,150
Such costs will not exceed $18,400 over a 24 hour period.

At the discretion of the Department's Project Manager, damage recovery/user cost will not be assessed for failure to open traffic lanes if such cause is beyond the control of the Design-Build Firm. The Department will have the right to apply as payment on such damages any money which is due to the Design-Build Firm by the Department.

N. Environmental Services/Permits/Mitigation:

The Design-Build Firm will be responsible for preparing designs and proposing construction methods that are permittable. 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 or erroneous permit application packages, agency rejection, agency denials, agency processing time, or any permit violations, except as provided herein, will be the responsibility of the Design-Build Firm, and will not be considered sufficient reason for a time extension or additional compensation. As the permittee, the Department is responsible for reviewing, approving, signing, and submitting the permit application package including all permit modifications, or subsequent permit applications.

The following Project specific Environmental Services/Permits have been identified as specific requirements for this project:

The Gulf sturgeon, smalltooth sawfish, West Indian manatee, and sea turtles (loggerhead, green sea, leatherback, Kemp's ridley, hawksbill) are species that may be impacted by the proposed project. In order to minimize adverse impacts to the protected species within the vicinity of the project area, the following commitments will be adhered to:

a. Gulf Sturgeon

A Final Biological Opinion was provided by the USFWS dated April 8, 2015 that the Design-Build Firm shall comply with. Due to anticipated changes in assumed pier spacing, the Design-Build Firm may coordinate with Department for any proposals to modify the Biological Opinion commitments. The Design-Build Firm shall provide all necessary data needed and answer any questions posed by USFWS and/or the Department to assist in any potential amended Biological Opinion. USFWS has the final determination as to whether the Biological Opinion will be amended.

Some specific Biological Opinion commitments are listed below, but the Design-Build Firm is responsible for complying with the Final Biological Opinion.

1. The Department will restrict nocturnal pile driving activities by the Design-Build Firm and the mooring of work barges and vessels from October through May which represents the peak period that the Gulf sturgeon are migrating through this area. Nocturnal is defined as 30-minutes after sunset to 30-minutes before sunrise.

2. The Department will require the Design-Build Firm to minimize the potential impacts of multiple pile driving operations by maintaining 5,000 feet over the length of the project as a low-noise travel corridor. This corridor should be continuous to the extent feasible, but no individual component will be less than 1,500 feet. Low noise corridors are defined as areas where noise levels are below injury and behavioral disturbance thresholds.

3. Pile-driving operations in shoreline waters on the eastern terminus of the bridge (Gulf Breeze side) will be conducted during the summer months (June 1 through August 31) when sturgeons are at their lowest seasonal abundance. Shoreline waters is defined as the area from the shoreline to 1500 ft into the bay on all sides of the Gulf Breeze shore. This will minimize impacts to sturgeons which are known to concentrate in these shallow waters during the fall and winter. The goal is to establish and maintain a low noise corridor of no less than 1,500 feet prior to the time period when sturgeons are most abundant in this important area.

4. The Department will develop a noise monitoring plan to collect hydroacoustical data from a representative set of test piles. The site-specific hydroacoustical data collected could be used to verify the extent of potential noise impacts and if necessary, refine the previously recommended conservation measures being proposed to minimize potential impacts to listed species of this project.

5. The Design-Build Firm will be required to implement noise attenuation techniques, specifically bubble curtains, year-round for all pile driving operations. This project is expected to exceed the threshold for behavioral disturbance to the Gulf sturgeon, without noise attenuation. The use of bubble curtains will reduce the size of the impact and/or disturbance zones around pile driving operations, and therefore reduce the potential to injure or kill Gulf sturgeon, or behaviorally disturb them. The Department's noise monitoring during the test pile program will help the Design-Build Firm refine their noise attenuation techniques to ensure no impacts to the Gulf sturgeon.

6. The Design-Build Firm will be required to use a ramp-up procedure during the installation of piles. This procedure allows for a gradual increase in noise level in order to give sensitive species ample time to flee prior to initiation of full noise levels. This approach can also reduce the likelihood of any secondary or sub-lethal effects from sound impulses associated with pile driving.

7. The Department has already purchased 20 Vemco tags as required by the Biological Opinion for this project.

8. The Design-Build Firm will submit an erosion and sediment control plan to USFWS for approval prior to the start of construction.

9. The zone of impacts from elevated underwater sound levels that cause behavioral disturbance (150 dB RMS) will not extend greater than 1,037 feet from pile driving operations. If the zone of impacts is exceeded, then formal consultation should be reinitiated. The underwater sound management plan and in-situ hydroacoustic monitoring of test piles will be required to verify the zone of impacts that is the basis for this BO.

10. The Department will develop and submit the underwater sound management plan to the USFWS for review prior to the onset of construction. The plan will provide the final design for pile size, installation method, and timing for pile installation. This will include the measures proposed to mitigate underwater noise such as bubble curtains, temporary noise attenuation piles, air filled fabric barriers, isolated piles or cofferdams, or double-walled piles.

11. In-situ hydroacoustic monitoring of pile driving will be done during test piling to accurately determine sound levels based on materials, equipment, substrate, and method of pile installation. This assessment will be done on a representative sample of test piles located proximate to the project site, in an area most conducive to sound production, and at 33 feet from the pile. Any change in pile materials and/or installation methodology will require a re-assessment of sound levels. The Department will provide the acoustic monitoring results to the USFWS for review.

12. The project area will be routinely monitored for the presence of stunned, injured, or dead sturgeons (indicators of take). A plan will be developed to establish the methods, frequency, and reporting requirements for monitoring. The Department will prepare the monitoring plan and obtain approval from USFWS prior to construction. The Department will implement the monitoring and reporting requirements under a separate contract.

13. The Design-Build Firm shall evaluate new technologies to better mitigate underwater sound levels from pile driving will be considered during the design.

14. The Department commits to reinitiate and provide information necessary to complete consultation on the Gulf sturgeon prior to advancing the project to construction. The Design-Build Firm shall provide all data and information necessary regarding its proposed design and construction methods for the Department's use to complete consultation.

15. As provided in 50 CFR§402.16, reinitiation of formal consultation is required where discretionary Federal agency involvement or control over the action has been retained (or is authorized by law) and if: (1) the amount or extent of incidental take is exceeded; (2) new information shows that the action may affect listed species in a manner or to an extent not considered in this opinion; (3) the action is subsequently modified in a manner that causes an effect to the listed species not considered in this opinion; or (4) a new species is listed or critical habitat designated that may be affected by the action. The USFWS analysis did not address take through death or injury that may occur when sound pressure waves reach or

exceed the threshold for physical injury. If sound levels reach this threshold, sound mitigation measures as identified in the underwater sound plan should be implemented. If mitigation measures are unsuccessful at reducing sound levels below the threshold, then formal consultation should be reinitiated. In instances where the amount or extent of incidental take is exceeded, any operations causing such take must cease pending reinitiation. The Final BO was formulated by evaluating the effects of the action assuming that construction would begin within the next five years. If the let date does not occur within five years of the biological opinion, the USFWS would consider that the action was modified in a manner not considered in this opinion, and we would recommend reinitiating formal consultation.

West Indian Manatee

The most current USFWS guidelines "*Standard Manatee Conditions for In-Water Work"* will be followed by the Design-Build Firm per commitments by the Department.

Sea Turtles and Smalltooth Sawfish

The Design-Build Firm shall design a sea-turtle friendly lighting plan that will reduce the cumulative sky glow that is potentially harmful to sea turtles on nearby nesting beaches. During design, the lighting plan will be coordinated with USFWS for review and approval prior to finalizing the design.

The Design-Build Firm will follow the most current NMFS guidelines "*Sea Turtle and Smalltooth Sawfish Construction Conditions"* during construction to minimize impacts to sea turtles and smalltooth sawfish that may temporarily be passing through the project area.

The Department commits to continuing informal consultation during the design and permitting phase of the project for the swimming sea turtles and smalltooth sawfish. Based on the response from NMFS, the project is not anticipated to require formal Section 7 consultation for these species and will likely receive a determination of "Not Likely to Adversely Affect" when sufficient design details are available. The Department commits to reinitiate consultation with the NMFS and provide additional information necessary to allow the NMFS to complete their analysis of the project's effects to swimming sea turtles and smalltooth sawfish and complete consultation on the project prior to advancing the project to construction to comply with the Endangered Species Act and provide reasonable assurance per 23 CFR 771.133.

