



Florida Department of Transportation
District 5

**DESIGN-BUILD
REQUEST FOR PROPOSAL**

For

**Wekiva Parkway (Section 4A/4B)
From CR 435 to the SR 46 Interchange
Orange and Lake County, Florida**

Financial Projects Number(s): 431163-5-52-01 & 238275-6-52-01

Federal Aid Project Number(s): N/A

Contract Number: E5R52

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ATTACHMENTS

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

- Permits
- Typical Section Package
- Pavement Design
- Division I Design-Build Specifications
- Value Added Specifications
 - Developmental Specification 475
 - Developmental Specification 540
 - Developmental Specification 645
 - Developmental Specification 611
 - Developmental Specification 725
- Environmental Documents
- Right-of-Way Maps and Commitments
- Design Criteria
- Tolling Infrastructure Requirements
- Concept Signing Plan

OTHER DOCUMENTS

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

- Concept Plans
- Concept Plans Design Files in MicroStation
- Geotechnical Information
- Drainage Information
- Wekiva Parkway PD&E Documents
- Utility Information

I. INTRODUCTION.

The Florida Department of Transportation (Department) has issued this Request for Proposal (RFP) to solicit competitive Technical Proposals and Price Proposals from Proposers for the design and construction of two (2) sections (Sections 4A and 4B) of Wekiva Parkway in Orange and Lake Counties, Florida, from CR 435 (Mount Plymouth Road) to the SR 46 Interchange. The Project includes partial interchanges at CR 435 and SR 46. The SR 46 interchange includes construction of a new four-lane connector roadway from the interchange to tie to existing SR 46. Alternative Technical Concepts (ATC's) will be considered for this Project as specified in the Alternative Technical Reviews in the "Innovative Aspects" section of this RFP.

Description of Work

This Project involves the design and construction of a portion of Wekiva Parkway (Segments 4A and 4B), a four-lane divided (expandable to six-lane divided by widening in the median) limited access toll facility, from east of existing CR 435 (Mount Plymouth Road) at Sta. 509+00 to south of existing SR 46 at Sta. 640+00.0. The Project includes construction of a two-lane roadway connecting Wekiva Parkway to CR 435 at an at-grade intersection. This two-lane roadway connector to CR 435 shall adhere to all design speed reduction requirements. The Project includes the partial construction of a diamond interchange accessing SR 46 with a new four-lane roadway (partial permanent construction and partial interim construction) connecting to existing SR 46 as depicted in the Concept Plans included as an Other Document to this RFP. Within this SR 46 interchange, the ramps to and from the west will be constructed to tie to Wekiva Parkway and the ramps to and from the east will be partially constructed and setup for future construction. The ramp construction shall be completed to Sta. 631+50. A new four-lane roadway will be constructed within the interchange and be extended to the west to approximate Sta. 163+47 (permanent construction) with an interim connection to intersect with existing SR 46. Widening of SR 46 will be necessary to provide turn lanes onto the new four-lane connector roadway serving the interchange.

All construction shall be completed within the right-of-way as depicted on the right-of-way information and commitments included as an attachment to this RFP. The Design-Build Firm shall comply with all right-of-way commitments made by the Department and included as an attachment to this RFP.

The Project work includes new pavement, drainage system, bridge construction, median guardrail, signing and pavement marking, traffic signals, and milling and resurfacing.

The roadway work includes new asphalt pavement and milling and resurfacing of the existing pavement. Drainage work includes all work required to comply with the permit requirements for water quality and quantity. All stormwater systems shall be contained within the Department owned right-of-way. Any permit modifications required to accommodate the drainage system shall be the responsibility of the Design-Build Firm.

Structures work includes the construction of four (4) new bridges on the project including: Wekiva Parkway bridges over the floodplain (Bridge Nos. 110603 (northbound) and 110604 (southbound)) and Wekiva Parkway bridges over the interchange connector road to SR 46 (Bridge Nos. 110601 (northbound) and 110602 (southbound)). Retaining walls shall be designed for all structures to provide construction within the right-of-way owned by the Department.

The Design-Build Firm shall provide specific infrastructure to support tolling. This includes, but is not limited to, the roadway elements including special asphalt pavement for the toll plaza area, maintenance access, pull boxes and conduits, and barrier and guardrail to protect future gantry installation and signing. The Design-Build Firm shall provide electric power as well as a T1 data line to support tolling equipment.

The toll gantry, support buildings, building penetrations, communications, and toll equipment will be completed by others under separate contracts.

The location of the toll collection and special pavement has been identified in the Concept Plans. If a location different than that shown in the Concept Plans is proposed, the Design-Build Firm shall coordinate with and obtain approval from the Department on the new location and shall comply with the criteria defined in this RFP.

The Design-Build Firm shall be responsible for complete signalization plans. Signal improvements include strain poles at the two-lane connector roadway intersection with CR 435, the connector road to SR 46 intersection with existing SR 46, and the Wekiva Parkway southbound on-ramp intersection with the connector road to SR 46.

The Design-Build Firm shall be responsible for complete signing and pavement marking plans. All existing signs and sign structures within the project limits are to be replaced. The signing plan shall include all signs necessary to provide appropriate regulatory and guide signing and shall be in conformance with the Concept Signing Plan included as an attachment to this RFP.

The Temporary Traffic Control Plans for the Project shall meet the requirements of the Plans Preparation Manuals, Department Indices and special requirements included in this RFP in Section VI.L.

The Design-Build Firm shall be responsible for preserving a 10-foot corridor along the right-of-way on both sides of the roadway for the future construction of an ITS system. The 10-foot corridors shall be preserved for the full length of the Project. The 10-foot corridor shall be clear and grubbed and graded to match existing grade.

The Design-Build Firm shall be responsible for the design and construction of a new roadway lighting system within the limits of the turn-lanes and tapers at the temporary terminus at CR 435 and the intersection of the connector roadway to SR 46 and existing SR 46. The SR 46 interchange shall include lighting in accordance with the requirements outlined in this RFP.

The Design-Build Firm shall be responsible for the milling and resurfacing of all existing pavement to remain through the limits of construction on existing SR 46 and on CR 435 through the limits of the turn lanes (including tapers) for the connector road intersection. Milling and resurfacing on CR 435 shall be removal of 1-1/2" and replacement of 1-1/2" of FC 12.5 traffic level C f.

Any proposed changes to the requirements of this RFP by a Design-Build Firm must be received by the Alternative Technical Concepts (ATC) submission deadline and approved by the Department. A change is defined as any deviation from the requirements of this RFP. These changes will be shared with other Design-Build Firms.

Proposed innovative concepts presented through the ATC process will not be shared with other Design-Build Firms. An innovative concept or idea is defined as the Design-Build Firm's means and methods in constructing the Project and are not a part of the approved changes to the RFP. The Department will determine if information submitted by the Design-Build Firm constitutes a change to the RFP that is required to be shared with other Design-Build Firms. All accepted variations and/or exceptions will be shared with other Design-Build Firms.

A. Design-Build Responsibility

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

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

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

B. Department Responsibility

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

II. SCHEDULE OF EVENTS.

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

Date	Event
March 16, 2012	Advertisement
April 6, 2012	Expanded Letters of Interest for Phase 1 of the procurement process due in District Office by xx:xx am/pm local time
May 3, 2012	Proposal Evaluators submit Expanded Letter of Interest Scores to Contracting Unit xx:xx am/pm local time
May 7, 2012	Contracting Unit provide Expanded Letter of Interest scores and comment of Proposal Evaluators to Selection Committee xx:xx am/pm local time
May 7, 2012	Public Meeting of Selection Committee to review and confirm Expanded Letter of Interest scores xx:xx am/pm local time
May 7, 2012	Posting of Expanded Letter of Interest scores xx:xx am/pm local time
May 9, 2012	Deadline for all responsive Design-Build Firms to affirmatively declare intent to continue to Phase II of the procurement process xx:xx am/pm local time
May 14, 2012	Final RFP provided to Design-Build Firms providing Affirmative Declaration of Intent to continue to Phase II of the procurement process.
May 25, 2012	Deadline for submission of written questions prior to the pre-proposal

Date	Event
	meeting.
May 31, 2012	Pre-proposal meeting at xx:xx am/pm local time in <location with address>. All impacted Utility Agency/Owners are to be invited to the mandatory Pre-proposal meeting.
June 25, 2012	Final deadline for submission of questions/requests for information prior to the submittal of Technical Proposals.
June 19, 2012	Final deadline for submission of Design Exceptions or Variances
May 28, 2012 through June 12, 2012	Alternative Technical Concept Meeting No. 1
May 28, 2012 through June 12, 2012	Alternative Technical Concept Meeting No. 2
May 22, 2012	Deadline for submittal of Alternative Technical Concept Proposals xx:xx am/pm local time
July 13, 2012	Information Cut-off date (Last Date Department may provide any information to Design-Build Firms prior to the submittal of Technical Proposals.
July 23, 2012	Technical Proposals due in District Office by x: xx a.m./p.m. local time
August 28, 2012 through August 31, 2012	Question and Answer Session. Times will be assigned during the pre-proposal meeting. One hour will be allotted for questions and responses.
September 4, 2012 through September 7, 2012 (due 7 calendar days after the Q&A for each Design-Build Firm	Deadline for submittal of Written Clarification letter following Question and Answer Session xx:xx am/pm local time
September 13, 2012	Price Proposals due in District Office by xxx p.m. local time.:
September 13, 2012	Public announcing of Technical Scores and opening of Price Proposals at xx:xx am/pm local time in <location with address>
September 17, 2012	Public Meeting of Selection Committee to determine intended Award at 8:15 a.m. in the Secretary's Conference Room, 4 th Floor of the District V Administration Building (District Office), 719 S. Woodland Boulevard, DeLand, Florida 32720
September 17, 2012	Posting of the Department's intended decision to Award by 5:00 p.m. (will remain posted for 72 hours)
September 20, 2012	Anticipated Award Date
September 29, 2012	Anticipated Execution Date

III. THRESHOLD REQUIREMENTS.

A. Qualifications

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

B. Joint Venture Firm

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

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

C. Price Proposal Guarantee

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

D. Pre-Proposal Meeting & DBE Workshop

Attendance at the Pre-Proposal Meeting is mandatory. Any Proposer failing to attend will be deemed non-responsive and automatically disqualified from further consideration. All questions of Proposers to be discussed at the pre-proposal meeting must be submitted in writing by the deadline stated in the Schedule of Events. The purpose of this meeting is to provide a forum for all concerned parties to discuss the proposed project, answer questions on the design and construction criteria, CPM schedule, and method of compensation, instructions for submitting Proposals, design exceptions/variances, and other relevant issues. In the event that any discussions or questions at the pre-Proposal Meeting require, in the Department's opinion, official additions, deletions, or clarifications of the RFP, the Design and Construction Criteria, or any other document, the Department will issue a written summary of questions and answers or an addendum to this RFP as the Department determines is appropriate. No oral representations or discussions, which take place at the Pre-Proposal Meeting, will be binding on the Department. FHWA will be invited on Federal Aid (FA) oversight projects, in order to discuss the Project in detail and to clarify any concerns. Utility companies will be invited to discuss utility issues with the Proposers.

