



Florida Department of Transportation
District 5

**DESIGN-BUILD MAXIMUM PRICE
REQUEST FOR PROPOSAL**

for

**Dynamic Message Sign (DMS) Replacement Project Phase II
From I-4 East of Champions Gate (CR 532) to
West of Turnpike &
From I-95 North of SR 528 to Mile Marker 178 in
Orange / Osceola / Brevard County, Florida**

Financial Projects Number(s): 432149-1-92-01

Federal Aid Project Number(s):

Contract Number: E5R84

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ATTACHMENTS

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

- Attachment 1: Project Advertisement
- Attachment 2: Division I Design-Build Specifications
- Attachment 3: Design-Build Utility Agreement (Form number 710-010-19)

REFERENCE DOCUMENTS

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

- Document 1: DMS Structure Shop Drawings and Geotechnical Data
- Document 2: I-4 DMS Pictures
- Document 3: DMS Sign Numbers

I. Introduction.

The Florida Department of Transportation (Department) has issued this Request for Proposal (RFP) to solicit competitive bids and proposals from Proposers for the replacement of twelve (12) Dynamic Message Signs (DMS) to include structures and foundations along with associated equipment within the existing District 5 Intelligent Transportation System infrastructure along the following roadways:

- Interstate 4 from East of Champion Gate (CR 532) to West of Turnpike
- Interstate 95 between Mile Marker 199.3 and Mile Marker 206

For the purpose of bidding, the Department has established a maximum price of \$2,700,000.00. This amount is not the Department's official cost estimate for the work but is the maximum price constraint established for this contract. Submission of a bid under the maximum price is not a guarantee of contract award and cannot be interpreted as an appropriate or awardable bid amount. For this contract, the Department will reject as non-responsive any Price Proposal in excess of the maximum price amount shown above and the firm will not be considered for Final Selection.

During preparation of the bid, if concerns regarding the Department's maximum price arise, submit a letter of maximum price concern to (Contact Name) by (Date). The Department will review the letter of maximum price concern and determine its next course of action. This process is established to provide the opportunity for Firms to express maximum price concerns prior to submission of a Proposal.

Each Design-Build Firm is to develop design approaches with corresponding schedules in accordance with the scope described in the RFP that can be designed and built without exceeding this maximum price. The scope may be modified within the criteria as defined in the "Description of Work" section below to meet this maximum bid price. With the maximum bid price and the use of Options as described in the "Description of Work" section below, the Department's goal is to maximize construction of the scope within the available funding. If notified of a concern with the maximum price amount, the Department may modify the scope.

Any changes to requirements of the RFP by a Design-Build Firm must be approved by the Department through the Alternative Technical Concept (ATC) Proposal process, as described herein, prior to the information cut-off date. For this Project, the Department considers the following to be requirements of the Project that are not be changed by the Design-Build Firms: (i.e. typical section, median width, environmental commitments, right of way commitments, etc...)

Description of Work

This project requires furnishing and installing all the necessary components for fully functional Dynamic Message Signs (DMS). Existing DMS enclosures, pole mounted DMS cabinets (where applicable), ancillary cabinet equipment, structures and foundations will be removed and replaced. No existing ground mounted cabinet shall be removed or replace within this project. DMS maintenance cabinets shall be added to any DMS structure that does not currently have a maintenance cabinet installed. A maintenance cabinet shall be defined as a pole mounted cabinet enclosure that houses the necessary DMS components (e.g. auxiliary controller and power) that will allow a technician to troubleshoot the DMS from ground level without the use of a bucket truck. The existing DMS structures and foundation shall be removed and disposed of. The newly installed DMS's shall be integrated into the District 5 Intelligent Transportation

System (ITS) and operational at the Regional Traffic Management Center (RTMC) via the SunGuide Software. The locations of the existing DMS's are included in Table 1 section VI.P.2. Four of the existing cantilever signs shall be paired and combined on a single full span structure as described below.

This RFP outlines the requirements for the Options and the scope of work as shown below. Each Option Includes the replacement of the existing DMS to include structures, foundations, conduit, fiber and all associated components for each DMS sign.

Option #	Scope of Work
Option 1	Signs 1 – 12
Option 2	Signs 1 – 11
Option 3	Signs 1 – 10

The criterion for signs that must be paired and combined on a full span structure is described below:

Criteria for paired signs six (6) and seven (7) and paired signs nine (9) and ten (10)

1. All work to be done according to the requirements as define in the scope of work above with the exception of the DMS structures.
2. The Design-Build Firm shall design Signs 6 and 7 to be combined on a single, Full Span Structure and propose a location that allows both DMS's to service the existing area.
3. In the event that a Guide sign exists on the structure, the Design-Build Firm shall add the existing guide sign to the Full Span Structure.
4. Design and construct full span with a catwalk that extends to the edge of the travel lane for DMS access and maintenance
5. The existing structures shall be removed as define by Section VI.P of this RFP.
6. The DMS must be designed such that both DMS posted messages are remotely viewable by the operators located at the RTMC through the use of the current CCTV cameras or the Design-Build Firm may propose to either relocate existing CCTV or add additional CCTV cameras to meet this visibility requirement.

Any changes to requirements of the scope of work as described within this RFP proposed by a Design-Build Firm must be received by the Department prior to the information cut-off date. A change is defined as any deviation from the requirements of this RFP. Approved scope changes will be shared with other Design-Build Firms. Innovative concepts which are fully compliant with the criteria requirements of this RFP 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 scope changes submitted by the Design-Build Firm constitutes a change that is required to be shared with the other Design-Build Firms. All accepted variations and/or exceptions will be shared with the other shortlisted 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 and all information required to modify 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-Build Firm shall be responsible for compliance with Design and Construction Criteria (Section VI) which sets forth requirements regarding survey, design, construction, and maintenance of traffic

during construction, requirements relative to Project management, scheduling, and coordination with other agencies and entities such as state and local government, utilities and the public.

The Design-Build Firm shall be responsible for reviewing the approved Environmental Document of the PD&E Study.

The Design-Build Firm is responsible for coordinating with the District Environmental Office any engineering information related to Environmental Reevaluations. The Design-Build Firm will not be compensated for any additional costs or time associated with Reevaluation(s) resulting from proposed design changes.

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

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

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

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

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

II. Schedule of Events.

Below is the current schedule of the events that will take place in the procurement process. The Department reserves the right to make changes or alterations to the schedule as the Department determines is in the best interests of the public. Proposers will be notified sufficiently in advance of any

changes or alterations in the schedule. Unless otherwise notified in writing by the Department, the dates indicated below for submission of items or for other actions on the part of a Proposer shall constitute absolute deadlines for those activities and failure to fully comply by the time stated shall cause a Proposer to be disqualified.

Date	Event
<u>January 14, 2013</u>	Advertisement
<u>February 4, 2013</u>	Expanded Letters of Interest for Phase I of the procurement process due in District Office by 05:00pm local time
<u>February 21, 2013</u>	Proposal Evaluators submit Expanded Letter of Interest Scores to Contracting Unit 12:00pm local time
<u>February 25, 2013</u>	Contracting Unit provides Expanded Letter of Interest scores and Proposal Evaluators comments to Selection Committee 08:15 am local time
<u>February 25, 2013</u>	Public Meeting of Selection Committee to review and confirm Expanded Letter of Interest scores 08:15 am local time
<u>February 25, 2013</u>	Notification to Responsive Design-Build Firms of the Expanded Letter of Interest scores 12:00pm local time
<u>February 27, 2013</u>	Deadline for all responsive Design-Build firms to affirmatively declare intent to continue to Phase II of the procurement process 12:00pm local time
<u>February 27, 2013</u>	Shortlist Posting 05:00pm local time
<u>March 5, 2013</u>	Final RFP provided to Design-Build firms providing Affirmative Declaration of Intent to continue to Phase II of the procurement process
<u>March 19, 2013</u>	Pre-proposal meeting at 10:30 am local time in <i>Cypress A Conference Room of the District V Administration Bldg (District Office, 719 S. Woodland Blvd. DeLand, FL 32720)</i> .
<u>To Be Determined</u>	Utility Pre-proposal Meeting facilitated by the District Utility Engineer at xx:xx am/pm local time in <i><location with address></i> .
<u>To Be Determined</u>	Deadline for Design-Build Firm to request participation in Alternative Technical Concept Discussion Meeting No. 1
<u>To Be Determined</u>	Deadline for Design-Build Firm to submit preliminary list of Alternative Technical Concepts prior to Alternative Technical Concept Discussion Meeting No. 1
<u>To Be Determined</u>	Alternative Technical Concept Discussion Meeting No. 1
<u>To Be Determined</u>	Deadline for Design-Build Firm to request participation in Alternative Technical Concept Discussion Meeting No. 2
<u>To Be Determined</u>	Deadline for Design-Build Firm to submit preliminary list of Alternative Technical Concepts prior to Alternative Technical Concept Discussion Meeting No. 2
<u>To Be Determined</u>	Alternative Technical Concept Discussion Meeting No. 2
<u>To Be Determined</u>	Deadline for submittal of Alternative Technical Concept Proposals 12:00 pm local time.
<u>May 8, 2013</u>	Final deadline for submission of requests for Design Exceptions or Variances
<u>May 1, 2013</u>	Deadline for submittal of questions, for which a response is assured, prior to the submission of the Technical Proposal. All questions shall be submitted to the Pre-Bid Q&A website.