Bald Eagle

If a bald eagle nest is discovered within 660 ft of the construction area, the Design-Build Firm shall comply with the FWC Bald Eagle Management Plan (2008).

Section 4(f) Commitments

1. Pensacola Wayside Park – temporary construction easements (TCE) are being obtained for construction of the 17th Avenue entrance, shared use path tie-in and under bridge tie-in to the west side of the Pensacola landfall. Work in these TCEs areas shall not exceed two weeks per location.
2. Access to the Escambia County Fishing Bridge will be maintained at all times throughout construction.

3. Gulf Breeze Wayside Park - The proposed construction will displace 18 parking spaces for vehicles and trailers on the west side of the park. The Design-Build Firm shall design the new structures to extend over land to provide additional room for parking and the parking area on the west side of the existing bridge will be reconstructed to a lower elevation to provide the following:
    - A pull-through driveway for boat-launching vehicles;
    - 18 vehicle-trailer parking spaces; and,
    - 28 regular parking spaces

    Requirements associated with this construction are as follows:
    - Reconstruct the existing boat launch parking area, including a new asphalt surface and pavement markings;
    - Reconstruct the two entrance roadways on each side of the park;
    - The Department will re-landscape the park. Landscaping will be maintained by the City. The Design-Build Firm shall provide landscape opportunity areas as previously required in this RFP, but shall NOT do any landscaping in this contract. No proposals for landscaping as a Value Added feature will be allowed. All feasible areas within park shall be sodded by the Design-Build Firm.
    - Remove the utility / maintenance building just north of the pavilion area of the park.
    - Provide a pedestrian connection between the east and west areas of the Wayside Park in the general area of the existing connection;
    - Provide at a minimum 10’ wide shared use paths across each of the new Pensacola Bay Bridges, thereby connecting Pensacola Wayside Park with Gulf Breeze Wayside Park.
    - Provide access to the existing boat launch facility for emergency service equipment. The Design-Build Firm shall coordinate with Gulf Breeze Emergency Services regarding access and any proposed temporary closures. Temporary closures will require approval of the Department and Emergency Services personnel, but only brief closures will be permitted (2 hours or less).
4. The Design-Build Firm must maintain safe and reasonable access during construction to the commercial properties adjacent to SR 30 (US 98) on the Gulf Breeze landfall. In addition to two through lanes in each direction, a center turn lane must be provided during all construction phases, with the exception of any short construction phase that encompasses construction of the new median, in which case the center turn lane during construction may be omitted. Access to adjacent property must be provided at all times.

O. Signing and Pavement Marking Plans:

The Design-Build Firm shall prepare signing and pavement marking plans in accordance with Department criteria. Final pavement markings shall be thermoplastic.

All existing signs shall be removed and new signs designed and installed within the project limits. Signage shall be properly coordinated with existing signage outside of the construction limits.

P. Lighting Plans:

The Design-Build Firm shall provide a lighting design and a lighting analysis, and prepare lighting plans in accordance with Department criteria. The project lighting shall be provided for all approach roadways and new structures. The lighting plans will also include navigation lighting, lighting required for the reconstructed Gulf Breeze Wayside Park, under deck lighting over the parking areas and the entrance roadway connecting Pensacola Wayside Park with the FDOT parcel, and substructure aesthetic lighting. The Design-Build Firm shall maintain the navigation lighting at all times throughout the life of the project.

The lighting design shall follow the Lighting Design Criteria outlined in the Plans Preparation Manual Volume 1, Chapter 7, Table 7.3.1, namely 1.5 foot-candles average initial for both the roadway and the pedestrian multi-use path.

Aesthetically pleasing roadway, shared use path, parking lot and bridge lighting shall be provided. Bridge substructure lighting will be required on all piers to ensure an aesthetically pleasing profile view of the bridge at night. Aesthetically pleasing lighting shall also be provided for the Gulf Breeze Wayside Park. All under bridge roadway crossings and parking areas shall be lighted as well with under deck lighting. **Aesthetically pleasing bridge lighting shall include elements depicting the smooth profile of the bridge. This profile lighting shall be provided at a minimum in each span of the bridge superstructure. The substructure pier lighting shall aesthetically illuminate the pier shape to provide a pleasant viewing surfacing of the front and back wide faces of the pier.**

The Design-Build Firm shall provide a 50 year design life for wind loadings for all lighting fixtures, supporting brackets and connections per the requirements of AASHTO's Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals, as modified by the Department's Structures Manual.

The Design-Build Firm shall develop and submit for approval, a Load Center/Circuit/Pole Number identification plan that is compatible with the adjacent lighting systems maintenance identification scheme.

Where existing roadway lighting circuit sources (services, load centers, etc.) are being removed, the Design-Build Firm shall either:

1. Provide a new load center per current codes and all applicable criteria.
2. Identify an existing load center capable of feeding the proposed lighting while meeting all current codes and all applicable criteria.

All modified load centers shall comply with all applicable criteria and shall be in like new condition.

All existing light poles, luminaire arms, luminaires, and load centers shall be removed and the Design-Build Firm shall coordinate with the Department as to whether these features will become the property of Design-Build Firm or salvaged, transported, and delivered to the Department for future use.

The Design-Build Firm shall perform detailed field reviews. Review and document all lighting (poles/luminaires, sign luminaires, etc.), circuiting, load centers, service points, utility transformers, etc., within the project limits. This review includes: conductors, conduit, grounding, enclosures, voltages, mounting heights, pullboxes, etc. This review also includes circuits outside the project limits that originate or touch this Project's limits.

All deficiencies within the Project limits shall be identified and corrected. Any deficiencies outside the Project limits shall be brought to the attention of the Department.

Where new electrical services are required, the Design-Build Firm shall coordinate final locations of distribution transformer and service pole to minimize service and branch circuit conductors and conduit lengths. Each service point shall be separately metered.

The Design-Build Firm shall comply with the requirements of each jurisdictional authority within the Project limits. Compliance with the jurisdictional authority includes but is not limited to: field reviews,

technical meetings, special deliverable, etc. It is the Design-Build Firm's responsibility to verify and comply with all jurisdictional authority's requirements for lighting and electrical service.

All existing, temporary or permanent roadways, bridges and parking lots shall remain lighted while under construction.

The Design-Build Firm shall provide two properly sized conduits with pull boxes in the appropriate barrier wall for lighting.

The bridges shall be provided with ~~**continuous**~~ RBG color changing LED luminaires located below the bridge deck for substructure aesthetic lighting. The luminaires shall be able to be controlled remotely and all necessary equipment be provided to the Department for remote controlling of the lighting. This includes instructional booklets. The power and the data conductors for each LED controller shall be provided with proper surge protective devices. **The Design-Build Firm shall provide local push button station and remote control of the bridge aesthetic lights. The controls for the bridge aesthetic lighting shall provide different pre-set scenes to be proposed by the Design-Build Firm, but subject to Department approval. A minimum of eight pre-set scenes are required including turtle friendly scenes. The Design-Build Firm shall provide controls to allow dimming of the bridge aesthetic luminaires either 50 % or 100% locally and remotely via either radio control or cellular telephone control.**

The roadway/bridge luminaire shall be of the decorative cut-off type and shall be provided with LED lamp. The light pole on the side next to the shared use path shall be double arm with one arm facing the roadway at a higher mounting height and the second arm facing the shared use path at a lower mounting height. As an option to illuminate the shared use path, recessed wall mounted marine rated step lights can be proposed (coordination with the structural engineer is required to allow proper depth of the recessed luminaire into the bridge traffic railing barrier).

Q. Signalization and Intelligent Transportation System Plans:

1. General

The Design-Build Firm shall prepare Signalization and Intelligent Transportation Plans in accordance with Department criteria. In addition, the Design-Build Firm shall incorporate all aspects of the District 3 Signalization General Notes that can be obtained from the District Design Office.

The permanent traffic signals shall be oriented horizontally and supported by mast arms with underground electrical power service. The mast arm layout design shall provide for far-side signal head indications (as opposed to near-side indications), and may dictate installation of refuge islands in which to install mast arms to meet stop bar-to-signal head spacing criteria. Mast arm length shall be sufficient to provide for protected-only signal heads in the future if protected-permissive operation is deployed initially as part of the permanent design. Overhead street name signs shall be provided for all approaches. The design will provide for signalized pedestrian crossings connecting all quadrants of the intersections.