Proposers shall direct all questions to the Departments Question and Answer website: <http://www2.dot.state.fl.us/construction/bidquestionmain.asp>.

During and after the Pre-Proposal Meeting, it is the responsibility of the Project Manager/Contracting Unit to ensure that each Proposer develops their respective Technical Proposal with the same information. If a Proposer receives information from the Department relating to the Project, the Department will ensure that all Proposers receive the same information in a timely fashion. The project file will clearly document all

communications with any firm regarding the design and construction criteria by the Contracting Unit or the Project Manager.

A mandatory DBE Workshop will be held after the pre-proposal meeting. Any Proposer failing to attend will be deemed non-responsive and automatically disqualified from further consideration.

E. Question and Answer Session

The Department shall 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 Technical Review Committee to seek clarification and ask questions, as it relates to the Technical Proposal of the Proposer. The Q & A Session will occur a minimum of two (2) weeks after the date the Technical Proposals are due, and be part of the Overall Technical Proposal Scoring. The Department will terminate the Q & A Session promptly at the end of the allotted time. The Department may tape record or videotape all or part of the Q & A session. Such recordings will become part of the Contract Documents in accordance with the Specifications. The Q & A Session will not constitute “discussions” or negotiations. Proposers will not be permitted to ask questions of the Department except to ask the meaning of a clarification question posed by the Department. Within one (1) week following the Q & A Session, the Design/Build Firm shall submit to the Department a written clarification letter summarizing the answers provided during the Q & A Session. The Design/Build Firm shall not include information in its 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 that was not discussed during the Q&A Session and is not otherwise included in the Technical Proposal, such additional information will not be considered by the Department during the evaluation of the Technical Proposal. No additional time will be allowed to research answers.

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

F. Protest Rights

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

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

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

1. Name, address, telephone number, and Department identifying number on the Notice, if known, and name, address and telephone number of a representative, if any; and
2. An explanation of how substantial interest will be affected by the action described in the RFP; and

3. A statement of when and how the RFP was received; and
4. A statement of all disputed issues of material fact. If there are none, this must be indicated; and
5. A concise statement of the ultimate facts alleged, as well as the rules and statutes, which entitle to relief; and
6. A demand for relief; and
7. Conform to all other requirements set out in Florida Statutes (F.S.), Chapter 120 and F.A.C., Chapter 28-106, including but not limited to Section 120.57 F.S. and Rules 28-106.301, F.A.C., as may be applicable.

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

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

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

G. Non-Responsive Proposals

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

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

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

H. Waiver of Irregularities

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

1. Any design submittals that are part of a Proposal shall be deemed preliminary only.
2. Preliminary design submittals may vary from the requirements of the Design and Construction Criteria. The Department, at its 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 bid/Price Proposal, regardless of the fact 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 the 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. Proposed changes to the Design Concept may be considered together with innovative construction techniques, as well as other areas, as the basis for grading the Technical Proposals in the area of innovative measures.

I. Modification or Withdrawal of Technical Proposal

Proposers may modify or withdraw previously submitted Technical Proposals at any time prior to the 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.

J. Department's Responsibilities

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

quantities of work to be performed and materials to be furnished and as to the requirements of all Contract Documents. Written notification of differing site conditions discovered during the design or construction phase of the project will be given to the Department's Project Manager.

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

K. Design-Build Contract

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

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

IV. DISADVANTAGED BUSINESS ENTERPRISE (DBE) PROGRAM.

A. DBE Availability Goal Percentage:

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

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

B. Anticipated DBE Participation Statement:

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

C. Equal Opportunity Reporting System:

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

D. DBE Supportive Services Providers:

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

E. DBE Affirmative Action Plan:

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

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

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

F. Bidders Opportunity List:

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

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

V. PROJECT REQUIREMENTS AND PROVISIONS FOR WORK.**A. Governing Regulations:**

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

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

12. Instructions for Design Standards
<http://www.dot.state.fl.us/structures/IDS/IDSportal.pdf>
13. AASHTO – A Policy on Geometric Design of Highways and Streets
https://bookstore.transportation.org/item_details.aspx?ID=110
14. MUTCD - 2009
<http://mutcd.fhwa.dot.gov/>
15. Safe Mobility For Life Program Policy Statement
<http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/000750001.pdf>
16. Traffic Engineering and Operations Safe Mobility for Life Program
<http://www.dot.state.fl.us/trafficoperations/Operations/SafetyisGolden.shtm>
17. Florida Department of Transportation American with Disabilities Act (ADA) Compliance – Facilities Access for Persons with Disabilities Procedure
<http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/625020015.pdf>
18. Florida Department of Transportation Florida Sampling and Testing Methods
<http://www.dot.state.fl.us/statematerialsoffice/administration/resources/library/publications/fstm/disclaimer.shtm>
19. Florida Department of Transportation Flexible Pavement Coring and Evaluation Procedure
<http://www.dot.state.fl.us/statematerialsoffice/administration/resources/library/publications/materialsmanual/documents/v1-section32-clean.pdf>
20. Florida Department of Transportation Design Bulletins and Update Memos
<http://www.dot.state.fl.us/rddesign/updates/files/updates.shtm>
21. Florida Department of Transportation Utility Accommodation Manual
<http://www.dot.state.fl.us/rddesign/utilities/UAM.shtm>
22. AASHTO LRFD Bridge Design Specifications
https://bookstore.transportation.org/category_item.aspx?id=BR
23. Florida Department of Transportation Flexible Pavement Design Manual
<http://www.dot.state.fl.us/pavementmanagement/PUBLICATIONS.shtm>
24. Florida Department of Transportation Rigid Pavement Design Manual
<http://www.dot.state.fl.us/pavementmanagement/PUBLICATIONS.shtm>
25. Florida Department of Transportation Pavement Type Selection Manual
<http://www.dot.state.fl.us/pavementmanagement/PUBLICATIONS.shtm>
26. Florida Department of Transportation Right of Way Manual
<http://www.dot.state.fl.us/rightofway/Documents.shtm>
27. Florida Department of Transportation Intelligent Transportation System Guide Book
http://www.dot.state.fl.us/TrafficOperations/Doc_Library/Doc_Library.shtm
28. Federal Highway Administration Checklist and Guidelines for Review of Geotechnical Reports and Preliminary Plans and Specifications
<http://www.fhwa.dot.gov/engineering/geotech/pubs/reviewguide/checklist.cfm>

29. Florida Department of Transportation Bicycle and Pedestrian Policies and Standards
http://www.dot.state.fl.us/safety/ped_bike/ped_bike_standards.shtm
30. Federal Highway Administration Hydraulic Engineering Circular Number 18 (HEC 18).
http://www.fhwa.dot.gov/engineering/hydraulics/library_arc.cfm?pub_number=17
31. Florida Department of Transportation Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways
<http://www.dot.state.fl.us/rddesign/FloridaGreenbook/FGB.shtm>
32. Florida Statutes
<http://www.leg.state.fl.us/Statutes/index.cfm?Mode=View%20Statutes&Submenu=1&Tab=statutes&CFID=14677574&CFTOKEN=80981948>

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.

B.1 Alternative Technical Concept (ATC) Proposals

The ATC process allows innovation, flexibility, time and cost savings on the design and construction of Design-Build projects. ATC's allow the Department to obtain the best value for the public. ATC Meeting(s) may be held (maximum of two (2) meetings per Design-Build Firm), in order for the Design-Build Firm to propose changes to supplied basic configurations, project scope, design criteria, or construction criteria. The proposed changes shall provide a solution that is equal or better than what is required by the RFP as determined by the Department. A concept is not an ATC if it reduces quality, performance, reliability or scope or if the proposed concept is contemplated or not specifically prohibited by the RFP.

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

B.2 Submittal and Review of ATC'S

After the ATC Meeting, the District Design Engineer (DDE) will communicate with the appropriate staff (i.e. District Structures Engineer, District Construction Engineer, District Maintenance Engineer, State Structures Engineer, State Roadway Design Engineer, FHWA, as applicable) as necessary, and respond to the Design-Build Firm in writing within two (2) weeks of the ATC Meeting as to whether the ATC is acceptable, not acceptable, needs additional information or does not qualify as an ATC. If the DDE or his/her designee determines that more information is required for the review of an ATC, questions should be prepared by the DDE or his/her designee to request and receive responses from the Design-Build Firm. The review should be completed within two weeks of the receipt of the ATC. If the review will require additional time, the Design-Build Firm should be notified in advance with an estimated timeframe for completion.

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

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

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

B.3 Contents of ATC Submittal

All ATC submittals 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 or a determination that the ATC is consistent with the requirements of the RFP;
- d) Analysis: An analysis justifying use of the ATC and why the deviation, if any, from the requirements of the RFP should be allowed;
- e) Impacts: A preliminary analysis of potential impacts on vehicular traffic (both during and after construction), environmental impacts, community impacts, safety, and life-cycle Project and infrastructure costs, including impacts on the cost of repair, maintenance, and operation;
- f) Risks: A description of added risks to the Department or third parties associated with implementation of the ATC;
- g) Quality: A description of how the ATC is equal or better in quality and performance than the requirements of the RFP; and
- h) Operations: Any changes in operation requirements associated with the ATC, including ease of operations;
- i) Maintenance: Any changes in maintenance requirements associated with the ATC, including ease of maintenance; and
- j) Anticipated Life: Any changes in the anticipated life of the item comprising the ATC;

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

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

B.4 Incorporation into Proposal

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

C. Geotechnical Services:

1. General Conditions:

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

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

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

2. Pile Foundations

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

- Production pile lengths and driving criteria shall be developed by the same engineering firm performing the dynamic pile testing under the direct supervision of a Registered Professional Engineer in the State of Florida. Dynamic testing equipment operators must have at least a Basic Pile Driving Analyzer (PDA) certification in the Foundation QC High-Strain Dynamic Pile Testing (HSDPT) Examination and experience testing on at least 5 Department bridges including at least two Department Structures Design Category 2 bridge projects. The experience may be obtained while working under the supervision of another qualified operator. The Professional Engineer in responsible charge must have at least an Advanced PDA certification in the Foundation QC High-Strain Dynamic Pile Testing (HSDPT) examination. The engineer must also have been in responsible charge of the geotechnical foundation construction engineering and dynamic testing work on at least five (5) Department bridge projects including at least two Category 2 bridges. The experience may be obtained while working under the supervision of another qualified Professional Engineer. The engineer's primary work activities must be dynamic pile testing, CAPWAP and WEAP analyses and developing pile lengths and driving criteria. The Engineer's experience shall include the pile test type being proposed in the Technical Proposal. This "responsible charge" experience shall include verifiable and successful

experience using the test methods that will be utilized on the project such as static load tests, collection and analyses of Embedded Data Collectors (EDC), Osterberg Cell and/or Statnamic load test experience. Production pile lengths and driving criteria shall be authorized in a letter signed and sealed jointly by the Engineer responsible for the dynamic testing and the Geotechnical Foundation Design Engineer of Record.