<u>May 29, 2013</u>	Deadline for the Department to post responses to the Pre-Bid Q&A website for questions submitted by the Design-Build Firms prior to the submittal of the Technical Proposal.
<u>May 29, 2013</u>	Technical Proposals due in District Office by xx: xx a.m./p.m. local time
<u>May 8, 2013</u>	Deadline for Design-Build for to “opt out” of Technical Proposal Page Turn meeting.
<u>May 10, 2013</u>	Page Turn Meeting of Design-Build Firm's Technical Proposal. Times will be assigned during the Pre-Proposal Meeting.
<u>May 14, 2013</u>	Question and Answer Session. Times will be assigned during the pre-proposal meeting. One hour will be allotted for questions and responses.
<u>May 29, 2013</u>	Deadline for submittal of Written Clarification letter following Question and Answer Session xx:xx am/pm local time
<u>June 6, 2013</u>	Deadline for submittal of questions, for which a response is assured, prior to the submission of the Price Proposal. All questions shall be submitted to the Pre-Bid Q&A website.
<u>June 10, 2013</u>	Deadline for the Department to post responses to the Pre-Bid Q&A website for questions submitted by the Design-Build Firms prior to the submittal of the Price Proposal.
<u>June 11, 2013</u>	Price Proposals due in District Office by 01:30 pm local time.
<u>June 11, 2013</u>	Public announcing of Technical Scores and opening of Price Proposals at 02:00 pm local time in <i>Osceola County Conference Room of the District V Administration Bldg (District Office, 719 S. Woodland Blvd. DeLand, FL 32720).</i>
<u>June 17, 2013</u>	Public Meeting of Selection Committee to determine intended Award at 8:15 a.m. at Secretary’s Conference Room <i>of the District V Administration Bldg (District Office, 719 S. Woodland Blvd. DeLand, FL 32720).</i>
<u>June 17, 2013</u>	Posting of the Department’s intended decision to Award (will remain posted for 72 hours)
<u>June 20, 2013</u>	Anticipated Award Date
<u>July 10, 2013</u>	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 Letters of Interest.

If the Proposer is a Joint Venture, the individual empowered by a properly executed Declaration of Joint

Venture and Power of Attorney Form shall execute the proposal. The proposal shall clearly identify who will be responsible for the engineering, quality control, and geotechnical and construction portions of the Work.

C. Price Proposal Guarantee

A Price Proposal guaranty in an amount of not less than five percent (5%) of the total bid amount shall accompany each Proposer's Price Proposal. The Price Proposal guaranty may, at the discretion of the Proposer, be in the form of a cashier's check, bank money order, bank draft of any national or state bank, certified check, or surety bond, payable to the Department. The surety on any bid bond shall be a company recognized to execute bid bonds for contracts of the State of Florida. The Price Proposal guaranty shall stand for the Proposer's obligation to timely and properly execute the contract and supply all other submittals due therewith. The amount of the Price Proposal guaranty shall be a liquidated sum, which shall be due in full in the event of default, regardless of the actual damages suffered. The Price Proposal guaranty of all Proposers' shall be released pursuant to 3-4 of the Division I Design-Build Specifications.

D. Pre-Proposal Meeting

Attendance at the pre-proposal meeting is mandatory. Any affirmatively declared proposer failing to attend will be deemed non-responsive and automatically disqualified from further consideration. The purpose of this meeting is to provide a forum for the Department to discuss with all concerned parties the proposed Project, the design and construction criteria, CPM schedule, and method of compensation, instructions for submitting proposals, design exceptions/variances, and other relevant issues. In the event that any discussions at the pre-proposal meeting require, in the Department's opinion, official additions, deletions, or clarifications of the Request for Proposal, the Design and Construction Criteria, or any other document, the Department will issue a written addendum to this Request for Proposals as the Department determines is appropriate. No oral representations or discussions, which take place at the pre-proposal meeting, will be binding on the Department. FHWA will be invited on oversight Projects, in order to discuss the Project in detail and to clarify any concerns. Proposers shall direct all questions to the Departments Question and Answer website: <http://www2.dot.state.fl.us/construction/bidquestionmain.asp>.

During and after the meeting, it is the responsibility of the Project Manager/Contracting Unit to ensure that each Proposer develops their technical proposal with the same information. If a Proposer receives information from the Department relating to the Project, the Department will ensure that all Proposers receive the same information in a timely fashion. The Project file will clearly document all communications with any Firm regarding the design and construction criteria by the Contracting Unit or the Project Manager.

E. Page-turn Meeting

The Department will meet with each Proposer, formally for thirty (30) minutes, for a page-turn meeting. FHWA will be invited on FA Oversight Projects. The purpose of the page-turn meeting is for the Design-Build Firm to guide the Technical Review Committee through the Technical Proposal, highlighting sections within the Technical Proposal that the Design-Build Firm wishes to emphasize. The page-turn meeting will occur between the date the Technical Proposal is due and the Question and Answer session occurs, per the Schedule of Events section of this RFP. The Department will terminate the page-turn meeting promptly at the end of the allotted time. The Department will audiotape record or videotape all or

part of the page-turn meeting. All audiotape recordings or videotape recordings will become part of the Contract Documents. The page-turn meeting will not constitute discussions or negotiations. The Design-Build Firm will not be permitted to ask questions of the Technical Review Committee during the page-turn meeting. An unmodified aerial or map of the project limits provided by the Design-Build Firm is acceptable for reference during the page-turn meeting. The unmodified aerial or map may not be left with the Department upon conclusion of the page turn meeting. Use of other visual aids, electronic presentations, handouts, etc., during the page turn meeting is expressly prohibited. Upon conclusion of the thirty (30) minutes, the Technical Review Committee is allowed five (5) minutes to ask questions pertaining to information highlighted by Design-Build Firm. Participation in the page-turn meeting by the Design-Build Firm shall be limited to five (5) representatives from the Design-Build Firm. Design-Build Firms desiring to opt out of the page-turn meeting may do so by submitting a request to the Department.

F. Question and Answer Session

The Department may meet with each Proposer, formally, for a Question and Answer 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 Department may terminate the Q & A session promptly at the end of the allotted time. The Department may audiotape record or videotape all or part of the Q & A session. All audiotape recordings or videotape recordings will become part of the Contract Documents. The Q & A session will not constitute “discussions” or negotiations. Proposers will not be permitted to ask questions of the Department except to ask the meaning of a clarification question posed by the Department. No supplemental materials, handouts, etc. will be allowed to be presented in the Q & A session. No additional time will be allowed to research answers.

Within one (1) week of the Q & A session, the Design-Build Firm shall submit to the Department a written clarification letter summarizing the answers provided during the Q & A session. The Design-Build Firm shall not include information in the clarification letter which was not discussed during the Q&A session. In the event the Design-Build Firm includes additional information in the clarification letter which was not discussed during the Q&A session and is not otherwise included in the Technical Proposal, such additional information will not be considered by the Department during the evaluation of the Technical Proposal.

The Department will provide some (not necessarily all) proposed questions to each Design-Build Firm as it relates to their technical proposal approximately 24 hours before the scheduled Q & A session.

G. Protest Rights

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

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

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

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

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

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

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

H. Non-Responsive Proposals

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

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

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

If this maximum bid price is exceeded, the Design-Build Firm's price proposal shall be found non-responsive and the firm will not be considered for Final Selection.