The traffic/ITS/lighting control cabinets, associated peripheral equipment, and electrical power service assemblies shall be strategically located in a protected area not vulnerable to damage by vehicular impact and to avoid potential water damage due to flood events. In addition, any such cabinet mounted at grade shall be fitted with a 24-inch aluminum base extension fabricated by the control cabinet manufacturer for this specific purpose utilizing production methods and materials consistent with the original cabinet assembly. The controller cabinet shall be of sufficient size to afford 30% usable free space when populated

with all required equipment. The signal installation shall be equipped with an uninterruptible power supply capable of providing 30-minutes of normal stop-and-go operation.

Signalization of the existing signalized intersection shall be maintained throughout duration of the construction project, and shall provide for a seamless transition from the existing traffic signal to the replacement traffic signal.

Detection at existing, temporary, or new signals shall be established and maintained by the Design-Build Firm throughout the duration of the project with no lapse in operation of the detection greater than 48-hours. Temporary detection shall be accomplished by use of video, microwave, or conventional loops at the Design-Build Firm's discretion.

Permanent detection design regardless of technology utilized shall provide for advance vehicular detection on the main street through movements upstream of the stop bar of at least 330', and shall provide presence detection zones of at least 50' at all other stop bar locations.

Timing and phasing plans shall be developed and maintained by the Design-Build Firm for maintenance of traffic throughout the duration of the project in consideration of prevailing traffic conditions. It is anticipated that multiple timing plans will need to operate on a time-of-day basis to accommodate differing traffic conditions during AM peak, PM peak, off-peak, night time, and weekend periods. In addition to interim timing plans developed and maintained during the construction operation, the Design-Build Firm shall establish a permanent set of timing plans, time-of-day settings, and day-of-week settings that are to remain in the traffic signal equipment at the conclusion of the construction project. The permanent timings discussed above are to be summarized and documented in a signed and sealed report.

All existing signalization equipment and materials removed from the project, including mast arms, shall become property of the Design-Build Firm.

The Design-Build Firm shall prepare design plans and provide necessary documentation for the procurement and installation of the Signalization and Intelligent Transportation System devices as well as overall system construction and integration. The construction plan sheets shall be in accordance with Department requirements and include, but not be limited to:

- Project Layout / Overview sheets outlying the locations of field elements
- Detail sheets on:
  - ~~**DMS Platform and Foundation**~~
  - CCTV structure, CCTV attachment, CCTV operation/layout
  - MVDS structure, MDVS attachment, MDVS operation/layout
  - Fiber optic splice diagrams and conduit detail
  - Power Service Distribution
  - Wiring and connection details
  - Travel Time Monitoring Systems (TTMS)
  - Road Weather Information Systems (RWIS)
  - Grounding details including lighting protection systems
  - Conduit, pull box, and vault installation
  - Field Cabinets
  - System-level block diagrams
  - Device-level block diagrams
  - Field hub/router cabinet configuration details

- System configuration/Wiring diagram/Equipment Interface for field equipment at individual locations and communications hubs.
- Maintenance of Communications (MOC) Plan
- Traffic Signal at SR 30 (US 98) at 17th Avenue

The Design-Build Firm is responsible for ensuring project compliance with the Regional ITS Architecture and Rule 940 as applicable. This includes, but is not limited to, the development or update of a concept of operations, the development or update of a system engineering master plan (SEMP), and requirement traceability verification (RTVM) as well as coordination of document review.

The Design-Build Firm shall detail existing Signalization and Intelligent Transportation System equipment and report which devices will be removed, replaced, or impacted by project work.

2. Design and Engineering Services:

The Design-Build Firm shall be responsible for all Signalization and ITS design and engineering services relating to the Project. All ITS system components shall be new unless otherwise identified in this RFP for relocation.

The design of the new system shall integrate with the existing devices. The design shall include the necessary infrastructure and components to ensure proper connection of the new ITS components. This shall include but not be limited to all proposed ITS components of this project as well as existing sub-systems that remain or are re-deployed as the final project.

At a minimum, the ITS work in this project consists of the following major components:

- Replacement of any ITS System components that are impacted by the Design-Build Firm's scope of work as approved by the Department. All equipment shall be new unless otherwise specified.
- ~~**DMS – Includes platforms and foundations only.**~~
- CCTV – Provide redundant 100% CCTV coverage of the project corridor such that the entire roadway/bridge surface is visible from a minimum of two CCTV cameras. ~~**In addition, each future DMS shall have a dedicated verification CCTV.**~~ The CCTV near the high point of the bridges shall have infrared capabilities. Relocate the existing CCTV at the ends of the bridges to locations that can be maintained throughout the Project. For both of these CCTV, the pole shall be of sufficient length to achieve a 60-foot minimum camera mounting height. Provide camera lowering devices and pole mounted cabinets with these two CCTV installations. Full CCTV coverage of the project shall be provided by the Design-Build Firm during all phases of MOT and for the final configuration.
- MVDS - MVDS devices shall be spaced at ½ mile intervals and be able to detect traffic on all traffic lanes and shoulders on the eastbound and westbound bridges and both directions at the roadway approaches.
- Relocation of any ITS System components that are impacted by the Design-Build Firm's scope of work as approved by the Department.
- All proposed elements shall be compatible with the existing system. Except for the RWIS, all equipment shall be listed on the FDOT Approved Product List.
- Fiber-optic cable/Ethernet communication network.
- Testing of fiber optic backbone and lateral drops furnished and installed or modified by the

Design-Build Firm.

- Design, installation, integration and testing of the Intelligent Transportation System.

The Design-Build Firm will be required to avoid conflicts with landscape plans within the Department Right-of-Way. While procedures are being revised to facilitate this increased collaboration and cooperation, the Design-Build Firm is required to ensure that the design and construction of each ITS project and each landscape project is entirely coordinated with existing and proposed ITS facilities and landscapes. Both programs have been determined to be important components of the state transportation system.

ITS Conduit and Boxes

The Design-Build Firm shall design and construct a raceway within the barriers of the bridges. As a minimum, the ITS system will utilize the three 2-inch conduits in each bridge and throughout the project limits. The Design-Build Firm shall provide an innerduct system in the conduit used for the fiber optic cable for future cable installation. Electrical conductors shall not be placed in the same conduit as fiber optic cable. If there are not enough conduit to support ITS and other electrical and communication requirements on the bridge, the Design-Build Firm shall provide additional conduit, as needed, within or attached to the bridge structure, as approved by the Department.

Splice vaults shall be provided throughout the project limits.

ITS Poles Platforms and Foundations

If required, the Design-Build Firm shall design and construct platforms on the both structures, complete with fall restraints, toe kicks, and foundations for 40’ to 50’ poles (same height as light poles) to install the ITS devices. The surface area of the platform shall be large enough to support the pole, the ITS Field Cabinet, and a maintenance technician to safely and comfortably access the all sides of the pole and the cabinet. The platforms shall comply with Occupational Safety and Health Administration (OSHA) regulations such as kick plates, handrails and platform work area. The ITS poles shall be aesthetically similar to the light poles.

~~**Platforms and Foundations for Future Dynamic Message Sign (DMS)**~~

~~**The Design-Build Firm shall design and construct platforms, complete with fall restraints and toe kicks, and foundations for the future Dynamic Message Signs (DMS). The surface area of the platform shall be large enough to support the DMS foundation/upright, the ITS Field Cabinet, and a maintenance technician to safely and comfortably access the all sides of the foundation and the cabinet. On the eastbound bridge, the future DMS will be located before the channel span at approximately the 0.75 mile point, eastbound direction. On the westbound bridge, the future DMS will be located before the channel span at approximately the 0.75 mile point, westbound direction. The Design-Build Firm shall make provisions for future power and communication hookups to the signs.**~~

~~**The future DMS will be a walk in enclosure, full matrix, full color, 20 mm pitch, capable of displaying 3 lines of text, 20 characters per line, 18 inch letters.**~~

Connected Vehicle – Future Vehicle to Infrastructure Provisions

The Design-Build Firm shall design and construct the infrastructure for the future vehicle to infrastructure equipment within the project limits. As a minimum, all ITS Field Cabinets provided for other ITS infrastructure shall include at least two (2) 10/100 Ethernet access ports, for future road side equipment.