- Embedded Data Collector (EDC) monitoring shall be performed by an Operator who has completed the SmartPile EDC training course administered by Applied Foundation Testing (AFT). The Operator shall work under the supervision of a State of Florida Registered Professional Engineer. This Engineer must have been in responsible charge of the geotechnical foundation construction engineering and dynamic testing work on at least 5 Department bridge projects, including Structures Design Category 2 bridge projects having driven pile foundations. The Engineer's experience shall include the pile type being proposed in the Technical Proposal. This "responsible charge" experience shall include verifiable and successful Pile Driving Analyzer (PDA), WEAP computer program and CAPWAP computer program experience.
- The pile foundation installation shall be supervised and certified by the Geotechnical Foundation Design Engineer of Record. These services shall include providing CTQP-certified Pile Driving Technicians in the numbers necessary to comply with Department specifications for recording pile driving records. Provide pile-driving logs to the Department within 24 hours of completing the driving of each pile. The Geotechnical Foundation Design Engineer of Record shall be responsible for addressing any foundation installation problems with the assistance and concurrence of the Engineer responsible for the dynamic testing.

3. Drilled Shaft Foundations for Bridges and Major Structures

The Design-Build Firm shall employ geotechnical and drilled shaft testing consultants with the following minimum qualifications:

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

“responsible charge” experience shall include at least three (3) FDOT bridge projects, including at least one (1) FDOT Structures Design Category 2 bridge project with drilled shaft foundations of the same size and length.

4. Drilled Shaft Foundations for Miscellaneous Structures

The Design-Build Firm shall employ geotechnical and drilled shaft testing consultants with the following minimum qualifications:

- Use professional engineers registered in the State of Florida with at least 3 years of post-registration experience in drilled shaft foundation design and construction.
- The drilled shaft installation shall be supervised and certified by the Geotechnical Foundation Design Engineer of Record. These services shall include providing CTQP-qualified Drilled Shaft Inspectors in the numbers necessary to comply with Department specifications for recording drilled shaft construction records. Provide drilled shaft construction logs to FDOT within 24 hours of completing the shaft.
- Use drilled shaft superintendents in responsible charge of drilling operations experienced in drilled shaft installation and testing in the State of Florida. This “responsible charge” experience shall include at least three (3) FDOT projects with drilled shaft foundations of similar size.

D. Environmental Permits:

1. Storm Water and Surface Water:

Plans shall be prepared in accordance with Chapter 62-25, Regulation of Storm water Discharge, F.A.C. The Florida Department of Environmental Regulation is the stormwater permitting agency for this Project.

2. Permits:

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

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

The Design-Build Firm shall be responsible for an assessment of all potential gopher tortoise habitats that could be impacted by the project. The habitat will be systematically surveyed according to the current

guidelines published by the Florida Fish and Wildlife Conservation Commission (FWC). If gopher tortoise burrows are found, all practicable measures will be employed to avoid impacts. The Design-Build Firm shall be responsible for obtaining an FWC permit for the relocation of gopher tortoises and commensals from burrows which cannot be avoided, and relocation shall be performed at a time as close as practicable to the start of construction activities at the site of the burrows. If new burrows are found after relocation, their occupants will also be relocated at the cost of the Design-Build Firm. A copy of the permit application, permit and any subsequent reports to FWC must be provided to the District Permit Coordinator. The Design-Build Firm will be required to pay all permit fees including any and all fees associated with the relocation of gopher tortoises.

The Design-Build Firm will also be required to obtain all necessary State permits and written approval from the Florida Fish and Wildlife Conservation Commission (FWC) for the relocation of the Florida burrowing owl (*Athene cunicularia floridana*) within the proposed roadway alignment, drainage retention areas, equipment staging areas, fill borrow areas, or other specified work areas during the non-nesting season. The Design-Build Firm will coordinate with, and adhere to current FWC rules and written guidance and recommendations to obtain the permit and execute the relocation associated with these permits, and will be required to pay all fees or mitigation costs associated with impacts to the burrowing owl, their nests and or burrows. Federal permits from the United States Fish and Wildlife Service (USFWS) will also likely be required if the Design-Build Firm chooses to impact active nests. All efforts and due diligence should be made to avoid, minimize, and if necessary, mitigate unintended impacts to active nests.

The USFWS will not require sand skink surveys or scrub jay surveys for the Project. Should either species be observed during construction, the Design-Build Firm will adhere to the Department's endangered species requirements per the Department's Specifications.

An Eastern Indigo Snake Protection Plan must be established prior to construction activities and implemented during construction.

The Design-Build Firm will be required to pay all permit fees including any and all fees associated with the relocation of gopher tortoises. Any fines levied by permitting agencies shall be the responsibility of the Design-Build Firm. Construction activities within areas not already permitted, including but not limited to, environmental resource permit modifications, dewatering permits, and listed species impacts are unlawful and prohibited.

Environmental mitigation for the Project will be handled by the Department directly with the permitting agencies. The Design-Build Firm will not be responsible for determining mitigation requirements, arranging for the implementation of mitigation efforts, nor for the payment of costs of mitigating for the environmental impacts of this Project.

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

or otherwise seek review or appeal in any forum of any determination made by the District Construction Engineer under this provision.

E. Railroad Coordination:

This Project does not require railroad coordination.

F. Survey:

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

G. Verification of Existing Conditions:

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

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

H. Submittals:

1. Plans:

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

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

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

- Plan sheets for the component under review developed to the specified level of

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

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

90% Component Plans and Documents

2 sets of 11” X 17” roadway plans
2 sets of 11” X 17” structure plans
2 sets of 11” X 17” each component set
2 copies of Final Geotechnical Report
2 sets of documentation – roadway/drainage
2 sets of documentation - structures
2 copies of Technical Specifications Package
2 sets of 11”x17” roadway and component plans in Adobe Acrobat format (*.pdf) on CD
2 Bridge Load Rating Reports, with 2 Load Rating Summary Forms (Excel format) and
2 Load Rating Detail Tables (CADD)
2 sets of Independent Peer reviewer’s comments and comment responses

Final Component Plans and Documents

2 sets of 11” X 17” roadway plans
2 sets of 11” X 17” structure plans
2 sets of 11” X 17” each component set
2 original list of Schedule of Values
2 copies of Schedule of Values
2 sets of final documentation
2 sets of 11”x17” roadway and component plans in Adobe Acrobat format (*.pdf) on CD
1 signed and sealed copy of Specifications Package
2 sets of Independent Peer Reviewer’s signed and sealed cover letter that all comments have been addressed and resolved.

Construction Set:

1 set of 11”x17” copies of the signed and sealed plans for the Department to stamp “Released for construction”
2 sets of 11”x17” roadway and component plans in Adobe Acrobat format (.pdf) on CD
1 As-Bid Bridge Load Rating Summary Form (Excel format), and 1 Detail Table (CADD), both signed and sealed. Provide full Report if rating revisions occur subsequent to the 90% Component Submittal

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

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

Record Set:

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

- 2 sets of 11" x 17" signed and sealed plans (District 5 and Turnpike)
- 2 sets of 11 "x 17" copies of the signed and sealed plans
- 1 As-Built Bridge Load Rating Summary Form (Excel format) based on as-built conditions, stating that the rating will function As-Built, signed and sealed. Provide full Report if rating adjustments occur subsequent to the 90% or Construction Set submittals
- 2 sets of final documentation (if different from final component submittal)
- 2 Final Project CD's

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

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

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

2. Milestones:

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

- Submit the toll site plans by 600 days prior to the original completion date for the project for Other Contractor to initiate the design of the toll gantry and appurtenances.
- Complete construction of the toll site by within 350 days after completion of the toll site plans for Other Contractor to initiate the construction of the toll gantry and appurtenances including providing a stabilized access road appropriate for over the road vehicles delivery of construction materials.
- Complete the installation of the power and T1 line to the toll site prior to 60 days before the end of construction for the Other Contractor to complete toll equipment installation.

I. Contract Duration:

The Design-Build Firm shall establish the contract duration for the subject project. In no event shall the contract duration exceed 850 calendar days. The schedule supporting the proposed contract duration will be submitted with the Technical Proposal and should identify if the work activity durations are based on calendar days or working days. The Proposed Contract Time (PCT) reflected in the schedule may be amended in the bid proposal. The official PCT will be the one submitted with the Bid/Price Proposal. The date on which contract time will begin to be charged to the project shall be the same date as the Notice to Proceed.

J. Project Schedule:

The Design-Build Firm shall submit a project schedule, in accordance with Subarticle 8-3.2 (Design-Build Division I Specifications), which supports the established contract duration submitted as part of the Proposal. The Design-Build Firm's schedule should allow for a fifteen (15) calendar day (excluding Holidays as defined in section 1-3 of the Specifications) review time for the Department's review of all submittals with the exception of Category II structures. The review of Category II structures requires Central Office involvement and the schedule shall allow twenty (20) calendar days (excluding Holidays as defined in section 1-3 of the Specifications) for these reviews.