I. Waiver of Irregularities

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

1. Any design submittals that are part of a proposal shall be deemed preliminary only.
2. Preliminary design submittals may vary from the requirements of the Design and Construction Criteria. The Department, at their discretion, may elect to consider those variations in awarding points to the proposal rather than rejecting the entire proposal.
3. In no event will any such elections by the Department be deemed to be a waiving of the Design and Construction Criteria.
4. The Proposer who is selected for the Project will be required to fully comply with the Design and Construction Criteria for the price bid, regardless that the proposal may have been based on a variation from the Design and Construction Criteria.
5. Proposers shall identify separately all innovative aspects as such in the Technical Proposal. An innovative aspect does not include revisions to specifications or established Department policies. Innovation should be limited to Design-Build Firm's means and methods, roadway alignments, approach to Project, use of new products, new uses for established products, etc.
6. The Proposer shall obtain any necessary permits or permit modifications not already provided.
7. Those changes to the Design Concept may be considered together with innovative construction techniques, as well as other areas, as the basis for grading the Technical Proposals in the area of innovative measures.

J. Modification or Withdrawal of Technical Proposal

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

K. Department's Responsibilities

This Request for Proposal does not commit the Department to make studies or designs for the preparation of any proposal, nor to procure or contract for any articles or services.

The Department does not guarantee the details pertaining to borings, as shown on any documents supplied by the Department, to be more than a general indication of the materials likely to be found adjacent to holes bored at the site of the work, approximately at the locations indicated.

L. Design-Build Contract

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

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

IV. Disadvantaged Business Enterprise (DBE) Program.

A. DBE Availability Goal Percentage:

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

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

B. Anticipated DBE Participation Statement:

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

C. Equal Opportunity Reporting System:

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

D. DBE Supportive Services Providers:

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

E. DBE Affirmative Action Plan:

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

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

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

F. Bidders Opportunity List:

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

On the Bidders Opportunity Form if the answers to numbers 2, 3, 4, or 5 are not known, leave them blank and the Department will complete the information. This information should be returned with the bid package or

proposal package or submitted to the Equal Opportunity Office within three days of submission. It can be mailed to the Equal Opportunity Office or faxed to (850) 414-4879.

V. PROJECT REQUIREMENTS AND PROVISIONS FOR WORK.

A. Governing Regulations:

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

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

- Production Criteria Handbook
<http://www.dot.state.fl.us/ecso/downloads/publications/CriteriaHandBook/>
11. Florida Department of Transportation Production Criteria Handbook CADD Structures Standards
<http://www.dot.state.fl.us/ecso/downloads/publications/CriteriaHandBook/>
 12. Instructions for Design Standards
<http://www.dot.state.fl.us/structures/IDS/IDSportal.pdf>
 13. AASHTO – A Policy on Geometric Design of Highways and Streets
https://bookstore.transportation.org/item_details.aspx?ID=110
 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 Traffic Engineering Manual

- <http://www.dot.state.fl.us/TrafficOperations//Operations/Studies/TEM/TEM.shtm>
28. Florida Department of Transportation Intelligent Transportation System Guide Book
http://www.dot.state.fl.us/TrafficOperations/Doc_Library/Doc_Library.shtm
 29. 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>
 30. Florida Department of Transportation Bicycle and Pedestrian Policies and Standards
http://www.dot.state.fl.us/safety/ped_bike/ped_bike_standards.shtm
 31. Federal Highway Administration Hydraulic Engineering Circular Number 18 (HEC 18).
http://www.fhwa.dot.gov/engineering/hydraulics/library_arc.cfm?pub_number=17
 32. 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>
 33. Florida Department of Transportation Project Development and Environment Manual, Parts 1 and 2
<http://www.dot.state.fl.us/emo/pubs/pdeman/pdeman1.shtm>
 34. Florida Statutes
<http://www.leg.state.fl.us/Statutes/index.cfm?Mode=View%20Statutes&Submenu=1&Tab=statutes&CFID=14677574&CFTOKEN=80981948>

B. Innovative Aspects:

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

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

1. Alternative Technical Concept (ATC) Proposals

The ATC process allows innovation, flexibility, time and cost savings on the design and construction of Design-Build Projects while providing the best value for the public. ATC discussion meetings may be held in order for the Design-Build Firm to describe propose changes to supplied basic configurations, Project scope, design criteria, and/or construction criteria. The alternative technical concept shall provide an approach that is equal to or better than what is required by the Request for Proposal (RFP), as determined by the Department. Concepts which reduce quality, performance, or reliability should not be proposed. A proposed concept is not an ATC if it is contemplated by the RFP.

Each Design-Build Firm with proposed changes may request an ATC discussion meeting to describe the proposed changes. The Design-Build shall provide a preliminary list of ATC proposals, to be reviewed and discussed during the ATC discussion meeting, by the deadline shown in the Schedule of Events of this RFP. This list may not be inclusive of all ATC's to be discussed but it should be comprehensively sufficient to allow the Department to identify appropriate personnel which should attend the ATC discussion meeting. The purpose of the ATC discussion meeting is to discuss the ATC proposals, answer questions that the Department may have related to the ATC proposal, review other relevant information

and when possible establish whether the proposal meets the definition of an ATC thereby requiring the submittal of a formal ATC submittal. The meeting should be between representatives of the Design-Build Firm and/or the Design-Build Engineer of Record and District/Central Office staff as needed to provide feedback on the ATC proposal.

2. Submittal of ATC Proposals

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

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

- a) **Description:** A description and conceptual drawings of the configuration of the ATC or other appropriate descriptive information, including, if appropriate, product details and a traffic operational analysis;
- b) **Usage:** The locations where and an explanation of how the ATC would be used on the Project;
- c) **Deviations:** References to requirements of the RFP which are inconsistent with the proposed ATC, an explanation of the nature of the deviations from the requirements and a request for approval of such deviations along with suggested changes to the requirements of the RFP which would allow the alternative proposal;
- d) **Analysis:** An analysis justifying use of the ATC and why the deviation, if any, from the requirements of the RFP should be allowed;
- e) **Impacts:** A preliminary analysis of potential impacts on vehicular traffic (both during and after construction), environmental impacts, community impacts, safety, and life-cycle Project and infrastructure costs, including impacts on the cost of repair, maintenance, and operation;
- f) **Risks:** A description of added risks to the Department or third parties associated with implementation of the ATC;
- g) **Quality:** A description of how the ATC is equal or better in quality and performance than the requirements of the RFP; and
- h) **Operations:** Any changes in operation requirements associated with the ATC, including ease of operations;
- i) **Maintenance:** Any changes in maintenance requirements associated with the ATC, including ease of maintenance;
- j) **Anticipated Life:** Any changes in the anticipated life of the item comprising the ATC;
- k) ***Handback:** Any changes in Handback Requirements associated with the ATC;
- l) ***Project Revenue:** A preliminary analysis of potential impacts on Project Revenue;
- m) ***Payments:** A preliminary analysis of potential impacts on the Upfront Concession Payment and Annual Lease Payment

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

3. Review of ATC Submittals

After receipt of the ATC submittal, the District Design Engineer (DDE) will communicate with the appropriate staff (i.e. District Structures Engineer, District Construction Engineer, District Maintenance Engineer, State Structures Engineer, State Roadway Design Engineer, FHWA, as applicable) as necessary, and respond to the Design-Build Firm in writing as to whether the ATC is acceptable, not acceptable, or requires additional information within 14 calendar days of receipt of the ATC submittal. If the DDE or designee determines that more information is required for the review of an ATC, questions should be prepared by the DDE or designee to request and receive responses from the Design-Build Firm. The review should be completed within 14 calendar of the receipt of the ATC submittal. If the review will require additional time, the Design-Build Firm should be notified in advance with an estimated timeframe for completion.

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

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

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

The Department will issue an addendum to the RFP subsequent to acceptance of any ATC. Such a change will be approved by FHWA, as applicable. Approved Design Exceptions or Design Variances will result in an addendum to the RFP.

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

4. Incorporation into Proposal

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

C. Geotechnical Services:

1. General Conditions:

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

D. Department Commitments:

Note to developer of the RFP: The following section should be used to identify all Department commitments which the Design-Build Firm must adhere to.

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

Note to developer of the RFP: << List Project Commitments >>

E. Environmental Permits:

1. Storm Water and Surface Water:

Plans shall be prepared in accordance with Chapters 373 and 403 (F.S.) and Chapters 40 and 62 (F.A.C.).