CCTV System

The Design-Build Firm shall provide a fully functioning CCTV system and maximize optical/digital zoom such that complete video coverage of the bridge is maintained as an operational objective. In addition to vehicles, the video coverage shall include the images of the users of the multipath facilities. The coverage shall be redundant, where the failure of one camera will not result in the loss of video coverage of a specific area. CCTV locations shall be located for optimal viewing distances. ~~The CCTV system shall be able to read the text on the future DMSs~~. The Design-Build Firm shall determine the camera mounting height and location by performing a camera siting study at each proposed CCTV site. The results of this study shall be submitted to the Department for review and approval. CCTV cameras shall utilize MPEG-4 compression format. The Design-Build Firm shall provide CCTV cameras meeting the following requirements:

- High definition optics
- Minimum 36x optical zoom
- Digital encoding built into the camera
- Full color
- Low light capable
- Manually adjustable iris and pan-tilt-zoom

The Design-Build Firm shall install the FLIR 640x480 thermal, 36x zoom color CCD cameras at the high point of the bridges and the Bosch APL Cameras, 36x optical zoom, dome PTZ (low light cameras) at the other locations. The final permanent communication media for the CCTVs shall be the new 24 FOC distribution cable.

The Design-Build Firm shall ensure that the video from all of the CCTV cameras are delivered to the existing Video Distribution System (VDS) to be accessed by the Department. The Design-Build Firm's design documentation shall include the functionality and methodology by which the video is to be made available, as well as specify those characteristics that control the video quality, resolution, frame rate, and bandwidth.

The video from the cameras shall be integrated into the Florida's 511 Traveler Information System website. The plans shall also identify the vendor or subcontractor who will be providing the testing and integration support for this feature.

Road Weather Information System (RWIS)

The Design-Build Firm shall design, furnish and install 2 RWIS units. One RWIS unit will be located at the high point of the eastbound bridge. The Design-Build Firm shall also install a RWIS unit on the Gulf Breeze side of the westbound bridge roadway approach. The RWIS locations shall be selected based on the manufacturer's criteria for clearance from trees or other potential obstructions to ensure accurate sensor readings.

The Design-Build Firm shall provide an RWIS consisting of environmental sensor stations (ESS) installed at specified locations. The ESS includes environmental sensors mounted on an approved structure, other non-intrusive sensors, and a remote processing unit (RPU) at the base of the structure. Ensure that the RPU can collect, store, and process sensor data to describe current weather conditions.

Provide any ancillary equipment or incidental items required, including mounting hardware, power supplies, grounding, surge protection devices, and communication equipment, at each ESS location to make a complete and fully operational RWIS. Ensure that the system provides real-time, accurate, reliable data on all system parameters to the degree of precision defined in this specification.

See Developmental Specification 688 attached to this RFP for specific RWIS requirements.

Microwave Vehicle Detection (MVDS) System

The Design-Build Firm shall install an MVDS unit every 1/2 mile for the eastbound and the westbound bridges as well as the approaches to the bridges.

The Design-Build Firm shall relocate and reconfigure the existing MVDS during construction to ensure the system is operational at all times to continue monitoring wrong way vehicles.

Travel Time Monitoring System (TTMS)

The Design-Build Firm shall provide temporary TTMS stations on the existing bridge and permanent TTMS stations on the new bridges as well as the roadway approaches. The temporary and permanent travel time data is required every ½ mile within the limits of the project. Devices shall be mounted according to manufacturer recommendations and may be collocated on support structures with other ITS devices. The Bluetooth™ receiver shall be capable of monitoring and measuring vehicular movement by identifying and comparing unique Media Access Control (MAC) addresses associated with Bluetooth-enabled electronic devices. By matching MAC addresses from two different data collection locations, accurate travel times are derived by measuring prevailing road speeds.

The permanent TTMS installations will utilize Power over Ethernet connections from the field Gigabit Ethernet switch (MFES) housed inside the field equipment cabinet.

The Design-Build Firm shall install Temporary Bluetooth Readers at 0.5 mile intervals. The units shall be standalone utilizing solar power and cellular communications. The Design-Build Firm shall install, integrate, and maintain these readers on the CCTV poles at each end of the bridge as well as existing light poles along the existing bridge. The number of temporary readers will be at least 7 units.

Wrong Way Detection System

The Design-Build Firm shall replace the existing Wrong Way Detection System. The system shall be able to detect the wrong way vehicle and notify the driver, the RTMC, and the motorists of the oncoming hazard. The information shall be disseminated to all motorists that will be in danger of this errant vehicle, including the driver of the errant vehicle. Blank out light emitting diode (LED) signs may be placed in strategic locations to warn all motorists. The Design-Build Firm shall provide an aesthetically pleasing Wrong Way Detection System.

ITS Field Cabinet

At all ITS (CCTV, MVDS, RWIS, TTMS) locations, the Design-Build Firm shall design, furnish, and install a pole-mounted ITS cabinet. If ITS elements are located on the same pole, or in close proximity, one ITS field cabinet shall be used for multiple ITS elements.

For each ITS field cabinet, the Design-Build Firm shall design, furnish and install a 24 strand single mode fiber distribution cable. The configuration of the fiber shall mitigate the failure of contiguous devices.

The ITS field cabinets shall accommodate all necessary devices to interface with the FOC network. Each ITS field cabinet shall include all equipment needed to make each ITS site a fully functioning installation, including but not limited to, the power distribution equipment, communication and/or power interface from the cabinet to the ITS element, media converter, controller, uninterruptible power supply (UPS), managed field Gigabit Ethernet switch (MFES), and user interface for maintenance and trouble-shooting, and all incidental equipment. The trunk ports shall be rated at a minimum of 1 Gigabit per second. The Design-Build Firm shall design, furnish and install Transient Voltage Surge Suppression (TVSS) for any wire to

be used to connect any electrical or electronic device needed to complete the ITS element installation and integration at the ITS field cabinet site. The ITS field cabinets and associated ITS elements shall be connected to the communication system to provide connectivity from the Regional Traffic Management Center.

The Design-Build Firm shall design and provide power to each ITS Field Cabinet. Electrical load shall be calculated based on the equipment inside and that will draw power from the ITS Field Cabinet. An additional 11 amps of service load shall be included in the electrical load calculations and provided to the ITS Field Cabinet for each circuit designed. This service load shall be available to plug in service lap top computer, vacuum cleaner for cleaning the cabinet interior or other equipment for service or maintenance of the ITS Field Cabinet or future ITS device.

The Design-Build Firm shall design and construct a platform at each ITS Field Cabinet for maintenance workers. The platforms shall comply with Occupational Safety and Health Administration (OSHA) regulations such as kick plates and handrails.

Fiber Optic Cable (FOC) Infrastructure

The Design-Build Firm shall design, install, and test a continuous 144 count fiber optic cable (FOC) within the project limits, crossing the new bridges. The Design-Build Firm shall install 300' of slack cable in the splice vaults at both ends of the project limits.

The Design-Build Firm shall design, install, and test a 24-FOC distribution cable for the ITS cabinets. The 144-FOC will act as the loop back for the 24-FOC. The Design-Build Firm shall design a fiber allocation and splice plan that illustrates the FOC network plan.

The fiber drop to the traffic signal cabinet shall be a 12-FOC.

The Design-Build Firm shall design and implement a solution to connect this new network to the I-110 fiber network. The demarcation point will be a splice vault in the vicinity of the existing traffic signal at North 17th Ave. The Design-Build Firm shall not violate any existing Manufacturer's Warranty agreements (Corning Fiber) while implementing this solution.

For temporary connection to the I-110 fiber network, the existing wireless system shall be used. Testing is required to show sufficient wireless bandwidth to carry the additional load.

The equipment, materials and labor used to test the FOC circuits for acceptance testing and cable fault identification and correction shall be included within the Design-Build Firm's work for this project.

Traffic Signal Controller

The Design-Build Firm shall design, install, and test a McCain ATCeX NEMA TS2 Type 2 controller in a new NEMA cabinet. The Design-Build Firm shall integrate into the City of Pensacola traffic signal network. The 12 FOC shall be installed into this cabinet.

ITS Electrical Utility Service

The Design-Build Firm shall design and install electrical service, meters, conduit, pull boxes, copper conductors, and procure service points from the controlling utility service providers or provide other means of supplying the necessary electrical service within the project limits to make installation fully functional.