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

- Anticipated NTP Date
- Design Submittals
- Design Survey
- Design Reviews by the Department and FHWA
- Design Review / Acceptance Milestones
- Materials Quality Tracking
- Geotechnical Investigation
- Start of Construction
- Clearing and Grubbing
- Construction Mobilization
- Embankment/Excavation
- Environmental Permit Acquisition
- Foundation Design
- Foundation Construction
- Substructure Design
- Substructure Construction
- Superstructure Design
- Superstructure Construction
- Walls Design
- Walls Construction
- Roadway Design
- Roadway Construction
- Signing and Pavement Marking Design
- Signing and Pavement Marking Construction
- Lighting Design
- Lighting Construction
- Toll Site Design

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

K. Key Personnel/Staffing:

The Design-Build Firm's work shall be performed and directed by key personnel identified in the expanded letter of interest and/or Technical Proposal by the Design-Build Firm. Any changes in the indicated personnel shall be subject to review and approval by the Department's Project Manager. The Design-Build Firm shall have available a professional staff that meets the minimum training and experience set forth in Chapter 455, F.S.

L. Meetings and Progress Reporting:

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

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

During design, the Design-Build Firm shall meet with the Department's Project Manager on a regular basis and provide a look ahead of the upcoming activities.

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

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

M. Public Involvement:

1. General:

Public involvement is an important aspect of the project. Public involvement includes communicating to all interested persons, groups, and government organizations information regarding the development of the project. A Public Involvement Consultant (PIC) has been hired by the Department to carry out an exhaustive Public Involvement Campaign and a marketing effort. The Design-Build Firm will continue to be part of the Public Involvement effort but on a limited basis as described below.

2. Community Awareness:

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

3. Public Meetings:

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

- Kick-off or introductory meeting
- Metropolitan Planning Organization (MPO) Citizens Advisory Committee Meetings
- MPO Transportation Technical Committee Meetings
- MPO Meetings
- Public Information Meetings
- Elected and appointed officials
- Special interest groups (private groups, homeowners associations, environmental groups, minority groups and individuals)

The Design-Build Firm shall include attendance at quarterly meetings for the term of the contract to support the Public Involvement Program.

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

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

4. Public Workshops, Information Meetings:

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

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

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

5. Public Involvement Data:

The Design-Build Firm is responsible for the following:

- Coordinating with the PIC.
- Identifying possible permit and review agencies and providing names and contact information for these agencies to the PIC.
- Providing required expertise (staff members) to assist the PIC on an as-needed basis.

- Preparing color graphic renderings and/or computer generated graphics to depict the proposed improvements for coordination with the Department, local governments, the Urban Design Guidelines Committee, and other agencies.

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

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

N. Quality Management Plan (QMP):

1. Design:

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

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

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

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

2. Construction:

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

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

Instruction for LIMS” for more information on how to gain access to the Department’s databases:
<http://www.dot.state.fl.us/statematerialsoffice/quality/programs/qualitycontrol/contractor.shtm>

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

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

O. Liaison Office:

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

P. Engineers Field Office:

The Design-Build Firm will provide a 1500 square foot Engineers Field Office in accordance with Special Provision 109.

Q. Schedule of Values:

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

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

R. Computer Automation:

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

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

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

S. 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.

T. Testing:

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

U. Value Added:

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

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

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

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

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

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

V. Adjoining Construction Projects:

The Design-Build Firm shall be responsible for coordinating construction activities with other construction projects that are impacted by or impact this Project. This includes projects under the jurisdiction of local governments, the Department, or other regional and state agencies.

W. Use of Department Owned Right of Way

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

X. Design Issue Escalation:

The Department has established the issue escalation process for design questions and conflict resolution that the Design-Build Firm shall follow unless revised by the Partnering agreement. All issues are to be directed to the Department Project Manager. If the issue cannot be resolved at this level the Department Project Manager shall forward the issue to the next level in the process. The escalation process begins with the District Design Engineer, followed by the Director of Transportation Operations, and finally to the District Secretary. Each level shall have a maximum of three (3) working days to answer, resolve or address the issue. This three (3) day window is a response time and does not infer resolution. Questions may be expressed verbally and followed up in writing. The Department Project Manager will respond in a timely manner but not to exceed three (3) working days. The Design-Build Firm shall provide any available supporting documentation.

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

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

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

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

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

- If the resolution does alter the original intent of the Technical Proposal/RFP then the EOR will develop the proposed solution, copy in the District Resident Engineer, and send it to the District Construction Office for review and response through the Department Project Manager. The District Construction Office will respond to the proposed solution within ten working days. The District Construction Office will either concur with the proposed solution or, if the District Resident Engineer has concerns, the issue will be escalated as described in the process below. Changes to the original intent of the Technical Proposal/RFP will require a contract change order and FHWA approval.
- The Department has established the issue escalation process for construction questions and conflict resolution that the Design-Build Firm shall follow unless revised by the Partnering agreement. All issues are to be directed to the Department Project Manager. If the issue cannot be resolved at this level the Department Project Manager shall forward the issue to the next level in the process. The escalation process begins with the District Construction Engineer, followed by the Director of Transportation Operations, and finally to the District Secretary. Each level shall have a maximum of three (3) working days to answer, resolve or address the issue. This three (3) day window is a response time and does not infer resolution. Questions may be expressed verbally and followed up in writing. The Department Project Manager will respond in a timely manner but not to exceed three (3) working days. The Design-Build Firm shall provide any available supporting documentation.

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

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

VI. DESIGN AND CONSTRUCTION CRITERIA.

A. General:

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

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

will be stamped “Released for Construction” and initialed and dated by the reviewer. Any construction initiated by the Design-Build Firm prior to receiving signed and sealed plans stamped “Released for Construction” shall be at the sole risk of the Design-Build Firm.

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

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

B. Geotechnical Services

The Design-Build Firm shall perform a subsurface investigation, analysis and design for all aspects of the project in accordance with Department standards, policies and procedures. Existing subsurface information may be used. Supplemental subsurface investigation and testing will be required to ensure all aspects of the project are covered. For bridge and major structure deep foundations, at least one boring at each foundation unit shall extend a minimum of 20 feet below the tip of the deepest pile or drilled shaft.

Bridge Nos. 110603 and 110604 over the floodplain located approximately between Sta. 549+00 and Sta. 558+00 shall be constructed on deep foundations with options presented below in this RFP. The Design-Build Firm shall perform at least one boring at each pier location for the northbound and southbound bridges which should extend to a depth of at least 20 feet below the tip of the deepest pile or drilled shaft. Bridge Nos. 110603 and 110604 shall be designed with redundancy or other features to account for the possibility of isolated loss of foundation support due to karst conditions. All boring locations and drilling plans shall be submitted to the District Geotechnical Engineer prior to advancement for approval.

Below are the minimum top requirements for Bridge Nos. 110603 and 110604:

Begin Station	End Station	Minimum Tip Elevation (feet)
549+50	550+00	+5
550+00	551+00	-60
551+00	555+00	+10
555+00	556+00	+3
556+00	557+00	+5
557+00	558+00	+14

Bridge Nos. 110601 and 110602 located approximately between Sta. 629+00 and Sta. 631+00 shall have a minimum tip of +15 feet for the eastbound bridge and +20 feet for the westbound bridge.

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 load testing. Before the resistance factors for static load testing may be used for piles, a minimum number of static load tests must be performed as indicated in the table below:

Station limits (BL of Survey)	Number of Tests
Sta. 629+31 to Sta.630+69	2
Sta. 550+00 to Sta. 557+00	3

If piles are driven to the Nominal Bearing Resistance at the End of Initial Drive (EOID), compute the Nominal Bearing Resistance using the appropriate Resistance Factor from Table 3.5.6-1 of the Structures Design Guidelines.

Production piles driven to less than the Nominal Bearing Resistance and accepted based on a set check performed more than 72 hours after initial drive, calculate the Nominal Bearing Resistance using the appropriate Resistance Factor from the table below titled "Resistance Factors for Pile Installation Using Soil Setup (all structures)."

On the other hand, Production Piles that are driven to less than the Nominal Bearing Resistance may be accepted based on the anticipated soil setup (without set-checks for every pile) if and only if the following criteria are met:

1. Pile tip is deeper than the Minimum Penetration Elevation stated in this RFP.
2. EOID resistance exceeds 1.0 times the Factored Design Load for the pile bent/pier.
3. The Resistance Factor for computing Nominal Bearing Resistance is taken from the following table:

Resistance Factors for Pile Installation Using Soil Setup (all structures)			
Loading	Design Method	Construction WC Method	Resistance Factor, Φ
Compression	Davisson Capacity	PDA and CAPWAP ¹	0.55
		Static Load Testing ²	0.65
		Statnamic Load Testing ²	0.60
Uplift	Skin Friction	PDA and CAPWAP ¹	0.45
		Static Load Testing ²	0.55
¹ Dynamic Load Testing and Signal Matching Analysis			
² Used to confirm the results of Dynamic Load Testing and Signal Matching Analysis			

4. At least one test pile is driven at each bent and one of the following sets of dynamic load testing conditions are met:
 - a. At least 10% of piles in bent/pier (round up to the nearest whole number), are instrumented and all test piles & instrumented drives demonstrate pile resistance exceeds the Nominal Bearing Resistance within 7 days.
 - b. At least 20% of piles in bent/pier (round up to the next whole number) are instrumented and all test piles & instrumented drives demonstrate pile resistance exceeds the Nominal Bearing Resistance within 21 days.

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

1. Selection of pile type.
2. Selection of test pile lengths and locations.
3. Selection of the hammer driving system(s).
4. Handling and driving piles without damage.

5. Performance of the test pile program, including dynamic load test personnel and equipment. All Concrete Test Piles shall be dynamically load tested using the Pile Driving Analyzer (PDA) and/or Embedded Data Collectors (EDC). The Department may observe the installation of test piles and all pile testing.
6. Selection of production pile lengths.
7. Selection of one of the following Production Pile acceptance options and notifying the Department of the selection before driving Test Piles:
 - a. Standard pile driving criteria with PDA test pile(s), CAPWAP, and wave equation analysis in accordance with specifications
 - b. Standard Pile driving criteria with 100% PDA instrumented set checks at the end of the drive
 - c. 100% EDC monitoring based on Test Piles and Production Piles
 - d. 100% full drive monitoring by PDA.
8. Development of a Foundation Plan (FP) for the Installation of Piles.
9. Upon completion of the test pile program, selection of the production pile lengths and driving criteria development, the Department shall be given one copy of the dynamic testing data, engineering analysis and Production Pile acceptance criteria. At least five calendar days prior to beginning production pile driving, submit the authorized pile lengths, authorized driving criteria, dynamic testing data and engineering analyses to the Department. Include the following electronic files (on Windows compatible 5-1/4 inch CD ROM or DVD) in the driving criteria submittal: PDA data, EDC data, CAPWAP data and results, and Wave Equation data and results.
10. Driving piles to the required capacity and minimum penetration depth.
11. Recording the pile driving information, keeping a pile-driving log for each pile driven pile. Provide a copy of the pile driving log to the Department within 24 hours of completing the drive.
12. Submitting the Foundation Certification Packages: Submit two copies of a certification of pile foundations signed and sealed by the Geotechnical Foundation Design Engineer of Record to the Department within 1 week of finishing each foundation unit and prior to Pile Verification Testing. The Foundation Certification shall cover axial capacity, lateral stability, pile integrity, and foundation settlement. A foundation unit is defined as all the piles within one bent or pier for a specific bridge for each phase of construction. Each Foundation Certification Package shall contain an original signed and sealed certification letter, and clearly legible copies of all pile driving logs, EDC records, all supplemental dynamic testing data and analyses for the foundation unit. The certification shall not be contingent on any future testing or approval by Department.
13. Within two working days of receipt of the Foundation Certification Package, the Department will examine the certification package and determine whether piles

in that foundation unit will be selected for dynamic testing. For bridge widening, the Department may select a maximum of 10% (minimum of two (2) per bridge) of the total number of piles (rounded up to the nearest whole number) for dynamic load testing. For new bridges, the Department may select a maximum of 10% (minimum 1 per foundation unit) of the production piles (rounded up to the nearest whole number) for dynamic load testing.