1. Permits:

All applicable data shall be prepared in accordance with Chapter 373 and 403, Florida Statutes, Chapters 40 and 62, Florida Administrative Code; Rivers and Harbors Act of 1899, Section 404 of the Clean Water Act, 23 CFR 771, 23 CFR 636, 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. As the permittee, the Department is responsible for reviewing, approving, and signing, the permit application package including all permit modifications, or subsequent permit applications. This applies whether the project is Federal or state funded. 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 and all mitigation fees if required. Any fines levied by permitting agencies shall be the responsibility of the Design-Build Firm.

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

F. Railroad Coordination: N/A

G. Survey:

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

H. Verification of Existing Conditions:

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

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

I. Submittals:

1. Plans:

Plans must meet the minimum contents of a particular phase submittal prior to submission for review. The particular phase of each submittal shall be clearly indicated on the cover sheet. 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 shall contain the following:

- Plan sheets developed to the specified level of detail (i.e. 90% plans, Final plans, etc.),
- Design documentation including a complete set of calculations, geotechnical reports, pertinent correspondence, etc. in support of the 90% and final component submittals.

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

90% Component Plans

- _8_ sets of 11" X 17" structure plans
- _5_ sets of 11" X 17" each component set, except ITS plans
- _4_ sets of 11" X 17" ITS plans
- _5_ copies of Final Geotechnical Report
- _2_ set of documentation - structures
- _2__ copy of Technical Special Provisions

Final Component Plans

- _8_ sets of 11" X 17" structure plans
- _5_ sets of 11" X 17" each component set, except ITS plans
- _4_ sets of 11" X 17" ITS plans
- _2__ sets of final documentation
- 1 signed and sealed copy of Specifications Package
- 2 sets of electronic copies of Technical Special Provisions on CD

Construction Set:

1 set of 11"X 17" copies of the signed and sealed plans for the Department to stamp "Released for construction".

Final signed and sealed plans will be delivered to the Department's Project Manager a minimum of fifteen (15) calendar days (excluding Holidays as defined in section 1-3 of the Specifications) 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 comment. Once all comments have been satisfactorily resolved as determined by the Department, the Department's Project Manger will initial, date and stamp each submittal as "Released for Construction". Only signed and sealed plans which are stamped "Released for Construction" by the Department's Project Manager are valid and all work that the Design-Build Firm performs in advance of the Department's release of Plans will be at the Design-Build Firm's risk.

Record Set:

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

- 1 set of 11" X 17" signed and sealed plans
- __2__ sets of 11 "X 17" copies of the signed and sealed plans
- _2__ sets of final documentation (if different from final component submittal)
- 2 (two) Final Project CD's

The Design-Build Firm 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.

- 90% Design Submittals
- 100% Design Submittals
- DMS Shop Drawings
- DMS Roadway Placement
- Overhead span and cantilever Design
- Overhead span and cantilever Foundation Design
- System Acceptance Test Plan Submittal

3. Railroad Coordination:N/A

J. Contract Duration:

The Design-Build Firm shall establish the contract duration for the subject Project. In no event shall the contract duration exceed 365 calendar days. The schedule supporting the proposed contract duration will be submitted with the Technical Proposal and should identify if the work activity durations are based on calendar days or working days. The Proposed Contract Time (PCT) reflected in the schedule may be amended in the bid proposal. The official PCT will be the one submitted with the Bid Price Proposal.

K. Project Schedule:

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

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

Note to developer of the RFP: This section should include a list of all Special Events per Section 8-6.4 of the Design-Build Division I specifications that are to be shown as non-working days in the Project

Schedule per 8-3.2.3 of the D-B Division I specifications and have been identified to have a direct impact to traffic within the Project limits. Coordinate with the District Construction Office for the Special Events occurring within the Contract Time period that will impact the traveling public within the Project area.

<<*List the Special Events*>>

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

- Anticipated Award Date
- Design Submittals
- Design Survey
- Design Reviews by the Department and FHWA
- Design Review / Acceptance Milestones
- Materials Quality Tracking
- Geotechnical Investigation
- Start of Construction
- Clearing and Grubbing
- Construction Mobilization
- Environmental Permit Acquisition
- Overhead and Cantilever Foundation Design
- Overhead and Cantilever Foundation Construction
- Signing and Pavement Marking Design
- Signing and Pavement Marking Construction
- Intelligent Transportation System Design
- Intelligent Transportation System Construction
- Maintenance of Traffic Design
- Permit Submittals
- Maintenance of Traffic Set-Up (per duration)
- Erosion Control
- Holidays and Special Events (shown as non-work days)
- Additional Construction Milestones as determined by the Design-Build Firm
- Final Completion Date for All Work

L. Key Personnel/Staffing:

The Design-Build Firm's work shall be performed and directed by key personnel identified in the 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 Florida Statute Chapter 455.

M. Meetings and Progress Reporting:

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

- Department technical issue resolution

- Permit agency coordination
- Local government agency coordination
- Scoping Meetings
- ITS Pre-Integration Meetings

During design, the Design-Build Firm shall meet with the Department's Project Manager and CEI Senior Project Engineer on a monthly basis to review the status of the project. To support this meeting the Design-Build Firm shall provide a written progress report that describes the items of concern, the work performed on each schedule task, the monthly schedule update and a one month look ahead for activities to be performed during the coming month.

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

ITS Pre-Integration Meetings shall be scheduled at least thirty (30) calendar days before beginning ITS Integration activities. The purpose of these meetings shall be to verify the Design-Build Firm's Integration Plans by reviewing proposed splicing diagrams, integration plans, IP addressing schemes and other network design issues. In addition, at these meetings the Design-Build Firm shall identify any concerns regarding the Integration and provide detailed information on how such concerns will be addressed and/or minimized.

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

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

- The site surveys performed by the Design-Build Firm
- Troubleshooting of any Design-Build Firm installed hardware issues, both field or RTMC (if applicable) that affect the integration work.
- Design Build/Firm to provide ITS field device information, such as equipment configuration diagrams, IP addresses, protocols, and documentation (e.g., users' manual, troubleshooting guide, etc.).
- Design-Build Firm configuration of the ITS field devices for integration with the SunGuide® software, including link, lane, roadway, and device configurations.

The Pre-Integration Meeting will be held at the Department's facilities on mutually agreeable dates within a specified number of calendar days after the Notice-to-Proceed date.

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

All items reviewed at the Pre-Integration Meeting shall be coordinated with the RFP to ensure contract compliance with all items. Approval of the Pre-Integration Meeting does not release the Design-Build

Firm's overall responsibility for ensuring that all design requirements, as specified, have been achieved in the final design and implementation.

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

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

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

N. Public Involvement:

1. General:

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

2. Community Awareness:

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

3. Public Meetings:

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

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

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

For any of the above type meetings the Design-Build Firm shall provide all technical assistance, data and information necessary for the PIC to produce display boards, printed material, video graphics, computerized graphics, etc., and information necessary for the day-to-day exchange of information with

the public, all agencies and elected officials in order to keep them informed as to the progress and impacts that the proposed Project will create. This includes workshops, information meetings, and public hearings.

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

4. Public Workshops, Information Meetings:

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

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

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

5. Public Involvement Data:

The Design-Build Firm is responsible for the following:

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

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

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

O. Quality Management Plan (QMP):

1. Design:

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

The Design-Build Firm shall provide a Design Quality Management Plan, which describes the Quality Control (QC) procedures to be utilized to verify, independently check, and review all design drawings,

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

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

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

2. Construction:

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

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

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

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

P. Liaison Office:

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

Q. Engineers Field Office: N/A

R. Schedule of Values:

The Design-Build Firm will be responsible for invoicing the Department based on current invoicing policy and procedure. Invoicing will be based on the completion or percentage of completion of major, well-defined tasks as defined in the schedule of values. Final payment will be made upon final acceptance by the Department of the Design-Build Project. Tracking DBE participation will be required under normal procedures according to the 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.

S. Computer Automation:

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

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

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

T. 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.

U. Testing:

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

V. Value Added:

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

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

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

W. Adjoining Construction Projects:

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

X. Use of Department Owned Right of Way

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

Y. Design Issue Escalation:

The Department has established the issue escalation process for design questions and conflict resolution that the Design-Build Firm shall follow unless revised by the Partnering agreement. All issues are to be directed to the 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) calendar days (excluding weekends and Department observed holidays), to answer, resolve or address the issue. The three (3) calendar day (excluding weekends and Department observed holidays) period 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) calendar days (excluding weekends and Department observed holidays). The Design-Build Firm shall provide any available supporting documentation.