The utility service points are typically outside of the right of way and the utility service provider's service points shall be constructed to the Department's right-of-way perpendicular to the cabinet location. Service

poles and pedestals are to be installed by the Design-Build Firm for any utility service provider service point at the right-of-way. The type of utility service pole and pedestal to be installed within right of way by the Design-Build Firm will depend upon the utility service providers' requirements. It may be necessary to connect multiple ITS Field Cabinets to one electrical service points. The Design-Build Firm shall design, install and test any needed electrical distribution system, including any needed step-up/step-down transformers. All electrical distribution shall be underground, within the bridge infrastructure, and isolated from the communication network. If more than one ITS Field Cabinet is connected to same distribution system, the 11 amp service load requirement may be calculated for the distribution system rather than for each ITS field Cabinet.

The Design-Build Firm shall include the coordination, evaluation of probable service points and resolution of any electrical service point connection issues, arrange for monthly recurring electrical power service fees, and remain responsible for all charges and fees associated with the service point connection as a part of this Design-Build contract, including any electrical power service initiation or make-ready fees payable to the power companies.

The Design-Build Firm shall coordinate the design with the electrical service utility companies to minimize the easements required where electrical service drops cross private property from the electrical service provider to the Design-Build Firm's service connection point. The Design-Build Firm shall minimize the need for easements by designing the service points to not require connections at any place other than along property lines. The utility owner shall be responsible for obtaining all easements outside of the Department's right-of-way. The Design-Build Firm completed plans for the project may require the construction of electrical service point extensions from the Utility Service Provider locations to the electrical service pole or pedestal. The Design-Build Firm shall provide for such construction within the Department's right-of-way. The Design-Build Firm is required to provide the services, materials and labor to establish the electrical services for each designated location as expanded to 90% and Final plans.

The power distribution system for this project shall be designed to a maximum load of 600 volts AC, per industry standard.

3. Construction and Integration Services:

The Design-Build Firm shall be responsible for all Signalization and ITS construction and integration services relating to the Project.

The Design-Build Firm shall design, construct and implement the traffic signal located at SR30 (US 98) and 17th Avenue based on the new geometrics of the intersection.

All devices shall be integrated with the Pensacola SunGuide RTMC and/or other transportation management centers as designated by the Department.

The Design-Build Firm shall fully populate the ITSFM database with all ITSFM data elements.

4. Testing and Acceptance:

All equipment furnished by the Design-Build Firm shall be subject to monitoring and testing to determine conformance with all applicable requirements. The Design-Build Firm is responsible for the coordination and performance of material inspection and testing, field acceptance tests, and system acceptance tests. The times and dates of tests must be accepted in writing by the Department's Project Manager. The Design-Build Firm shall conduct all tests in the presence of the Department's Project Manager or designated

representative.

At minimum, the ITS components on the eastbound bridge are needed for effective execution of the Incident Management Plan (IMP) include the Travel Time System, Infrared CCTV camera, Variable Speed Limit System, and the Road Weather Information System. The existing CCTVs at each ends of the bridges shall be implemented and operational.

The system acceptance testing of ITS components and infrastructure on the eastbound bridge shall be conducted from the RTMC. These ITS components shall complete the Factory Acceptance Test, Site Acceptance Test, and the Subsystem Test and System Test prior to opening the bridge to traffic. The Burn-In/Operational Testing may be conducted after the bridge is open to traffic.

5. Existing Conditions

This section is intended to provide a general overview of the existing conditions of the Department's ITS System and its components such as the fiber optic network (FON) communications infrastructure within the project limits. The Design-Build Firm shall refer to the ITS As-Built Plans provided with this RFP as Reference Documents for additional information and shall be responsible for field verifying all existing site conditions within the project limits.

Existing CCTV
The two existing CCTVs located on each end of the bridge will require replacement. The cameras and poles are owned by the Department and are maintained and operated by Transcore. The Design-Build Firm shall upgrade, relocate, operate and maintain the cameras and associated communications. The Design-Build Firm will be required to coordinate with Transcore prior to removal. The Design-Build Firm shall deliver the existing poles and CCTVs to Milton Operations.

Existing MVDS
There are existing MVDS located at the two ends of the bridge. These are used for vehicle detection for the Wrong Way Detection System. During construction, the Design-Build Firm shall ensure that the existing MVDS continues to detect wrong way vehicles at all times.

Existing Wrong Way Detection System
In addition to the existing MVDS, there are Two "DO NOT ENTER" and One "WRONG WAY" sign, four red beacons. These signs and beacons will need to be maintained throughout construction. The existing Wrong Way Detection System must be operational at all times until it is replaced with the new Wrong Way Detection system.

Existing Communications Infrastructure
Existing fiber is currently installed along the I-110 corridor. The fiber gap between the south end of I-110 and the north end of the bridge is currently linked with microwave radios. The Design-Build Firm shall maintain these wireless links. This link may require upgrading to carry the additional bridge ITS device traffic.

Other elements of the communication infrastructure include the conduit, pull boxes, splice boxes, and cabinets.

Existing ITS Electrical Service
The Design-Build Firm shall maintain the existing ITS electrical service.

ITS Infrastructure Maintenance

The Design-Build Firm shall maintain the existing ITS system within the project limits throughout the life of the project. The Design-Build Firm shall keep the existing ITS field elements, traffic signal system elements, and communication infrastructure in service at all times until replaced with new ITS field elements and/or communication infrastructure.

The Design-Build Firm shall maintain and protect and keep in service new ITS field elements (eastbound bridge ITS elements), traffic signal system elements, and communication infrastructure during and after installation. Short duration outages are allowed for routine preventative maintenance and for responsive maintenance or repair of damaged elements.

The Design-Build Firm shall register with Sunshine One Call for the electrical and fiber optic conduits and cables within the project limits. The Design-Build Firm must be registered within 15 days from Notice to Proceed and shall remain registered final acceptance. The Design-Build Firm shall register all existing, temporary and new ITS facilities with Florida State Sunshine One Call within 60 calendar days of Notice to Proceed. The Design-Build Firm shall obtain ITS as-built and location information from the Department's ITS Section and shall be fully responsible for locating all existing, temporary and new ITS infrastructure and facilities until final acceptance. The Design-Build Firm shall be responsible for providing ITS locates requested by other consultants, contractors and/or utility companies within 48 hours of receiving requests from Sunshine One Call or from any other source from Notice to Proceed until Final Acceptance. The Design-Build Firm shall notify the Department weekly of date and location of each Locate Request and the date when the locate was completed.

The Design-Build Firm shall not remove existing or temporary ITS field elements, traffic signal system elements, or communication infrastructure until the permanent and/or replacement ITS field elements and/or communication infrastructure are in place, integrated, tested and fully operational from the Pensacola SunGuide RTMC (or other RTMC as designated by the Department at the time the new field elements or infrastructure are integrated). Specifically:

- The temporary TTMS mounted to the existing bridge shall be maintained in service until new permanent TTMS and all other ITS field elements and communication infrastructure to be mounted on the first span of the new bridge are fully operational from the RTMC.

- The wireless communication with the CCTV at the south end of the bridge shall not be removed until the all other ITS field elements, including CCTV, and communication infrastructure to be mounted on the first span of the new bridge are fully operational from the RTMC. This requirement includes connection to and integration of the two existing CCTV to fiber optic communication network.