14. The Department shall provide the dynamic load test equipment (i.e., PDA, etc.) and personnel for the Pile Verification Testing. The Design-Build Firm shall provide the driving equipment and pile driving crew(s) for the Pile Verification Testing and provide support as needed to prepare the piles for testing. The Department shall determine whether Verification Testing shall be accomplished by dynamic load testing during set check, over the shoulder review of the pile driving operation and/or other means acceptable to both the Design-Build Firm and the Department
15. If the capacity or integrity of any pile is found to be deficient, the Design-Build Firm shall correct the deficiency (i.e. re-drive or replace) and/or modify the design to compensate for the deficient pile capacity. After the Design-Build Firm corrects the deficiency, the pile shall be retested. If the capacity or integrity of a verification pile is found to be deficient, an additional pile (not considered part of the 10% maximum) shall be verified by dynamic testing. This process shall continue until no more pile capacity or integrity deficiencies are detected and all previous deficiencies have been corrected and retested or the design is modified accordingly. Piles shall not be cut-off nor bent/pier caps placed prior to successful completion of the Pile Verification Testing Program for that foundation unit. In case of disagreement of PDA test results, the Department's results will be final and will be used for acceptance.

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

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

The FP will be used to govern all piling installation. In the event that deviations from the FP are observed, the Department may perform Independent Verification Testing/Review of the Design-Build Firm's equipment, procedures, personnel and pile installation FP at any time during production pile driving. If dynamic testing is performed by the Department, the Department will provide the results within two working days. If, as determined by the Department, pile driving equipment, procedures and/or personnel for the FP is deemed inadequate to consistently provide undamaged driven piling meeting the contract requirements, the Design-Build Firm's FP approval may be withdrawn pending corrective

actions. Production driving shall then cease and not restart until corrective actions have been taken and the FP re-approved.

Drilled Shaft Foundations for Bridges and Major Structures

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

The Design-Build Firm shall determine whether the resistance factors used for drilled shaft design will be based on load testing. Before the resistance factors for load testing may be used for drilled shafts a minimum number of static load tests must be performed as indicated in the table below:

Station limits (BL of Survey)	Number of Tests
Sta. 629+11 to Sta.631+00	2
Sta. 549+00 to Sta. 558+00	3

The Design-Build Firm shall develop a Foundation Plan (FP) for drilled shaft construction. Submit the proposed FP to the Department for review and recommendation to the District Geotechnical Engineer for approval. The FP is intended to establish process control standards and quality assurance for drilled shaft construction. Include in the FP the items required in Specification 455-15.1.2 (Drilled Shaft Installation Plan), the equipment and procedures for visual inspection of drilled shaft excavations, and any additional methods to identify and remediate drilled shaft deficiencies. If the FP is updated based on the construction of the test shaft(s), or other changes in circumstances, the update will not be in effect until approved by the Department.

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

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

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

- Evaluating geotechnical conditions and designing the foundations including the drilled shaft diameter and length, and construction methods to be used.
- Completing the subsurface investigation and drilling pilot holes prior to establishing the drilled shaft tip elevations and socket requirements.
- Determining the location of the test shaft(s) and the types of tests that will be performed on the test shaft(s).
- Providing test hole pilot boring results to the District Geotechnical Engineer at least 48 hours before beginning test shaft construction.

- Constructing the method shaft (test hole) successfully and conducting integrity tests on the shaft using both crosshole sonic logging and gamma-gamma density logging test methods. More than one test hole will be required when there are shafts both on land and in water. When there is more than one size of drilled shaft, perform a test hole for the largest diameter for each condition (land and water).
- If needed, providing all personnel and equipment to perform a load test program on the test shaft(s). The frequency of static tests, Osterberg Cell tests or Statnamic tests will be dictated by the variability of the geology and the size of the project. Provide sufficient instrumentation to determine side friction components in segments not longer than five feet and the end bearing component. Provide a caliper tool or system to measure accurately and continuously the actual shape of test shafts prior to placing concrete.
- Determining the production shaft lengths. Production shaft lengths may be based on the load transfer characteristics measured during the load test. End bearing characteristics may be based on load test results if the properties of the material below the tips of the production shafts meet or exceed the strength of the materials below the tip of the test shaft. If the theoretical bearing strength of the material below the tips of the production shafts is less than the theoretical bearing strength of the materials below the tip of the test shaft, the production shafts shall be extended to meet design capacity by side shear only, unless the end bearing resistance of the weaker material is verified by additional load testing.
- If needed, documenting and providing a report that includes all test shaft data, analysis, and recommendations to the District Geotechnical Engineer. The report should include but not be limited to the following: results of the load testing program, crosshole sonic logging, gamma-gamma density logging, pilot borings for all drilled shafts, and recommended production drilled shaft tip elevations and socket requirements. This report shall be signed and sealed by a Florida licensed Professional Engineer and shall be submitted to the District Geotechnical Engineer for review and approval at least five working days prior to beginning production shaft construction. Additional data or analysis may be required by the Engineer.
- Constructing all drilled shafts to the required tip elevation and socket requirements.
- Verifying level and clean hole bottom conditions and properties of the drilling fluid at the time of concrete placement.
- Furnishing and using an underwater television camera or any other approved Shaft Inspection Device to continuously videotape the inspection of each excavation for a drilled shaft bridge foundation after final cleaning. By audio or other means, recordings shall clearly identify the location and items being observed.
- Documenting and submitting the drilled shaft excavation and concreting logs to the District Geotechnical Engineer within 24 hours of concrete placement. The documentations shall include the drilled shaft installation procedures and sequencing as well as any problems encountered during construction and concrete placement.
- Allow three working days for the District Geotechnical Engineer to review the data before any further construction on the tested shafts.

- Perform Cross-Hole Sonic Logging (CSL) tests on all nonredundant drilled shafts supporting bridges. For redundant drilled shaft bridge foundations and drilled shaft foundations for miscellaneous structures, perform CSL on at least 30% of the shafts (rounded up to the next whole number) on shafts selected by the Department.
- Repairing all detected defects and conducting post repair integrity testing using 3D tomographic imaging and gamma-gamma density logging. Submitting all results to the District Geotechnical Engineer within five days of test completion.
- Submitting the Foundation Certification Packages.
 - Each Foundation Certification Package shall contain an original signed and sealed letter certifying capacity and integrity of all drilled shafts, and clearly legible copies of all shaft excavation and concreting logs, video-tapes of visual shaft bottom inspections, all CSL reports and electronic data, slurry test data, supplemental testing data and analyses for the foundation unit. The certification shall not be contingent on any future testing or approval by FDOT.
 - Submit two copies of the Foundation Certification Package signed and sealed by the Geotechnical Foundation Design Engineer of Record to FDOT within three weeks of finishing each foundation unit and prior to Verification Testing. A foundation unit is defined as all the shafts within one bent or pier for each phase of each bridge.
- Providing safe access and needed equipment, and cooperating with and working with the Department in verification of the drilled shafts, both during construction of shafts and after submittal of the certification package.
 - The Department may verify the bottom cleanliness of all drilled shaft excavations prior to and at the time of concreting. The Department may verify bottom cleanliness by over the shoulder review of the Design-Build Firm's visual inspection methods and/or by independent means.
 - The Department may verify properties of drilling fluid at the time of concreting. The Department shall determine whether verification of drilling fluid properties shall be accomplished by over the shoulder review of the Design-Build Firm's slurry testing and/or by independent means.

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

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

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

Drilled Shaft Foundations for Miscellaneous Structures

The Design-Build Firm shall develop a Foundation Plan (FP) for drilled shaft construction. Submit the proposed FP to the Department for approval. The FP is intended to establish process control standards and quality assurance for drilled shaft construction. Include in the FP the items required in Specification 455-15.1.2 (Drilled Shaft Installation Plan), the equipment and procedures for visual inspection of drilled shaft excavations and any additional methods to identify and remediate drilled shaft deficiencies. If the FP is updated based on the construction of test shaft(s), or other changes in circumstances, the update will not be in effect until approved by the Department.

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

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

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

- Evaluating geotechnical conditions and designing the foundations including the drilled shaft diameter and length, and construction methods to be used.
- Completing the subsurface investigation prior to establishing the drilled shaft tip elevations and socket requirements.
- Constructing all drilled shafts to the required tip elevation and socket requirements.
- Verifying level and clean-hole bottom conditions and properties of the drilling fluid at the time of concrete placement.
- Utilizing the services of a specialty engineer to perform an Engineering Analysis Reviews (EAR) to evaluate and address non-conformance issues. Submitting the report to the Department for approval.
- Repairing all detected defects and conducting post repair integrity testing using 3D tomographic imaging and gamma-gamma density logging. Submitting all results to the Department within seven (7) calendar days of test completion.

- Submitting Foundation Certification Packages:
 - Submit two copies of a Foundation Certification Package (FCP) for each drilled shaft or group of shafts supporting the structure. This FCP shall include an original signed and sealed letter certifying that the drilled shaft was constructed according to project requirements, completed excavation and concrete logs, and one signed and sealed copy of the following reports: slurry test results, concrete compressive strength, EAR including integrity test (CSL, 3D tomographic imaging and gamma-gamma density logging, or low strain dynamic testing report; when conducted) with electronic copy of the collected test data for District Geotechnical Engineer review, as necessary. Any supplemental testing data and analyses shall also be included. The Department will review the FCP within 2 days of receipt to confirm that all comments from the preliminary foundation package review were properly addressed by the Design-Build Firm. All comments must be addressed prior to final acceptance of all shafts within the unit by the Department.
- Providing safe access and needed equipment, and cooperating with and working with the Department in verification of the drilled shafts, both during construction of shafts and after submittal of the certification package.