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

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

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

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

- If the resolution does not change the original intent of the technical proposal/RFP, then the Design-Build Firm 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 ten (10) calendar days (excluding weekends and Department observed holidays). 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 (10) calendar days (excluding weekends and Department observed holidays). 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) calendar days (excluding weekends and Department observed holidays) to answer, resolve or address the issue. The three (3) calendar day (excluding weekends and Department observed holidays) period 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) calendar days (excluding weekends and Department observed holidays). The Design-Build Firm shall provide any available supporting documentation.

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

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

VI. Design and Construction Criteria

A. General:

The Design-Build Firm shall be responsible for: detailed plan checking as outlined in the Plans Preparation Manual (PPM); as described in the RFP; and the Design and Construction criteria package. This includes a checklist of the items listed in the PPM for each completed phase submittal. Roadway submittals may be broken down into ITS, signing and final geometry components. The component design must be in conformity with the Design and Construction Criteria requirements, approved preliminary layout and concept as provided in the Technical Proposal.

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

Prior to submittal to the Department, all Category level II bridge plans shall have a peer review analysis by an independent engineering firm not involved with the production of the design or plans, prequalified in accordance with Chapter 14-75. The peer review shall consist of an independent design check, a check of the plans, and a verification that the design is in accordance with AASHTO and FDOT criteria. The independent peer review engineer's comments and comment responses shall be included in the 90% plans submittal. At the final plans submittal, the independent peer review engineer shall sign and seal a cover letter certifying the final design and stating that all comments have been addressed and resolved.

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

B. Geotechnical Services

Drilled Shaft Foundations for Miscellaneous Structures

Note to developer of the RFP: The following text should be completed considering the soil and geology variability based on the preliminary geotechnical investigation and past experience in the regional geology. The bulleted items below need to be completed by a geotechnical engineer after the preliminary geotechnical investigation is completed, and approved by the District Geotechnical Engineer.

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

area:

- Station XXX+XX to Station XXX+XX (BL of Survey), (minimum ___tests)
- Station XXX+XX to Station XXX+XX (BL of Survey), (minimum ___tests)
- Station XXX+XX to Station XXX+XX (BL of Survey), (minimum ___tests)
- Station XXX+XX to Station XXX+XX (BL of Survey), (minimum ___tests)

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

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

Spread Footings Foundations

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

1. Evaluating geotechnical conditions and designing the spread footing.
2. Constructing the spread footing to the required footing elevation, at the required soil or rock material, and at the required compaction levels, in accordance with the specifications.
3. Inspecting and documenting the spread footing construction.
4. Submitting Foundation Certification Packages in accordance with the specifications.
5. Providing safe access, and cooperating with the Department in verification of the spread footing, both during construction and after submittal of the certification package.

Auger Cast Piles for Sound Barrier Walls

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

1. Evaluating geotechnical conditions and designing the foundations, including diameter and lengths.
2. Constructing all auger cast piles to the required tip elevation and socket requirements, in accordance with the specifications.
3. Inspecting and documenting the auger cast pile installation.
4. Submitting Foundation Certification Packages in accordance with the specifications.
5. Providing safe access, and cooperating with the Department in verification of the auger cast piles, both during construction and after submittal of the certification package

C. Utility Coordination

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

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

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

1. Ensuring that all utility coordination and activities are conducted in accordance with the requirements of the Contract Documents.
2. Identifying all existing utilities and coordinating any new installations. Reviewing proposed utility permit application packages and recommending approval/disapproval of each permit application based on the compatibility of the permit as related to the Design-Build firm's plans.
3. Scheduling utility meetings, keeping and distribution of minutes of all utility meetings, and ensuring expedient follow-up on all unresolved issues.
4. Distributing all plans, conflict matrixes and changes to affected utility owners and making sure this information is properly coordinated.
5. Identifying and coordinating the execution and performance under any agreement

that is required for any utility work needed in with the Design-Build Project. Reviewing, approving, signing and coordinating the implementation of all Utility Work Schedules.

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

Note to developer of the RFP: In the table below, list all potentially impacted UA/O's having facilities within the Project limits and identify those UA/O's having facilities eligible for reimbursement. As a supplement to this table, the district may elect to provide maps showing subordinated easements, meandering facility locations, etc., so as to clarify the information being provided to the D/B firm. In those cases where a specific UA/O may have both reimbursable and non-reimbursable facilities located within the Project limits, the UA/O and determination of eligibility for reimbursement should be shown.

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)

D. Roadway Plans: N/A

E. Geometric: N/A

F. Design Documentation, Computations and Quantities:

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

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

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

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

G. Structure Plans:

1. **Design Analysis:**

- a. The Design-Build Firm shall submit to the Department final signed and sealed design documentation prepared during the development of the plans.
- b. The Design-Build Firm shall insure that the final geotechnical and reports required for design are submitted with the 90% plans.
- c. The Engineer of Record for shall analyze the effects of the construction related loads on the permanent structure. The Engineer of Record shall review all specialty engineer submittals 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. 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.

- c. 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.

H. Specifications:

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

Before construction activities can begin, the Design-Build Firm shall prepare and submit a signed and sealed Construction Specifications Package for the Project, containing all applicable Division II and III Special Provisions and Supplement Specifications from the Specifications Workbook in effect at the time the Bid Price Proposals were due in the District Office. The Specifications Package shall be prepared, signed and sealed by the Design-Build Firms Engineer of Record who has successfully completed the mandatory Specifications Package Preparations Training.

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

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

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

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

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

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

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

I. Shop Drawings:

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

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

J. Sequence of Construction:

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

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

K. Stormwater Pollution Prevention Plans (SWPPP)

The Design-Build Firm shall prepare a Storm Water Pollution Prevention Plan (SWPPP) as required by the National Pollution Discharge Elimination System (NPDES). The Design-Build Firm shall refer to the PPM and Florida Department of Environmental Protection (FDEP) Rule 62-621.300(4)(a) for information in regard to the SWPPP. This SWPPP shall be submitted along with the Design-Build Firm's Certification (FDEP Form 62-621.300(4)(b) **NOTICE OF INTENT (NOI) TO USE GENERIC PERMIT FOR STORMWATER DISCHARGE FROM LARGE AND SMALL CONSTRUCTION ACTIVITIES**) at least 15 calendar days (excluding Holidays as defined in Section 1-3 of the Specifications) prior to beginning construction activities.

L. Temporary Traffic Control Plan:

1. Traffic Control Analysis:

The Design-Build Firm shall design a safe and effective Temporary Traffic Control Plan to move vehicular traffic during all phases of construction. The areas shall include, but are not limited to, construction phasing, utility relocation, drainage structures, signalization, ditches, front slopes, back

slopes, drop offs within clear zone, and traffic monitoring sites. Special consideration shall be given to the drainage system when developing the construction phases. Positive drainage must be maintained at all times.

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

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

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

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

For significant Projects a TMP will consist of three components:

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

Additional information can be found in chapter 10 (Volume 1) of the PPM.

2. **Temporary Traffic Control Plans:**

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

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

3. **Traffic Control Restrictions:**

There will be NO LANE CLOSURES ALLOWED along I-4 or the ramps between the hours of 5:30 AM to 10:00 PM. Single lane closures will be permitted along I-4 between the hours of 10:00 PM to 5:30 AM. Double lane closures will be permitted along I-4 between the hours of 11:00 PM to 5:00 AM. Triple lane closures will be permitted along I-4 between the hours of 12:00 AM (midnight) to 4:00 AM. A lane may only be closed during active work periods. Rolling barricades (traffic pacing) will be allowed between the hours of 12:00 AM (midnight) to 4:00 AM. All lane closures, including ramp closures, must be reported to the local emergency agencies, the media, the PIC, the ITS Project Manager and the District Public

Information Officer, Steve Olson at 386-943-5479 a minimum of seven (7) calendar days in advance. Ramp closures are not allowed in the same direction on consecutive interchanges. NO LANE CLOSURES are allowed on the Project during the times shown below so as to minimize potential impacts to the following events:

<<*List Events and Lane Closure Restriction Periods*>>

M. Environmental Services/Permits/Mitigation:

The Design-Build Firm will be responsible for preparing designs and proposing construction methods that are permissible. The Design-Build Firm will be responsible for any required permit fees and all mitigations fees if required. 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 herein, will be the responsibility of the Design-Build Firm, and will not be considered sufficient reason for time extension. As the permittee, FDOT is responsible for reviewing, approving and signing the permit application package including all permit modifications, or subsequent permit applications.