The Design-Build Firm's responsibilities include all necessary maintenance (responding to trouble tickets generated by the RTMC and routine preventative maintenance), repairing and replacing ITS field elements and traffic signal system damaged for any reason, including natural calamities (hurricane, thunder storms, lightning, etc.), vandalism, traffic incidents or by actions of the Design-Build Firm. If any ITS field element, traffic signal system element, or infrastructure is damaged by the Design-Build Firm, the Design-Build Firm shall repair or replace the ITS field element, traffic signal element, or infrastructure. The Design-Build Firm shall designate a primary and alternative contact to receive trouble tickets. These individuals will be accessible 24 hours a day, 7 days a week throughout the life of the contract. The contact method shall include cell phone, home phone, e-mail and/or fax. The Design-Build Firm shall acknowledge all trouble tickets within one hour of receipt. Acknowledgement shall be by e-mail or fax to the RTMC originating the trouble ticket. The Design-Build Firm shall respond to trouble tickets as follows:

Table 1: ITS Maintenance Response Requirements

Work Priority	Description	Response Time
EMERGENCY	Any SYSTEM infrastructure item that is in a condition that is unsafe and/or may present a life threatening condition,. e.g., structural failure or potential structure failure due to traffic incident or weather damage, electrical risks, or potential fire risks.	1 Hour On-Site
URGENT	Any SYSTEM component which results in more than one field device being down or unusable by the Traffic Management Center, or creates the potential for a system-wide outage.	3 Hours On-Site
PRIORITY	Any SYSTEM infrastructure or component service request for general service or installation as deemed a priority by the Department's Project Manager	6 Hours On-Site
NORMAL	All other calls	Next Business Day (DOT Holidays Excluded)

The Design-Build Firm shall prepare and submit to the Department a list types and quantities of devices and parts that will be provided to support active maintenance of the ITS Field Components, Traffic Signal System Elements and infrastructure. The Design-Build Firm must, within 15 calendar days of Notice to Proceed, visit the site, with the Department's Project Manager, to ensure that the items maintained in inventory are compatible with the existing equipment. The Design-Build Firm must order and have these items in inventory within 30 calendar days of Notice to Proceed. The Design-Build Firm must determine if any of the inventory items have a lead time which will not allow the item to be in inventory within the specified time frame and notify the Department's Project Manager immediately. The notification must be accompanied by a letter from the manufacturer stating when it will be delivered and why it is not available within the specified time frame. This information will be reviewed by the Department's Project Manager and, if approved, the Design-Build Firm will be given additional time to have the item in inventory. This inventory is to be replenished as required to maintain a constant inventory of the required items and if one of the items is used it shall become the property of the Department and the Design-Build Firm will immediately obtain another to bring the inventory up to the required quantities. The Design-Build Firm must maintain the inventory until final acceptance. Upon final acceptance, any unused inventory items will become the property of the Design-Build Firm.

The Design-Build Firm shall submit written documentation that key personnel involved in the maintenance/repair of the ITS system have had previous experience in the installation of at least two ITS systems that have been in satisfactory operation for at least one year. The experience shall include traffic signal controllers, cameras, communications network equipment, CCTV, MVDS, TTMS, Wrong Way Detection, and all other system components that comprise the existing and new system being installed on this Project. The documentation shall be submitted for review and approval to the Department's Project Manager, prior to beginning any maintenance/repair activities.

The Design-Build Firm shall be on-call twenty-four (24) hours a day, seven (7) days a week, including holidays, for the duration of the contract to respond to emergency repair/replacement work. The Design-Build Firm will provide a call list of direct telephone numbers (an answering service is not acceptable). The call list shall be set up in call order. The Design-Build Firm shall perform all preventative maintenance activities recommended by the equipment manufacturer within the periodic intervals recommended by the

manufacturer during the contract. The Design-Build Firm shall provide a minimum of forty-eight (48) hours notice for intentional outages for ITS field element relocations and repairs. Repairs shall be coordinated (notify when an ITS field element is going down and when it is back in service) with the appropriate RTMC. The Design-Build Firm shall provide for the duration of the contract a problem reporting and issue tracking system accessible via the internet with a web browser.

The Design-Build Firm shall perform all preventative and routine maintenance services within the periodic intervals as recommended and specified by the equipment manufacturer, the Department, and based on the equipment's operating condition over the term of this contract, as deemed appropriate by the Department. The Design-Build Firm, in cooperation with the Department's Project Manager, shall provide a detailed preventative and routine maintenance checklist with a timetable for each component of the system, e.g., CCTV, vehicle detection sensors, communications devices, traffic signal cabinet and controllers, encoders/controllers, etc.

The Design-Build Firm shall create a routine maintenance checklist within fifteen calendar (15) days from Notice to Proceed for all existing ITS field elements and Traffic Signal elements and all new ITS field elements and Traffic Signal System components as they are brought into the SYSTEM during this CONTRACT.

Preventative and Routine maintenance services include, but are not limited to:

- Dust removal from all equipment, cabinets, and enclosures
- Traffic signal retiming, as needed
- CCTV domes shall be cleaned, inspected, re-pressurized and video feed shall be verified for quality thereafter
- Paint touch-up
- Air filter replacement
- Check status of door locks and any entry detection sensors, if so equipped
- Visual inspection of device, cabinet and enclosure exteriors: check for corrosion, punctures, graffiti, or signs of vandalism
- Visual inspection of status LEDs of equipment
- Visual inspection of all fans inside equipment and/or cabinet
- Visual inspection of all light fixtures for proper operation
- Visual inspection of all wiring for indication of decay, and/or inflicted damage
- Visual inspection of surge protection devices
- Visual inspection of the status for all breakers and fuses
- Physical test and inspection of grounding system to ensure adequate grounding at all locations
- Physical inspection of all connectors and cable assemblies to verify connections, correct as needed
- Obtain Ohm reading to check grounding
- Physical inspection of all security devices and components and testing of those that operate electronically
- Check UPS functionality by simulating a power failure at the disconnect
- Fumigation of all cabinets and enclosures against pests and/or vermin
- Removal of pests or vermin along with any excrement or habitat leftover from their presence
- Weed and grass control within 48" around all cabinets, structures and splice enclosures

Major deficiencies discovered as a result of preventative and routine maintenance services shall be reported to the Department's Project Manager immediately in writing. Phone calls are acceptable if the deficiency would constitute an Emergency or Urgent service request. Minor deficiencies (e.g., loose connector, tripped circuit breaker, cabinet light out, etc.) shall be fixed as part of preventative maintenance. The Design-Build Firm will submit an ITS Maintenance and Repair Plan to the Department within 15 days of Notice to

Proceed. The plan will outline the procedures and resources the Design-Build Firm will utilize to maintain and conduct repairs on the ITS field elements and infrastructure as necessary.

The Design-Build Firm shall design, furnish, install, and integrate a temporary means of communication if the Department's ITS field elements and traffic signal elements are in conflict with any construction activity or work done on this Project that requires them to be temporarily relocated. The Design-Build Firm's temporary communication system will provide enough bandwidth for all of the ITS field elements to operate as currently configured, including any backbone Gig E network requirements, and must be approved by the Department. The Design-Build Firm shall be responsible for any temporary communications that may be necessary to provide continual communications to all of the ITS field devices and traffic signal controller. The maximum down time for each element and supporting equipment caused by the integration with the temporary communications system or relocation shall be meet the requirements of Table 2. The Design-Build Firm shall maintain the integrity of the relocated ITS field and Traffic Signal elements and ensure the elements and supporting equipment such as cabinet, UPS, switch, wireless router etc. operate as originally installed and configured.

Table 2: Allowable Down Time– Outage Planned or Caused by Design-Build Firm, or Caused by Others

Item	Allowable Time	Damage Recovery for Repairs Not Completed During Allowable Time	Additional Time Period	Damage Recovery for Each Additional Time Period	Damage Recovery not to Exceed over a 24hr period
D3 Communication Outage, Wireless, Wireline, Fiber, Network Devices, Terminal Servers, etc.	1 hour	$6,000.00	1/2 hour	$2,000.00	$50,000.00
Traffic Signal System	2 hours	$6,000.00	1 hour	$2,000.00	$50,000.00
Wrong Way Detection System Component, communication or Software	2 hours	$6,000.00	1 hour	$2,000.00	$50,000.00
Camera System	12 hours	$3,000.00	6 hours	$1,000.00	$25,000.00
Travel Time System Component, Communication or Software	8 hours	$3,000.00	4 hours	$1,000.00	$25,000.00
Road Weather Information Sensors or Components	12 hours	$3,000.00	6 hours	$1,000.00	$25,000.00
Vehicle Detection Systems Sensors or Components	48 hours	$3,000.00	12 hours	$1,000.00	$25,000.00

Item	Allowable Time	Damage Recovery for Repairs Not Completed During Allowable Time	Additional Time Period	Damage Recovery for Each Additional Time Period	Damage Recovery not to Exceed over a 24hr period
ITS Electrical Systems, Components, Grounding, Surge Suppression, Lightning Protection, Batteries, Solar Panels	8 hours	$6,000.00	4 hours	$2,000.00	$50,000.00

A damage recovery/user cost will be assessed against the Design-Build Firm if any of the Items listed above malfunctions and are not repaired during the times described. Costs will be assessed beginning at the appropriate time and continue until the respective Item has been fixed as recorded by the Department's Project Manager. At the discretion of the Department's Project Manager, damage recovery/user cost will not be assessed if such cause is beyond the control of the Design-Build Firm, i.e., catastrophic events, accidents not related or caused by the Design-Build Firm's operations. The Department will have the right to apply as payment on such damages any money which is due to the Design-Build Firm by the Department.