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

C. Utility Coordination

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

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

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

1. Ensuring that all utility coordination and activities are conducted in accordance with the requirements of the Contract Documents.
2. Identifying all existing utilities and coordinating any new installations. Reviewing proposed utility permit application packages and recommending approval/disapproval of each permit application based on the compatibility of the permit as related to the Design-Build firm's plans.
3. Scheduling utility meetings, keeping and distribution of minutes of all utility

- meetings, and ensuring expedient follow-up on all unresolved issues.
4. Distributing all plans, conflict matrixes and changes to affected utility owners and making sure this information is properly coordinated.
 5. Identifying and coordinating the execution and performance under any agreement that is required for any utility work needed for completion of the Project work. Reviewing, approving, signing and coordinating the implementation of all Utility Work Schedules.
 6. Resolving utility conflicts.
 7. Obtaining and maintaining all appropriate Sunshine State One Call Tickets.
 8. Performing Constructability Reviews of plans prior to construction activities with regard to the installation, removal, temporary removal, de-energizing, deactivation, relocation, or adjustment of utilities.
 9. Providing periodic Project updates to the Department Project Manager and District Utility Office as requested.
 10. Coordination with the Department on any issues that arise concerning reimbursement of utility work costs.

The Department has reviewed the project limits and has determined which utility facilities located within the project limits may be impacted by the Project and whether the cost of any necessary utility work as to that impacted utility is to be borne by the utility or by the Design-Build Firm. That information is contained herein. The following UA/O's have been identified by the Department as having facilities within the project corridor which may be impacted by the Project. Also provided below is a determination made by the Department as to the eligibility of reimbursement for each potentially impacted UA/O identified herein.

UA/O	Eligible for Reimbursement (Y/N)
CenturyLink	N
ComCast Communications	N
Progress Energy-Florida	N
Florida Cable Television	N
Florida Gas Transmission	N

D. Roadway Plans:

General:

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

Design Analysis:

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 exceptions must be approved.

The Design-Build Firm shall limit the clearing and grubbing to within 10 feet beyond the limits of construction. Clearing and grubbing for the full width of the available right-of-way is not acceptable. The clearing and grubbing for the future ITS corridor and fence construction shall be limited to 10 feet from the right-of-way on both sides of the corridor.

Typical Section Package:

The Department has developed an approved Typical Section Package (an Attachment to this RFP) for this Project. Any deviation from or revision to this approved Typical Section Package is at the risk of the Design-Build Firm and will require approval from the Department. A typical section revision is a change to the requirements of the RFP and must be submitted to the Department by the ATC date as shown in Section II, Schedule of Events of this RFP.

Pavement Design Package:

The Department has developed approved minimum pavement designs for asphalt pavements for use on this Project. The minimum pavement designs are included as an Attachment to this RFP. Any modification of the pavement designs provided must be approved by the Department. Any modification to the pavement design is a change to the requirements of the RFP and must be submitted to the Department by the ATC date as shown in Section II, Schedule of Events of this RFP. Toll site areas require a separate pavement design as included in the Attachment to this RFP. The access road under the floodplain bridge shall have a minimum of 12 inches of Type B stabilization with a minimum LBR of 40.

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

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

The stormwater management system documented in the Concept Plans (included as an Other Document to this RFP) and the permit (included as an Attachment to this RFP) provide the required water quality treatment in stormwater ponds (dry retention and wet detention) and treatment swales adjacent to the roadway and within the right-of-way. No attenuation is provided for the basins being treated in the treatment swales. The stormwater runoff volume in excess of the water quality volume is discharged to state-owned lands in accordance with the easements included in the attachments to this RFP. This discharge impacts the 10-year and 100-year floodplain and is documented in the permit documentation included as an Attachment to this RFP). Floodplain compensation is required for fill within the existing floodplain. Recovery of the required water quality volumes, including recharge, must be provided within the required time period. The Design-Build Firm is responsible for any permit modifications associated with the stormwater management system.

The Design-Build Firm shall maintain positive drainage throughout the project duration.

The objective is to obtain approved stormwater treatment/attenuation design, and if necessary, floodplain compensation. This service shall include, but is not limited to the following: Design of the conveyance system, treatment system and attenuation system. The drainage system shall be contained within the right-of-way currently owned by the Department as outlined in this RFP.

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

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

The Design-Build Firm will consider optional culvert materials in accordance with the Department's Drainage Manual Criteria. Non-Reinforced Concrete Pipe (NRCP) pipe will not be permitted under the pavement on this Project.

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

If a drainage structure must be installed inside the volume of an MSE wall, and if the pipe connected to that drainage structure must pass through or under the MSE wall, the structure must extend to the flow line of the deepest pipe. Vertical pipes will not be permitted on this project.

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

E. Geometric:

The Design-Build Firm shall design the geometry for the project using the design standards that are most appropriate with proper consideration given to the design traffic volumes, adjacent land use, design consistency, aesthetics, ADA requirements, and this document. All design shall comply with the Design Criteria included as an attachment to this RFP.

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.

The mainline Wekiva Parkway two-lane roadway connection to CR 435 shall provide a minimum design speed of 60 mph with appropriate transitions to the full Wekiva Parkway typical section. The two-lane connector roadway to CR 435 shall be designed and constructed to remain open to traffic during all future construction phases of the of the continuation of Wekiva Parkway to the south and west. The mainline

horizontal and vertical alignment of Wekiva Parkway shall be designed and constructed for the extension of Wekiva Parkway to overpass CR 435 when extended.

The interchange with connector road to SR 46 shall be designed and constructed beginning at Sta. 162+47 and have the lanes squared off to facilitate future construction. The ramps to/from the south/west shall be used as the interim terminus of Wekiva Parkway. The design and construction of the future extension to the north/east shall not require any construction at these ramp terminal intersections.

An access road shall be provided under the south end of the floodplain bridges (Bridge Nos. 110603 and 110604) connecting the existing roadways on the east and west sides of the future Wekiva Parkway. This access roadway shall have a minimum width of 15 feet.

The Design-Build Firm shall use a High Tension Cable Barrier system as the median guardrail for median barrier guardrail where applicable. The system shall be in compliance with Developmental Specification 540. In areas where a standard thrie-beam median guardrail is required (including but not limited to bridge approaches), the High Tension Cable Barrier system shall extend a minimum of 50 feet beyond the beginning of the thrie-beam guardrail.

F. Design Documentation, Computations and Quantities:

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

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

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

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

G. Structure Plans:

1. Bridge Design Analysis:

- a. The Design-Build Firm shall submit to the Department final signed and sealed design documentation prepared during the development of the plans.
- b. The Design-Build Firm shall insure that the final geotechnical and hydraulic recommendations and reports required for bridge design are submitted with the 90% bridge plans.
- c. The Design-Build Firm shall "Load Rate" all bridges in accordance with the Department Procedure 850-010-035 and the Structures Manual. The bridge load rating shall be submitted to the Department for review with

the 90% superstructure submittal. The as-bid load rating (based on the 90% design plans) shall be provided to the Department before any traffic is placed on the bridge. The as-bid load rating shall be signed and sealed by a Professional Engineer licensed in the State of Florida. A final, signed and sealed copy of the Bridge Load Rating, updated for the as-built conditions shall be submitted to the Department's Project Representative and the District Structures Maintenance Engineer with the as-built bridge plans.

- d. The Design-Build Firm shall evaluate scour on all bridges over water using the procedures described in HEC 18.
- e. Any erection, demolition, and any proposed sheeting and/or shoring plans that may potentially impact the railroad must be submitted to and approved by the railroad. This applies to areas adjacent to, within and over railroad rights of ways.
- f. The Engineer of Record for bridges shall analyze the effects of the construction related loads on the permanent structure. These effects include but are not limited to: construction equipment loads, change in segment length, change in construction sequence, etc. The Engineer of Record shall review all specialty engineer submittals (camber curves, falseworks 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 AASHTO LRFD Bridge Design Specifications, Department Standard Specifications, Structures Manual, Plans Preparation Manual, Department Standard Drawings, Supplemental Specifications, Special Provisions, and directions from the State Structures Design Engineer, Temporary Design Bulletins, Structures Design Office and / or District Structures Design Engineer.
- b. Bridge Widening: In general, match the existing as per the Department Structures Manual.
- c. Critical Temporary Retaining Walls: Whenever the construction of a structural component (such as a wall, footing, or other such component) requires excavation that may endanger the public or an existing structure that is in use the Design-Build Firm must protect the existing facility and the public. If a critical temporary retaining wall is, therefore, required during the construction stage only, it may be removed and reused after completion of the work. Such systems as steel sheet pilings, soldier beams and lagging or other similar systems are commonly used. In such cases, the Design-Build Firm is responsible for designing detailing the wall in the set of contract plans. These plans must be signed and sealed by the Structural Engineer in responsible charge of the wall design.

- d. For bridges over navigable waterways, establish the required pier strengths using the MathCadd program furnished by the Department if no specific pier strength is listed in the Design and Criteria Package. The MathCadd program furnished by the Department allows for the proposed bridge geometry to be input by the Engineer. Other parameters such as water traffic, waterway characteristics, etc. may not be changed. This assures that all Design-Build Firms are designing on the same assumptions other than the specific bridge layout that each is proposing.

The Project involves new bridges as follows:

- Wekiva Parkway bridges over the floodplain (Bridge Nos. 110603 and 110603)
- Wekiva Parkway bridges over SR 46 connector road (Bridge Nos. 110601 and 110602)

Bridge Nos. 110603 and 110604 shall span the entire 100-year floodplain with multi-span bridges. The bridges shall span an access road for the Division of State Lands to be located at the south end of the bridges at approximate Sta. 549+80. The access road shall connect to the existing roadway both east and west of the bridge. The access road shall be a minimum of 15 feet wide and have a minimum profile elevation no more than 0.75 feet below the 100-year floodplain elevation. Water quality treatment shall be provided for the access road impervious area. These bridges shall provide a minimum vertical clearance of 12 feet over the access road and meet minimum Department vertical clearance criteria over the remainder of the 100-year floodplain. Each bridge shall incorporate three Texas Bat-Abodes with capacity for 20,000 bats each, as described in the on-line compendium for NCHRP Project 25-25(04), "Environmental Stewardship Practices, Procedures and Policies for Highway Construction and Maintenance" posted on the AASHTO's Center for Environmental Excellence website at the following link:

http://environment.transportation.org/environmental_issues/construct_maint_prac/compendium/manual/.