If, as a result of design changes proposed by the Design-Build Firm, additional environmental mitigation is required, it shall be the responsibility of the Design-Build Firm to pay for the mitigation.

The Design-Build Firm shall be responsible for an assessment of all potential gopher tortoise habitats that could be impacted by the Project. The Department must verify the completeness and accuracy of the assessment. 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 preparing the required documentation and electronic permit application for the Department to obtain a FWC permit for the relocation of gopher tortoises and commensals from burrows which cannot be avoided. A copy of the permit and any subsequent reports to FWC must be provided to the District Permit Coordinator. All costs associated with gopher tortoise permitting and relocation will be the responsibility of the Design-Build Firm.

It should be noted that no environmental permits have been attained for this project.

Note to the developer of the RFP: The following paragraph should only be included when alternate design approaches are part of the Project, the alternate design approach is intended to be used on Projects which include specific Project miscellaneous alternates and when one or more of the alternates may require a specific environmental permit and/or mitigation plan.

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

N. Signing and Pavement Marking Plans:

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

O. Lighting Plans:

The Design-Build Firm shall prepare lighting plans in accordance with Department criteria.

P. Intelligent Transportation System

1. General

The Design-Build Firm shall furnish and install full matrix walk-in Dynamic Message Signs (DMS) that are in compliance with the FDOT Approved Products List (APL) and the Design-Build Firm shall perform all work in accordance to the FDOT Specifications. The contractor shall work with the FDOT ITS personnel to integrate all DMS into the SunGuide Traffic Management System. The procurement and installation of any equipment required to make the system functional shall be the responsibility of the Design-Build Firm.

Functionality of the existing equipment and fiber optic connections will be maintained during this replacement process. Exception will be made as follows; a maximum of six (6) hours of downtime per each DMS along with devices attached to the DMS structure shall be allowed in order to cutover the existing DMS to the new DMS. At maximum, no more than two (2) DMS shall be non-functional at any given six (6) hour interval of a downtime. Additionally, no two (2) consecutive DMS on the same side of the roadway shall be non-functional or visually hindered at one time. If the new sign is placed behind the existing sign such that visibility to the new sign is hindered, the portion of the existing sign structure hindering visibility shall be removed within 30 hours of cutover to the new sign. Likewise, if the new sign structure is placed in front of an existing sign and hinders visibility, the new sign must be activated and fully operational within 30 hours of hindering visibility. Whether or not a sign is visually hindered shall be determined by viewing the display face of the sign from the travel lanes approaching the sign for a range of 100 to 800 feet from the sign.

ITS cabinet equipment attached to DMS structures will be removed and replaced (where applicable). Other ITS devices (i.e. detector, wireless radio, etc.) that are attached to the existing DMS structure shall be removed and relocated to new structures once constructed and it shall be the responsibility of the Design-Build Firm to restore said devices to their previous working conditions or better.

2. Location of Existing DMS and Equipment:

The DMS location and description for the existing twelve (12) replacement locations within FDOT District 5 are described in Table 1 below:

Table 1- Location of existing DMS Signs

DMS Number	DMS Location Description	DMS Specification	Mile Marker	Sign #
1	Interstate 4 E of SR 532 WB	3 Lines 18" Characters	58.5	
2	Interstate 4 W of World Drive EB	3 Lines 18" Characters	60.6	92S086
3	Interstate 4 W of SR 417 EB	3 Lines	63.1	

		18" Characters		
4	Interstate 4 E of US 192 EB	3 Lines 18" Characters	64.2	92S099
5	Interstate 4 W of SR 536 WB	3 Lines 18" Characters	65.7	
6	Interstate 4 E of SR 535 WB	3 Lines 18" Characters	68.9	75S362
7	Interstate 4 E of SR 535 EB	3 Lines 18" Characters	69	75S353
8	Interstate 95 @ MM 206 SB	3 Lines 18" Characters	206	
9	Interstate 95 @ MM 203.5 SB	3 Lines 18" Characters	203.5	
10	Interstate 95 @ MM 203.5 NB	3 Lines 18" Characters	203.5	
11	Interstate 95 @ MM 199.3 NB	3 Lines 18" Characters	199.3	
12	Interstate 95 @ MM 172 NB	3 Lines 18" Characters	172	

3. Equipment and Components:

The Design-Build Firm shall examine carefully each component and equipment assembly it furnishes to verify that the material, design and construction, markings, and workmanship comply with the requirements of this RFP. Visual inspections shall be performed on all modules and subassemblies to determine any physical defects such as cracking, scaling, poor fastening, incorrect component values, etc. Complete electrical testing shall be performed on each module and subassembly to determine its compliance to the designed function. Housing, chassis, and connection terminals shall be inspected for mechanical sturdiness, and harnessing to sockets shall be electrically tested for proper wiring sequence.

The Design-Build Firm shall conduct QC procedures to assure that equipment units and components are not damaged during shipping and storage. The Design-Build Firm shall develop a quality assurance program and submit it to the FDOT for review and acceptance within fifteen (15) days after Notice to Proceed (NTP). The Design-Build Firm shall follow the approved quality assurance program for the construction and installation of all field hardware.

4. Design and Engineering Services:

The Design-Build Firm shall secure all the permits, make arrangements for all the connections, etc., on relevant issues that will be required for designing, installing and operating the system to include power. The Design-Build Firm shall send electronic copies of all the correspondence and minutes, of any project related meetings, to the FDOT's Project Manager.

The final design for the DMS Sign Support shall include, but not be limited to the following specification,

installation, integration, testing and support details and requirements:

- Design/analyze the DMS sign support structures as described in Section VI.G.2 Structure Plans Criteria of this RFP.
- Coordinate design with the DMS manufacturer for each location to determine 1) actual sign support length required and 2) mounting configuration on each sign structure location.
- For all full span or mid-span structures, design shall include any necessary modifications that may be necessary to the catwalk floor grating on the structure to ensure proper permanent fall protection for future maintenance personnel that may work on the sign.

In the event that a guide sign is co-located on a DMS structure that will be replaced, that full span truss shall be design such that new proposed location closely represents the distance of the existing guide signs to be placed on the structure. **The distance posted on the guide sign shall not be inconsistent with the actual distance of the guide sign to the gore of the exit that is posted on the guide sign.**

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

5. Design and Construction Criteria

i. ITS Governing Rules, Guidelines and Specifications

The work in this section specifies the criteria that the Design-Build Firm shall be responsible for furnishing and installing. All equipment furnished for this project shall meet but are not limited to the following specifications and/or requirements when applicable:

- State of Florida's NTCIP requirements
- Statewide Approved Products List (APL)

All plans and designs are to be prepared in accordance to the FDOT Specifications including but not limited to:

- Section 780 Intelligent Transportation Systems General Requirements
- Section 781 Intelligent Transportation Systems Motorist Information Systems
- Section 782 Intelligent Transportation Systems Video Equipment
- Section 783 Intelligent Transportation Systems Fiber Optic Cable and Interconnect
- Section 784 Intelligent Transportation Systems Network Devices
- Section 785 Intelligent Transportation Systems System Infrastructure
- Section 786 Intelligent Transportation Systems Vehicle Detection and Data Collection

ii. Dynamic Message Sign (DMS)

1. Existing DMS Removal

The Design-Build Firm shall be responsible for the removal and disposal of all existing DMS, components, structures and foundations. The Design-Build Firm shall partially remove all existing drill shaft foundations per FDOT 110 Specification. The Design-Build Firm shall provide the Department with an excel spreadsheet listing Global Positioning System (GPS) coordinates (sub-foot accuracy) for each existing DMS foundation. Existing DMS locations are provided in Table 1 section VI.P.2. All work shall be in accordance with all applicable FDOT Specifications in section 781-3 at all DMS locations.

The Design Build Firm shall disassemble, retain and supply the internal communication components from the existing DMS enclosures to the FDOT ITS Project Manager. Said components shall include the DMS light boards, CPU comm cards, display driver panel and pixel panels. The Design Build Firm shall deliver all retained equipment to an FDOT inventory facility specified by the FDOT ITS Project Manager and shall properly dispose of all non-salvageable equipment, to including but not limited to DMS enclosures with components and sign structure, at the expense of the Design-Build Firm.