The Design-Build Firm will also be responsible for the installation, integration and recalibration of any existing ITS field device assembly, structures, power infrastructures, cabinets and ancillary components that must be relocated for any construction activity or work done on this Project.

R. Landscape Opportunity Plans:

It is the intent of this work item to preserve the opportunity to provide for significant landscape planting areas within the Project limits that meet the intent of FDOT Highway Beautification Policy. The landscape opportunity design shall adhere to the FDOT Highway Beautification Policy with the intent of creating a unified landscape theme for the project. The Department intends to immediately follow the Design-Build contract with a complete landscaping project.

The Design-Build Firm shall provide the necessary site inventory and site analysis and shall prepare a "Landscape Opportunity Plan" (Opportunity Plan) as part of the roadway plan set. The Landscape Opportunity Plan shall consider the Design-Build Firm's proposed roadway improvements, utilities, setbacks and clear zone dimensions, community commitments and other Project needs in identifying future landscape planting areas. Landscape opportunity areas should be preserved in accordance with the Departments "Bold" initiative.

The Opportunity Plans shall include the following:

1. Proposed improvements to the Gulf Breeze Wayside Park.
2. Proposed improvements and existing elements to remain as associated with the Project.

3. Vegetation disposition depicting existing plant material to be removed, relocated or to remain.
4. Wetland jurisdictional lines.
5. Proposed drainage retention areas and easements.
6. Proposed utilities and existing utilities to remain.
7. Graphically depicted on-site and off-site desired or objectionable views.
8. Locations of landscape opportunity planting areas in a bubble format.
9. Provided and labeled applicable clear zone, horizontal clearance, setback dimensions on the plans and in chart form which reflect AASHTO, FDOT and Department guidelines for landscape installation and maintenance operations, including those that have been coordinated with other disciplines
10. Identified outdoor advertising locations, owners and contacts and shown 1000 ft. view zone.
11. Indicated potential area(s) for wildflower plantings.
12. Detail locations for irrigation.

The Opportunity Plan shall match the scale and format used for the proposed roadway sheets. Should this format not convey design intent that is clearly legible, an alternate format may be proposed by the Design-Build Firm, subject to Department approval.

Landscape construction documents and landscape installation are not included in this contract and shall be provided by others. Landscape irrigation for the opportunity areas shall be provided.

Disciplines that will have greatest impact to preserving landscape opportunities include environmental, drainage, utilities, signing, lighting and ITS. The DBLA shall identify potential conflicts relating to preserving opportunity landscape areas and provide suggested resolutions to preserve them. If conflicts cannot be resolved by the Design-Build Firm and the DBLA, they shall be discussed with the Department's Project Manager and District Landscape Architect for coordination and resolution.

The DBLA shall research and confirm any legally permitted outdoor advertising billboard (ODA) within 1,000-feet of the Project limits. The ODA sign(s) and 1,000-feet maximum vegetation protection zone limit shall be indicated on the plans. The Design-Build Firm's Landscape Architect shall provide a copy of all correspondence and attachments to the Department's District Landscape Architect.

The DBLA shall conduct a visual survey of existing vegetation within and adjacent to the Right-of-Way of the project. General locations of existing vegetation that will remain after roadway and associated improvements are completed shall be shown with notations of general plant species in each location on the Opportunity Plan. DBLA shall identify proposed buffer areas as needed.

The DBLA shall meet with the District Landscape Architect prior to the beginning of work for the purposes of coordination and to discuss adherence to the Highway Beautification Policy. No proposed planting areas indicated on the Opportunity Plan can occur in: federal and/or state jurisdictional wetlands or other surface waters; within open water bodies; in the bottom of stormwater management facilities; or use obligate wetlands or facultative wetland species within 25 feet of the seasonal high water of wetlands or other surface waters. Limited plantings may occur on the slopes and bottom of stormwater management facilities once

coordinated with the District EMO office, District Drainage Engineer and the District Landscape Architect. Trees may not be planted within 5 feet of storm sewer pipes and utilities.

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 the information, paper size and page limitation requirements as listed herein.

A copy of the written Technical Proposal must also be submitted in .pdf format including bookmarks for each section on a CD, DVD, or Flash Drive. Bookmarks which provide links to content within the Technical Proposal are allowed. Bookmarks which are directed to information not included within the content of the Technical Proposal shall not be utilized. No macros will be allowed. Minimum font size of ten (10) shall be used. Times New Roman shall be the required font type.

Only upon request by the Department, provide calculations, studies and/or research to support features identified in the Technical Proposal. This only applies during the Technical Proposal Evaluation phase.

Submit one (1) Original hardcopy and one (1) CD, DVD or Flash Drive containing the Technical Proposal in .pdf format and six (6) collated, complete sets of hard copies of the Technical Proposal to:

Steve Thames
FDOT D3 Procurement Manager
~~**Richard Norris**~~
~~**FDOT D3 Professional Services Administrator**~~
1074 Highway 90
Chipley, Florida 32428

The minimum information to be included:

Section 1: Project Approach

- Paper size: 8½" x 11". The maximum number of pages shall be **15** single-sided, typed pages including text, graphics, tables, charts, and photographs. Double-sided 8½" x 11" sheets will be counted as 2 pages. 11”X17” sheets are prohibited in this section.
- Describe how the proposed design solutions and construction means and methods meet the project needs described in this Request for Proposal. Provide sufficient information to convey a thorough knowledge and understanding of the project and to provide confidence the design and construction can be completed as proposed.

- Provide the term, measureable standards, and remedial work plan for any proposed Value Added features that are not Value Added features included in this RFP, or for extending the Value Added period of a feature that is included in this RFP. Describe any material requirements that are exceeded.
- Provide a Written Schedule Narrative that describes the Design, Permitting and Construction phases and illustrates how each phase will be scheduled to meet the Project needs required of this Request for Proposal. Bar or Gantt charts are prohibited. Do not reveal or describe the Proposed Contract Time. Proposed Contract Time will be evaluated when Bid Price Proposals are received.
- Provide a Transportation Management Plan for the project. The write-up shall be included in this section of the Technical Proposal. The TMP shall also include the plan for Active Traffic Management.
- Provide details for the specific aesthetic features proposed in the plans. Detail which elements were approved in the initial ATC Aesthetics Proposal.
- Provide name and background information for your coastal engineer (if not previously provided in your Letter of Interest).
- Provide utility coordinator information (if not previously provided in your Letter of Interest).
- Provide scenic overlook details

Section 2: Plans and Technical Special Provisions

- Plan and Profile views of the proposed improvements shall be submitted in roll-plot format. The maximum width of the roll-plots shall be 36". The maximum length of the roll-plot shall be 6'. No more than 6 roll plots will be allowed. Inclusion of additional information on the roll-plot, other than depictions of the Plan and Profile views, is allowed provided it clarifies the plan and profile views. However, the Department may determine that such additional information is excessive and may require the Design-Build Firm to revise and resubmit the roll-plots. If this occurs, the Design-Build Firm will have 2 business days to revise and resubmit the roll-plots upon notification by the Department. All other information not included on the roll plots, such as typical sections, special emphasis details, structure plans, etc., shall be provided on 11"x17" sheets. **No more than 500 single sided plan sheets shall be submitted.**
- Plans shall include all previously approved aesthetic elements.
- All approved non-aesthetic ATCs the Design-Build Firm intends to utilize for the project shall detailed in the proposal plans as appropriate.
- Provide design ship impact forces in the General Notes of the structures plans.
- Provide Landscape Opportunity Plan sheets that depict a Bold Landscape design for the entire project limits. ~~**The Landscape Plan shall include graphic plant symbols that show the plant location, plant type, plant quantity, plant botanical and common name and installed plant size.**~~ Paper size shall be 11"x17".