The bat abodes shall be placed at as high an elevation under the bridge as possible, but they must not be located directly over the access road or over any other structure that would be soiled by guano.

Bridge Nos. 110601 and 110602 shall have spans of sufficient length to provide for a four-lane divided urban roadway with full clear zones in accordance with Department criteria beneath the bridge. The minimum vertical clearance shall be 16.5 feet. If piers are used for the mainline bridges over the SR 46 connector road, only hammerhead piers shall be allowed and shall be limited to a total of two (2) piers. Faces of the hammerhead pier columns and caps facing the SR 46 connector road shall have a fractured fin finish.

All existing and proposed structural steel shall be -Uncoated Weathering Steel in accordance with Department requirements.

All non-steel bridges and retaining walls shall receive Class V applied finish coating and shall be Federal Standard 595B, Table VII, Color 36690. All Uncoated Weathering Steel bridges shall receive Class V applied finish coating and shall be Federal Standard 595, Color 36642.

Retaining walls shall have fractured fin finishes. The Department will provide up to two (2) colors to the Design-Build Firm for the retaining walls.

Bridges requiring bat abodes shall abide by the following guidelines:

- Bat abodes shall not be installed on bridges with steel superstructures.
- The area below the bat abodes shall allow for a free drop of bat guano in order to eliminate the potential for guano build-up on bridge superstructure and substructure components.
- Bat abodes shall not be provided on bridge spans overpassing paved roadways.
- The bat abodes shall not be permanently attached to the superstructure using physical connections such as bolts, screws, or other devices that require penetration of concrete superstructure components.
- Bat abodes shall preferably be placed in the middle third of any individual bridge span.

H. Specifications:

Department Specifications may not be modified or revised. The Design-Build Firm shall also include all Technical Special Provisions, which will apply to the work in the Technical Proposal. Technical Special Provisions shall be written only for items not addressed by Department Specifications, and shall not be used as a means of changing Department Specifications.

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

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

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

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

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

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

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

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

I. Shop Drawings:

The Design-Build Firm shall be responsible for the preparation and approval of all Shop Drawings. Shop Drawings shall be in conformance with the Departments Plans Preparation Manual when submitted to the Department and shall bear the stamp and signature of the Design-Build Firm's Engineer of Record

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

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

J. Sequence of Construction:

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

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

K. Stormwater Pollution Prevention Plans (SWPPP)

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

L. Temporary Traffic Control Plan:

1. Traffic Control Analysis:

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

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

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

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

1. A project that, alone or in combination with other concurrent projects nearby, is anticipated to cause sustained work zone impacts.
2. All Interstate system projects within the boundaries of a designated Transportation Management Area (TMA) that occupy a location for more than three (3) days with either intermittent or continuous lane closures shall be considered as significant projects.

For significant projects a TMP will consist of three components:

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

Additional information can be found in 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 cross sections, profiles, drainage structures, retaining wall details, and sheet piling as necessary for proper construction and implementation of the Temporary Traffic Control Plan. The Temporary Traffic Control Drawings for any Release for Construction component set shall depict how traffic will be maintained in conjunction with previous, subsequent and adjacent Release for Construction component sets.

In the event permanent vehicle detection is disrupted, the Design-Build Firm shall provide an alternative means of detection to all lanes approaching the intersection, separating each movement which previously had detection. The type of detector shall be approved by the Department prior to installation. Equipment shall only detect the intended movement.

3. **Traffic Control Restrictions:**

There will be NO LANE CLOSURES ALLOWED between the hours of 6:00 AM to 8:00 PM on SR 46. Any lane closures on CR 435 are to be coordinated with Orange County staff. A lane may only be closed during active work periods. Rolling barricades will be allowed during the approved lane closure hours. All lane closures, including ramp closures, must be reported to the local emergency agencies, the media and the District Five Public Information Officer, Steve Olson, at (386) 943-5479 a minimum of seven (7) calendar days in advance. Also, the Design-Build Firm shall develop the Project to be able to provide for all lanes of traffic to be open in the event of an emergency or if the lane closure causes a driver delay greater than 20 minutes.

The Design-Build Firm shall coordinate all lane closures with local agencies. The Design-Build Firm shall be required to place Variable Message Signs advising the traveling public of proposed lane closures. These Variable Message signs shall be operational for a minimum of seven (7) calendar days prior to the proposed lane closures.

Existing posted speed limits must be maintained during construction unless otherwise approved by the Department.

During all phases of construction minimum lane widths must be provided for this Project. A minimum width of 11 feet must be maintained for all through lanes and a minimum width of 10 feet must be maintained for all turn lanes.

4. **Pedestrian and Bicycle Access**

The Design-Build Firm shall provide existing ADA-compliant pedestrian and bicycle access at all times. This access shall include the required FDOT pedestrian and bicycle traffic signing, pedestrian detection facilities, relocation of transit facility assets, and deployment of temporary safety devices as required to ensure safe, seamless, system connections. Coordinate with the local transit agencies at least 2 weeks prior to relocating any transit facility asset.

M. Environmental Services/Permits/Mitigation:

The Design-Build Firm will be responsible for preparing designs and proposing construction methods that are permitable. The Design-Build Firm will be responsible to pay all permit fees and any additional (above what the Department has already received concurrence for) mitigation fees. All permits required for a particular construction activity will be acquired prior to commencing the particular construction activity. Delays due to incomplete permit packages, agency rejection, agency denials, agency processing time, or any permit violations, except as provided in Section V.D.2 of this RFP will be the responsibility of the Design-Build Firm and will not be considered sufficient reason for time extension.

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

If contamination is detected the Design-Build Firm will notify the Department and the Department will employ a Contamination Assessment/Remediation (CAR) contractor or similar process to remediate the contamination. The Department will be responsible for contamination in all areas of the Department owned right-of-way.

N. Signing and Pavement Marking Plans:

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

Pavement Marking Criteria:

- Special emphasis crosswalks shall be provided at all signalized intersections. Crosswalks shall be 10-foot wide and stripes shall be positioned so they are parallel to the wheel path.
- Lane lines that separate the through movements at signalized intersections shall be extended from the stop bar to the first set of advance loops.
- Any existing audible pavement markings shall be replaced in kind if impacted by construction of this Project.

Signing Criteria:

- All ground mounted signs within the project limits shall be new.
- Keep Right signs (R4-7) and nine-button delineators shall be placed on all raised median noses at signalized intersections.
- Approaching a traffic signal, advance street name signs (Main Street – Next Signal) should be placed at the beginning of the longest turn lane. Preferred placement shall be in the median.
- Directional median openings shall be signed per the detail listed in the District 5 Signing and Pavement Marking Design Guidelines.
- Speed Limit signs shall be 36-inch by 48-inch panels.
- Toll signage as shown in the concept signing plans included as an Attachment to the RFP.

For all overhead signs (cantilever or truss mounted) the Design-Build Firm shall use super-high efficiency reflective sheeting. The super-high efficiency reflective sheeting will meet or exceed the specifications shown in the table below. The Design-Build Firm shall provide the technical specification for the product in the Technical Proposal.

MINIMUM REFLECTIVE INTENSITY VALUES FOR									
RETROREFLECTIVE SHEETING ON OVERHEAD SIGNS WITHOUT LIGHTING									
Minimum Coefficient of Retroreflection (R_A) $cd/(lx \cdot m^2)$ Per ASTM E-810 (Average of 0 and 90 degree orientation)									
Observation Angle°	Entrance Angle°	White	Yellow	Fluor. Yellow	Fluor. Yellow- Green	Red	Green	Blue	Fluor. Orange
0.2	-4	570	425	340	455	114	57	45	200
0.2	30	215	160	130	170	43	21	28	75
0.2	40	100	75	60	80	20	10	7.5	35
0.5	-4	400	300	240	320	80	40	32	140
0.5	30	150	112	90	120	30	15	16	52
0.5	40	50	37	30	40	10	5	4	18
1	-4	120	90	72	96	24	12	9	42
1	30	45	34	27	36	9	4.5	6	16
1	40	25	19	15	20	5	3	2	9

O. Signalization Plans:

The Design-Build Firm shall prepare Signalization Plans in accordance with Department criteria.

The signal design, details and installation must be approved by the Department and shall meet the standards and specifications of the Department. In addition, the local agencies have standards and preferences that must also be met.

The Design-Build Firm shall design the signalization plans for the following intersections:

- CR 435 and the two-lane roadway connection to CR 435
- Existing SR 46 and Connector Road to SR 46
- Connector Road to SR 46 and Wekiva Parkway Ramps

The signal designs shall be for the complete signalization of the cited intersections. The Design-Build Firm shall install the traffic signals and operate them in the stop-controlled flashing beacon mode upon project completion. The Department will be responsible for the studies to determine the actual signal timing and ultimate turn-on of the signals.

Signalization Criteria:

- New traffic signal heads shall be mounted vertically unless otherwise approved.
- Internally illuminated signs shall be double sided.
- All cabinets must have the appropriate termination equipment to support fiber optics.
- Traffic signal structures shall be designed to include 4-section signal heads for single left-turn lanes. The 4-section signal head shall be centered in the left-turn lane. If the signal head cannot be centered on the middle of the left-turn lane, then approval from FDOT Traffic Operations and FDOT Construction Office is required. This criteria applies to both side street and mainline left-turn movements that are not controlled by dual left-turn signal heads, opposing dual left-turn movements, or are split phased
- If a single left-turn lane is not provided, the signal structures shall be designed to accommodate a future 4-section signal head. The design shall allow a placement so the future head is positioned in the middle of the left-turn lane.
- One (1) signal head per through lane of traffic is required for multi-lane approaches.
- Signal heads shall be positioned at least two-thirds of the way through the intersection.
- All pedestrian signal heads shall be 1-section countdowns.
- The Design-Build Firm shall be responsible to coordinate with Utility companies for power service and any necessary communications connections, and are responsible for all costs involved with this coordination.
- The Design-Build Firm shall develop and finalize the design of all temporary signalization and shall submit the designs to the Department and to the corresponding local agency for review and concurrence prior to initiating any construction.
- Loop assemblies for Traffic Monitoring Sites shall comply with Index 17900 (Sheet 5 of 7), specifically as it related to the corner treatment.

P. Access Management Plan:

The location and type of median openings shall be at locations identified in the table below, unless otherwise justified by an access management report prepared by the Design-Build Firm and approved by the Department.