2. New Dynamic Message Signs (DMS)

The work in this section specifies the type of Dynamic Message Signs that the Design-Build Firm shall be responsible for furnishing and installing. These items of work shall consist of furnishing and installing Dynamic Message Signs using Light Emitting Diode (LED) technology in accordance with these requirements and their respective structures and mounting hardware. The DMS shall be equipped with two (2) controllers; one located inside the enclosure and one to be located inside the ground mount cabinet (local hub). A manufacturer's warranty shall apply to all equipment furnished. User's Manuals and Maintenance Manuals for all equipment shall be supplied in printed form and on CD-ROM.

It is the Department's wishes that the proposed DMS structure be placed no more than fifty feet from the existing DMS, however, if extenuating circumstances prevent this, then Design-Build Firm may propose a new location but must list the extenuating circumstances within their Technical Proposal. The proposed DMS structure shall have a line of sight distance of at least 1000 ft. The DMS shall provide a minimum vertical clearance as per the latest FDOT Plans and Preparation Manual. If the minimum vertical clearance cannot be obtained, the Design-Build Firm shall submit an alternative design ~~plan~~ within their Technical Proposal.

The sign enclosure, equipment cabinet and their components shall withstand all typical environmental conditions of the location in which they are to be installed. Operation of the sign system equipment shall not be degraded by rain, snow, sleet, and fog or normally encountered ambient humidity conditions. Salt or chemicals in the air shall not adversely affect the sign, equipment cabinet, and their components. Corrosion protection shall be provided between dissimilar metals. Equipment located inside the sign enclosure or equipment cabinet shall meet the environmental requirements of NEMA specification TS-2 (1998): -34°C (-29°F) to +74°C (+165°F) internal air temperature, 5% to 95% relative humidity, and non-condensing.

The equipment cabinet, sign enclosure and structure shall withstand wind driven rain without significant leakage of water inside the enclosure. The sign enclosure shall withstand a basic wind speed of 130 miles/hr without damage in accordance with the AASHTO Standard Specification for Structural Supports for Highway Signs, Luminaries and Traffic Signals (2009), 5th edition and the FDOT Structures Manual (2012).

The DMS controller shall fully support full color NTCIP v2 protocol and shall be backwards compatible with the NTCIP v1 protocol.

3. DMS Enclosure:

The sign shall be a full LED matrix of 54 X 210 pixels, 34mm pixel pitch, full color, walk-in type display enclosure with a three-row matrix of 18-inch letter height and a minimum of 21 characters per row. The display technology shall be composed of multiple red, green, and blue high resolution LEDs and shall not rely on any mechanical components or other pixel technologies, such as fiber optic, flip disk, combination flip disk-fiber optic, combination flip disk-LED, liquid crystal, LED Lenses or incandescent lamp. The display panel shall be 100% solid state with no moving parts except for the environmental control fans and thermostats. All panels shall be identical and mutually interchangeable with all other panels and shall include a mechanism of easily setting the position address of the panel. The DMS shall be able to display messages composed of any combination of alphanumeric text, punctuation symbols, and graphic images across multiple frames.

The DMS housing bottom side shall contain small weep holes for draining any water that may accumulate due to condensation. Weep holes and ventilation/exhaust hoods shall be screened to prevent the entrance of insects and small animals. No field hardware modifications or programming modifications shall be required to exchange or replace individual display panels. LEDs shall have a nominal viewing cone of 30 degrees with a half-power angle of 15 degrees measured from the longitudinal axis of the LED. The DMS shall contain LED display modules that include an LED pixel array and LED driver circuitry. These modules shall be mounted adjacently in a two-dimensional array to form a continuous LED pixel matrix. All LED display modules, as well as the LED pixel boards and driver circuit boards, shall be identical and interchangeable throughout the DMS. Each LED shall be rated for a minimum of 100,000 hours of service life. The failure of one LED shall not affect the operation of the other LED's in that string. The display units are intended to provide motorist information and shall be designed to provide at least 10 (ten) years useable life. The display enclosure shall contain the LED Display Modules, Dynamic Message Sign (DMS) Driver, electronics, electrical and mechanical devices required.

Sign enclosures placed on cantilever structures shall be mounted with the left most edge of the DMS over the Edge of Travel Lane and shall not require the placement of additional guardrail or other protective device. The DMS structure shall not be located within clear zone. If in some cases the mounting requirements cannot be achieved, then the Design-Build Firm shall submit an alternative solution within their Technical Proposal.

4. Cabinet and Equipment:

The Design Build Firms shall furnish and install a Type 336S or equivalent pole mounted cabinet at any DMS location that requires the installation of a new cabinet. The new cabinet shall house the communication equipment such as the Layer 2 switch, UPS system and all required devices that would allow communication to the DMS and the existing ground mounted cabinet. The mounting requirements for the display enclosure and the equipment cabinet to include power shall be designed by the Design-Build Firm.

iii. Closed Circuit Television (CCTV)

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iv. Network Integration:

The DMS signs shall be connected to the FDOT network as described below:

1. The DMS Auxiliary Controller located inside the DMS enclosure shall be connected ~~via an Ethernet cable~~ to the Distribution Board, then to a DMS Controller ~~Layer 2 Switch~~ located inside the existing ground mounted cabinet via fiber. The ~~proposed equipment~~ DMS Controller located in the ground mounted cabinet shall be connected to the existing Layer 2 switch using the same port assignment as the equipment being replaced. If the existing port cannot be used, the Design-Build Firm will coordinate with the FDOT ITS Project Manager to retrieve a new port assignment.

The Design-Build Firm shall be responsible for configuring an IP address for all proposed network addressable equipment. The IP address schematic developed and supplied by FDOT shall be utilized for the newly installed equipment. The Design-Build firm shall notify the FDOT Project Manager by written notification seven (7) days previous to configuring IP addresses on of the proposed equipment.

v. Fiber Optic Cable (FOC)

The Design-Build Firm shall install a 12-strand fiber, single mode, FOC as a drop cable from the DMS cabinet (when applicable) to the ground mounted cabinet.

1. Tone Wire

When fiber optic cable is installed underground, the Design Build Firm shall install a tone wire which shall be continuous from pull box to pull box following the path parallel to the fiber with a maximum 2 foot offset inside conduit. Any splices to this wire shall only be done at a pull box, no in-conduit splicing shall be allowed. A ground rod shall be supplied at each splice box for termination of the tone wire. Tone wires shall be terminated to the ground rods via removable ground rod clamp. In the case where existing conduit is utilized, the tone wire may be installed with the fiber optic cable in same conduit.

2. Connector Type and Patch Panel

The Design-Build Firm shall install only type SC connectors and patch panel connections in the DMS cabinet. The Department recommends using the existing patch panels within the ground mounted cabinets where available. In the event that a connector type other than the SC must be used, it must be approved by the FDOT ITS Project Manager. The Design-Build Firm must provide fiber patch cables of sufficient length for all connections and cross connections. Patch cables must be pre-connectorized by the factory with appropriate connector type to connect all ITS equipment.

3. Termination Requirement

A minimum of twelve (12) fibers shall be terminated from the DMS pole mounted cabinet patch panel to the patch panels within the Local hub cabinet.

vi. Conduit

New conduit runs, electrical circuits, or other required installations to make the signs functional shall be provided by the Design-Build Firm. It shall be the responsibility of the Design-Build Firm to provide concrete aprons around pull boxes and exposed conduit sweeps leading to the DMS structures.

1. Above Ground

The Design-Build Firm is responsible for the removal and disposal of existing DMS conduit and wiring above ground which is attached to the sign structure and conflicts with the installation of the new DMS Sign Assembly. Work also includes the furnishing and installation of all necessary conduits above ground and attached to the sign structure for complete connection to the new DMS Sign Assembly. All work shall be in accordance with but not limited to FDOT Specifications Section 630 and all applicable specifications.

2. Under Ground

Fiber Optic conduit shall be HDPE conduit. The conduit shall be a minimum two-inch (2") in diameter conduit with a minimum of two (2) conduits installed (one for communication and one for power). The color designation for the conduit shall be orange and ~~whitered~~ with the orange conduit used for communication installation and red for power.

3. Existing Conduit

No existing conduit may be utilized.

6. Testing, Integration and Acceptance:

All equipment furnished by the Design-Build Firm shall be subject to monitoring and testing to determine conformance with all applicable requirements and to ensure proper operation of the DMS within the SunGuide Software. Documentation that demonstrates component performance and operation in conformance to FDOT Specifications and that described in subsequent sections shall be furnished by the Design-Build Firm as part of this project. All equipment required for conducting tests shall be supplied by the Design-Build Firm. No separate payment shall be made for the monitoring, testing, test equipment, and documentation of test results, but shall be included in the amount bid for the project scope.