- Right-of-Way Maps and Legal Descriptions (including area in square feet) of any proposed additional Right-of-Way parcels if applicable and approved through the ATC process. Provide Technical Proposal Plans in accordance with the requirements of the Plans Preparation Manual, except as modified herein.
- The Plans shall complement the Project Approach.
- Provide plans for the Transportation Management Plan proposed for the project. These plans may include specific notes and/or details necessary to describe the plan. They should complement the write-up included in the Project Approach.
- Provide aesthetic details for all aspects proposed including those which were previously approved in the ATC Aesthetics Proposal.
- Label Section 4(f) locations in the plans. These locations should designate which areas are Section 4(f) areas to be permanently disturbed, temporarily disturbed and no disturbance allowed.
- Provide the mooring and spud locations for barges. Include the bridges, fishing pier and all subaqueous utility lines in the schematic.
- Provide any Technical Special Provisions which apply to the proposed work. Paper Size: 8½" x 11".

C. Evaluation Criteria:

The Department 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	25
2. Construction	25
3. Value Added	5
4. Maintainable Aesthetics	15
5. Pedestrian Features	10
Maximum Score	**80**

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

1. **Design (25 points)**

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

- Structures design
- Roadway design / and safety
- Drainage design
- Environmental Design
- Design coordination plan minimizing design changes
- Geotechnical investigation plan
- Geotechnical load test program
- Minimizing impacts through design to:
  - Environment
  - Public
  - Adjacent Properties
  - Structures
- Traffic Control Plan design
- Utility Coordination and Design
- Signalization design
- Intelligent Transportation System Design
- Design considerations which improve recycling and reuse opportunities
- Maintainability
- Accommodation of PD&E alternatives for the SR 30 (US 98) and 17th Ave. Intersection
- Minimization of utility impacts
- Design innovation

Credit will be given for design and utility coordination efforts that minimize the potential for adverse impacts and project delays due to utility involvement.

Credit will be given for development of design approaches which minimize periodic and routine maintenance. The following elements should be considered: access to provide adequate inspections and maintenance, access to structure's lighting system, and impacts to long term maintenance costs.

2. **Construction (25 points)**

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

- Safety
- Structures construction
- Roadway construction
- Drainage construction
- Construction coordination plan minimizing construction changes
- Minimizing impacts through construction to:
  - Environment
  - Public
  - Adjacent Properties
  - Structures

- Implementation of the Environmental design and Erosion/Sediment Control Plan
- Implementation of NEPA commitments
- Implementation of the Maintenance of Traffic Plan
- Incident Management Plan
- Utility Coordination and Construction
- Construction innovation
- Materials proposed
- Workmanship

Credit will be given for developing and deploying construction techniques that enhance project durability, reduce long term and routine maintenance, and those techniques which enhance public and worker safety. This shall include, but not be limited to, minimization of lane and driveway closures, lane widths, visual obstructions, construction sequencing, and drastic reductions in speed limits.

Credit will be given for construction and utility coordination efforts that minimize the potential for adverse impacts and project delays due to utility conflicts.

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

Credit will be given for the following Value Added features:

- Broadening the extent of the Value Added features of this RFP while maintaining existing threshold requirements
- Exceeding minimum material requirements to enhance durability of project components
- Providing additional Value Added project features proposed by the Design-Build Firm

The following Value Added features have been identified by the Department as being applicable to this project. The Design-Build Firm may propose to broaden the extent of these Value Added features.

Value Added Feature	Minimum Value Added Period
Value Added Asphalt	3 years
Value Added Bridge Components	5 years
Minimum Warranty for all components of the Gulf Breeze Wayside Park improvements	1 year

4. **Maintainable Aesthetics (15 points)**

Credit will be given for aesthetics features proposed, including but not limited to, the following: considerations in the geometry, suitability and consistency of structure type, structure finishes, shapes, proportions, form, and structure vertical elements throughout the limits of the project.

Primary aesthetic focus is to be the overall structure type **and shall include all elements of the bridges from begin bridge to end bridge**. Secondary aesthetic features are minor project elements (i.e. ~~**lighting,**~~ **roadway approaches**, walls, etc.) for consideration. Credit will be given for the overall quality of aesthetics proposed and not the quantity of elements.

A breakdown of Aesthetics elements shall include:

- Primary aesthetics – points achievable 13 points
- Secondary aesthetics – points achievable 2 points

5. **Pedestrian Features (10 points)**

Credit will be allocated for a proposal that incorporates innovative pedestrian features that complement the importance of the pedestrian emphasis on the bridges and land connections. These pedestrian features shall be evaluated for functionality, capacity, safety and accessibility of all types of potential users. Credit will be given for properly blending into the surrounding communities.

Aesthetics of the pedestrian features will NOT be scored under this category, but instead under the Maintainable Aesthetics criteria.

D. Final Selection Formula:

The Department 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 LOI and Technical Proposal)

Points will be added to the Technical Score, at the time of Bid Price Proposal opening, according to the Proposed Contract Time based on the following table. The number of days shown on the bid proposal form shall be the official Proposed Contract Time.

Proposed Contract Time (Days)	Points Awarded
1770 - 1590	0
1589 - 1409	1
1408 - 1328	2

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. If the Proposed Contract Time is greater than Maximum Contract Time of (1770) calendar days the Bid Price 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 Bid Price Proposals. This meeting will be recorded. At this meeting, the Department will announce the score for each member of the Technical Review Committee, by category, for each Proposer and each Proposer's Technical Score. Following announcement of the Technical Scores,

the sealed Bid Price Proposals will be opened and the adjusted scores calculated. The Selection Committee should meet a minimum of two (2) calendar days (excluding weekends and Department observed holidays) after the public opening of the Technical Scores and Bid Price Proposals. The Department's Selection Committee will review the evaluation of the Technical Review Committee and the Bid Price Proposal of each Proposer as to the apparent lowest adjusted score and make a final determination of the lowest adjusted score. The Selection Committee has the right to correct any errors in the evaluation and selection process that may have been made. The Department is not obligated to award the contract and the Selection Committee may decide to reject all proposals. If the Selection Committee decides not to reject all proposals, the contract will be awarded to the Proposer determined by the Selection Committee to have the lowest adjusted score.

F. Stipend Awards:

The Department has elected to pay a stipend to a limited number of non-selected Short-Listed Design-Build Firms to offset some of the costs of preparing the Proposals. The non-selected Short-Listed Design-Build Firms meeting the stipend eligibility requirements of the Project Advertisement and complying with the requirements contained in this section will ultimately be compensated. The stipend will only be payable under the terms and conditions of the Design-Build Stipend Agreement and Project Advertisement, copies of which are included with this Request for Proposal. This Request for Proposal does not commit the Department or any other public agency to pay any costs incurred by an individual firm, partnership, or corporation in the submission of Proposals except as set forth in the Design-Build Stipend Agreement. The amount of the stipend will be $950,000 per non-selected Short-Listed Design-Build Firm that meets the stipend eligibility requirements contained in the Project Advertisement. The stipend is not intended to compensate any non-selected Short-Listed Design-Build Firm for the total cost of preparing the Technical and Price Proposals. The Department reserves the right, upon payment of stipend, to use any of the concepts or ideas within the Technical Proposals, as the Department deems appropriate.

In order for a Short-Listed Design-Build Firm to remain eligible for a stipend, the Short-Listed Design-Build Firm must fully execute with original signatures and have delivered to the Department within one (1) week after the Short-List protest period, four (4) originals of the Design-Build Stipend Agreement, Form No. 700-011-14. The Short-Listed Design-Build Firm shall reproduce the necessary copies. Terms of said agreement are non-negotiable. A fully executed copy of the Design-Build Stipend Agreement will be returned to the Short-Listed Design-Build Firm.

A non-selected Short-Listed Design-Build Firm eligible for stipend compensation must submit an invoice for a lump sum payment of services after the selection/award process is complete. The invoice should include a statement similar to the following: "All work necessary to prepare Technical Proposal and Price Proposals in response to the Department's RFP for the subject Project".

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 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. One (1) hard copy Bid Price Proposal shall be hand delivered in a separate sealed package to the following:

Steve Thames
FDOT D3 Procurement Manager
~~**Richard Norris**~~
~~**FDOT D3 Professional Services Administrator**~~
1074 Highway 90
Chipley, Florida 32428

The package shall indicate clearly that it is the Bid 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 Bid Price Proposals.

Forms to be included with the Price Proposal:

- Design Build Bid Blank Form
- Design Build Bid Proposal Form
- Design Build Proposal Of (Proposer) Form
- Design Build Bid or Proposal Bond
- Vendor Certification Regarding Scrutinized Companies List