ALIGNMENT	ROADWAY NAME	TYPE
CR 435	Connector Roadway to CR 435	Full/Signal
Connector Road to SR 46	Wekiva Parkway Ramps	Full/Signal
Existing SR 46	Connector Road to SR 46	Full/Signal

1. Directional median opening design:
 - a. Should feature overlapping median noses to physically discourage illegal left turns from a side street or driveway.
 - b. Maintain minimum 15 foot wide left turning path at directional island for mainline left turns.
 - c. Use 60 foot control radius for mainline left-turn paths unless there is a location specific justification to adjust the control radius.
 - d. Driveways with left-turn ingress shall be designed with radial returns, not flared returns.
2. Design driveways in accordance with current standards and the FDOT Driveway Information Guide.
3. Do not construct continuous right-turn lanes across multiple driveways. If a right-turn lane is designed for subsequent driveways or side streets, the curb should be bulbed out to provide physical separation between right-turn lanes where practical.
4. Public involvement of Access Changes shall be supported by expertise of the Design-Build Team.
5. Unless otherwise approved by the Department, mainline left-turn lanes at unsignalized intersections shall provide a minimum storage length of two (2) vehicles, but no less than that shown in the concept plans provided in the "Other Document" section of this RFP.

Q. Lighting Plans:

The Design-Build Firm shall prepare lighting plans in accordance with Department criteria. The lighting plans shall be for the two-lane roadway connecting Wekiva Parkway to CR 435, the limits of the turn-

lanes (including tapers) on CR 435, the interchange with SR 46, the connector roadway to SR 46 and the limits of the turn lanes (including tapers) on existing SR 46 at the intersection with the connector roadway to SR 46. The Design-Build Firm shall design the lighting for the complete interchange with SR 46 and install the lighting for the portion of the interchange (ramps to and from the south/west) to provide the required level of illumination. The lighting for the CR 435 intersection with the two-lane connector roadway shall cover the limits of the turn-lanes and tapers. Bridge Nos. 110601 and 110602 shall include underdeck lighting.

R. Toll Site Plans:

The Design-Build firm's scope of work to support tolling shall include all necessary infrastructure to provide the roadway, conduit, pull boxes, and utilities in support of the tolling system to be designed and installed by others. The Design-Build Firm shall locate the toll site between approximate Sta. 572+00 and Sta. 574+00, as shown in the Concept Plans included as an Attachment to this RFP. The work to be completed by the Design-Build Firm shall include all roadway elements, drainage elements, the conduit under the roadway (in the vicinity of Sta. 573+00), the required barrier wall and the approach guardrail. The conduit under the roadway shall be a minimum three-inch conduit. The Design-Build Firm shall install pull boxes at each end of the conduit and in the center of the median between the lanes.

The Design-Build Firm shall provide power (120 and 240 volts) and a T1 data line to the toll site. The power and T1 service points shall be located in accordance with the toll site plans included as an attachment to this RFP. The power service and T1 service shall be terminated in pull boxes to be accessed by the Contractor responsible for the installation of the toll gantry and other tolling appurtenances.

The Design-Build Firm shall provide a stabilized access road appropriate for over the road vehicle delivery of construction materials for the Other Contractors responsible for the toll gantry construction and the toll equipment installation. The access shall be provided at all times during the period of the toll gantry construction and toll equipment installation per the milestones in this RFP.

VII. TECHNICAL PROPOSAL REQUIREMENTS.

A. General:

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

B. Submittal Requirements:

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

A copy of the "Written Technical Proposal" must also be submitted in electronic format on a CD. The format shall be in Microsoft Word and the file saved in html. No macros will be allowed. Minimum font allowed will be size of ten (10). Graphics and photographs shall be held to a minimum, in the electronic version only, so that Internet loading of the Technical Proposal takes place in 15 seconds or less.

The maximum number of pages for the Technical Proposal shall be 22 typed pages. This page limitation does not include Section 3 - Design Support Documents and Section 4 - Preliminary Plans. Paper size shall be 8 1/2" x 11", additional larger charts and graphs may be provided if folded neatly to 8 1/2" x 11".

Submit: One (1) original, four (4) hard copies and 12 CDs of the Technical Proposal in a single sealed package to:

Ms. Chela Wood
Professional Services Administrator
Florida Department of Transportation
719 South Woodland Boulevard
DeLand, FL 32720

The minimum information to be included:

Section 1: General

- Paper size: 8 1/2" x 11" or larger if folded neatly to 8 1/2" x 11"
- Maximum allowed pages: 20
- Describe the Design-Build Firms approach to the following:
 1. Maintainability and Value Added
 2. Schedule and Project Management Plan
 3. Design and Environmental Considerations
 4. Construction Methods and Maintenance of Traffic

Section 2: Proposed Schedule

- Paper size: 8 1/2" x 11" or larger if folded neatly to 8 1/2" x 11"
- Maximum allowed pages: 2
- Identify if the Schedule is based on Calendar or Working Days
- The minimum information to be included in the summary CPM schedule of anticipated major milestones and their associated phasing as follows:

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

Section 3: Value Added

- Paper size: 8 1/2" x 11"
- This may be provided in a table' however, it is included within the Technical Proposal page limit.

The Design-Build Firm shall submit the Value Added criteria, measurable standards and remedial work plan for features proposed.

Section 4: Design Support Documents

- Provide on a CD only

Technical Special Provisions which apply to the work in the Proposal shall be identified. Technical Special Provisions shall be written only for those items not addressed by the Department's Standard Specifications.

The Design-Build Firm shall be prepared to submit to the Department during the Technical Proposal evaluation phase any calculations, studies and/or research to support features identified in the Technical Proposal and detailed in Section 4 Preliminary Plans.

Section 5: Preliminary Plans

- Paper size: 11" x 17"
- No hard covers on the plans
- Plan and Profile views of the proposed improvements may be submitted as roll-plot files saved on a disc and included with the Technical Proposal. The maximum width of the roll-plots shall be 36".

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

Roadway

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

Structures

- General Notes
- Plan and elevation
- Begin and end bridge stations
- Proposed Foundation Types and Location
- Proposed Foundation Testing requirements
- Span lengths
- Minimum vertical and horizontal clearances
- Location of expansion and fixed bearings

- Scour analysis
- Basic material properties (concrete strengths, classifications)
- Typical pier(s) and abutment details
- Cross section of proposed superstructure showing type, size and locations of structural elements
- Proposed means and methods of construction
- Technical special provisions
- Variations and documentation

C. Evaluation Criteria:

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

Item	Value
1. Maintainability and Value Added	20
2. Schedule and Project Management Plan	10
3. Design and Environmental Considerations	25
4. Construction Methods and Maintenance of Traffic	20
5. Contract Duration	5
Maximum Score	80

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

1. Maintainability and Value Added (20 points)

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

2. Schedule and Project Management Plan (10 points)

Credit will be given for a comprehensive and logical schedule that minimizes Contract Duration. Proper attention should be provided to the Project's critical path elements. Credit will be given for a comprehensive Project Management Plan (PMP) that addresses the Project Management approach, Quality Management Plan and coordination. Credit will also be given for incorporation of effective peer reviews.

3. Design and Environmental Considerations (25 points)

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

- Project design (roadway, structures, drainage, pavement, etc., as applicable)
- Drainage Design and approach to the permitting and/or permit modifications
- Structures Design and geotechnical considerations
- Signalization, Signing and Pavement Markings
- Use of existing right-of-way
- Innovative aspects relative to the design of the Project

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

4. **Construction Methods and Maintenance of Traffic (20 points)**

Credit will be given for construction methods that minimize impacts to the traveling public, business owners, property owners, utility owners and the environment; reduces costs; improves worker safety and minimizes contract duration. Credit will also be given for innovative aspects related to construction.

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

5. **Contract Duration (5 points)**

Credit will be given, **at the time of the Price Proposal opening**, according to the following table. The number of days shown on the bid proposal form shall be the official proposed contract days.

Contract Duration Proposed (Days)	Points Awarded
850-821	0
820-791	1
790-761	2
760-731	3
730-701	4
700 or less	5

D. Final Selection Formula:

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

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

BPP = Bid Price Proposal

TS = Technical Score (Combined Scores from the ELOI and Technical Proposal)

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

The Department reserves the right to consider any proposal as non-responsive if any part of the Technical Proposal does not meet established codes and criteria. Also, if PCT is greater than Maximum Allowable Contract Time (MCT) 850 days the proposal will be considered non-responsive.

E. Final Selection Process:

After the sealed Price Proposals are received, the Department will have a public meeting for the announcement of the Technical Scores and opening of sealed Price Proposals. This meeting will be recorded. At this meeting, the Department will announce the scores for each member of the Technical Review Committee for each Proposer and each Proposer's average Technical Score. Following announcement of the Technical Scores, the sealed Price Proposals will be opened and the adjusted score calculated. The Selection Committee should meet a minimum of five (5) working days after the public opening of the Technical Scores and Price Proposals. The Department's Selection Committee will review the evaluation of the Technical Review Committee and the Price Proposal of each Proposer as to the apparent Lowest Adjusted Score and make a final determination of the Lowest Adjusted Score. The Selection Committee has the right to correct any errors in the evaluation and selection process that may have been made, direct further action to do so, and may postpone formal action to a subsequent date. The Department is not obligated to award the Contract and the Selection Committee may decide to reject any and all Proposals. If the Selection Committee decides not to reject all Proposals, the Contract will be awarded to the Design-Build Firm determined by the Selection Committee to have the Lowest Adjusted Score.

F. Stipend Awards:

The Department has elected not to offer stipends on this Project.

VIII. PRICE PROPOSAL REQUIREMENTS.

A. Price Proposal:

Price Proposals shall be submitted on the Bid Blank form attached hereto and shall include one (1) Lump Sum Price for the Project and the number of calendar days within which the Proposer will complete the Project. The Lump Sum Price shall include all costs for all design, geotechnical surveys, architectural services, engineering services, Design-Build Firms quality plan, construction of that portion of the Project, and all other work necessary to fully and timely complete that portion of the Project in accordance with the Contract Documents, as well as all job site and home office overhead, and profit, it being understood that payment of that Lump Sum Price amount for that portion of the Project will be full, complete, and final compensation for all of the work required to complete that portion of the Project. The Price Proposal shall be hand delivered in a separate sealed package to the following:

Ms. Chela Wood, Professional Services, MS 4-524
Florida Department of Transportation
719 South Woodland Boulevard
DeLand, Florida 32720

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