The Department reserves the right to examine and test any or all materials furnished by the Design-Build Firm for the project to determine if they meet FDOT Specifications.

If the Department decides that any material used in the construction of this project is defective or otherwise unsuitable, and the workmanship does not conform to the design or specifications of this contract, the Design-Build Firm shall replace such defective parts and material at no cost to the Department.

The times and dates of tests must be accepted by the FDOT Project Manager. The Design-Build Firm shall conduct all tests in the presence of the FDOT Project Manager or his/her representative. Testing shall take place only on weekdays, which are official working days of the State, unless the Project Manager allows the test to be conducted and/or continued on weekends and non-working days. The Design-Build Firm shall make a request in writing at least fourteen (14) days prior to the proposed testing, and schedule them only if permission is granted by the FDOT in writing. The Design-Build Firm shall be responsible for the conduct and documentation of the results of these tests that will be

countersigned by an FDOT representative at the end of each test. The signature of FDOT's representative implies only proof of presence.

i. Pre-Installation Test

The following tests shall be conducted prior to the installation of the equipment:

The Design-Build Firm shall perform all Pre-Installation testing in accordance with FDOT Specification 781-3 including but not limited to a Factory Demonstration Test (FDT) at the facility where the DMS Assemblies are fabricated. The Design-Build Firm shall prepare and submit for acceptance to the Department, test and demonstration procedures for all pre-installation tests. Notify the ITS Project Manager a minimum of 14 days in advance of the time the test are to be conducted so that the Department can make arrangements for their representative to be present.

ii. Installed Site Test

After due notice to the FDOT Project Manager, the Design-Build Firm shall perform an installed site test on system components in accordance with FDOT Specification 781-3 and as stated herein. Whenever any equipment unit fails to pass the component tests, the Design-Build Firm shall correct the deficiencies, either by repair or replacement, at the Design-Build Firm's expense (including freight costs) as required to comply with the testing requirements. Upon notification by the Design-Build Firm that deficiencies have been corrected, the equipment will be retested entirely and not only that part of the failed segment of the test. All installed site testing and any retesting shall be performed in the presence of FDOT personnel.

The Design-Build Firm shall prepare test procedures that will be used for the installed site tests prior to testing as a part of final plans and specification package for FDOT's acceptance.

iii. Dynamic Message Sign (DMS) Stand Alone Test

Each DMS furnished, installed, or integrated by the Design-Build Firm shall be tested in accordance with all applicable sections of FDOT's Specification. The tests shall be conducted at the DMS controller cabinets, and shall include the following as a minimum:

- Verification of proper installation of specified cables and connections between the DMS and the DMS controller.
- Demonstration of local operation of the DMS, including display of a library message, display of an immediate message, and test pattern display.
- Demonstration of display of the DMS status information at the DMS controller, including the message currently displayed on the sign.

iv. SunGuide Software Integration

The Department will integrate the new DMS's into SunGuide after the Design-Build Firm successfully completes stand alone testing. As part of SunGuide integration, the Design-Build Firm shall supply the following information for each sign:

- Latitude in minutes
- Longitude in minutes
- DMS Number

- Location (Route and description)
- Manufacturer
- Number of Lines (Pixels)
- Number of Columns (Pixels)
- Day Brightness Level
- Night Brightness Level
- IP Address
- Port Server Type (if applicable)
- Drop Address (if Applicable)
- Port Server Port number (if Applicable)

After the Department completes SunGuide software integration, the Design-Build Firm shall perform the Central Control Testing from the RTMC.

v. Central Control Test

All central control and monitoring equipment shall be tested at the Regional Transportation Management Center (RTMC). Tests will be coordinated with the Department. The DMS must be capable of displaying messages, blanking messages with one command, display of ASCII characters, pixel test, multiple messages with different time frames, dimming, displaying multiple fonts, and flashing, centering, and left or right justifying messages.

The tests shall include, but not be limited to:

- Verification that all interconnecting cable installations, monitors, network equipment and equipment controllers are in accordance with the specifications.
- Control of each DMS, including display of library messages, immediate messages, and test patterns.
- Display of each DMS status, including message currently displayed.
- Demonstration of full integration of field equipment monitoring and control with the monitoring and control capabilities of the SunGuide Software in use at the time of the test.
- Verification that database parameters and addressing for new devices were properly entered to allow communications between the SunGuide Software and the new field devices.

After the successful completion of the Central Control Test of ALL DMS's, the Design-Build Firm shall perform the System Acceptance Testing from the RTMC.

vi. System Acceptance Test (SAT)

The system acceptance test shall demonstrate that all equipment furnished, adjusted, or modified by the Design-Build Firm has been installed properly and operates as a fully functional system. Prior to initiating the system acceptance test, all in place component tests, SunGuide software integration and the central control test shall have been successfully conducted by the Design-Build Firm in the presence of the FDOT Project Manager or designated representative.

The system acceptance test will begin within seven (7) days after the FDOT Project Manager receives a written notice of intend to begin by the Design-Build and once the FDOT Project Manager is satisfied that

all work has been completed.

The new DMS' shall be activated and left on for sixty (60) consecutive days. During this period, all materials and components of the new DMS' shall operate as specified and without any failure.

In the event that any Design-Build Firm provided component of the new DMS' malfunctions or operates below the level specified within FDOT Specifications, the system acceptance test period will be terminated, and the Design-Build Firm shall be required to determine and correct the problems, including repair and replacement of equipment, at no cost to the Department.

The Design-Build Firm shall respond with a qualified technical representative on site to determine and correct any problems within twenty-four (24) hours, following notification by the Department. Upon correction of the problems, to the satisfaction of the Department, it shall be at the sole discretion of the Department to determine to either restart the 60-day SAT or to extend the 60-day SAT period by the number of days lost due to failure and repair time.

In the event a malfunction is the result of equipment not installed by the Design-Build Firm (e.g., power service, leased telephone circuits), the system acceptance test period will be suspended until correction of these problems by others.

vii. System Acceptance

Upon determination from the Department in writing that the new DMS' have completed the sixty (60) day system acceptance test period and is in conformance with the requirements of the Plans and Standard Specification, the new DMS' and all components therein will have achieved Final Acceptance.

7. Repair of Damage to Existing Equipment:

Any damage caused by the Design-Build Firm to any existing roadway features (i.e. drainage structures, bituminous pavement sections, existing sign structures, etc.) shall be repaired to the satisfaction of the FDOT's Maintenance Engineer at the expense of the Design-Build Firm. All repair work shall conform to the latest edition of the FDOT Specifications for Road and Bridge Construction.

Any damage caused by the Design-Build Firm to any existing ITS features (i.e. Fiber Optic cable, etc.), signs, illumination equipment, and electrical service as well as all the hardware and software components of the Regional Transportation Management Center (RTMC) system shall be repaired to the satisfaction of the FDOT's ITS Project Manager or replaced by equal or better components approved by FDOT's ITS Project Manager at the expense of the Design-Build Firm and to the satisfaction of the Department. All repair work shall conform to the latest edition of the FDOT Specifications.

8. Partial Use Prior to System Acceptance:

FDOT, based on justification of public interest, may order any completed or partially completed portion of the project placed in service. Such action shall not be deemed an acceptance of the project in whole or in part, nor shall such action be construed as a waiver by FDOT of any provision of the Contract for this project. The Design-Build Firm shall have no right to additional compensation or extension of time for completion of the work or any other concession because of the use of the project or any part thereof prior to system acceptance of the completed project.

9. Scope of Warranty Services:

i. The General Warranty Provision

In addition to any warranties implied by law and to any manufacturers' or distributors' warranties assigned to the Department, the Design-Build Firm hereby warrants that all DMS and each of its components shall be free from defects in materials and workmanship for a period of five (5) years following the date of final acceptance.

This warranty shall apply to all DMS enclosures and each of its components and to its assembly as a whole. In the event a defect, malfunction, or other failure not caused by misuse or third party acts not contemplated occurs during the warranty period, the Design-Build Firm shall repair the warranted item if repair can be made on site within 48 hours time from receipt of notice of the occurrence. If repair cannot be made within 48 hours time from receipt of notice of the occurrence, the Design-Build Firm shall replace the warranted item on site within 72 hours time from receipt of notice of the occurrence. In determining time for repair or replacement, matters unique to the Design-Build Firm, such as office location or availability of personnel, shall not be considered. In the event that the Department determines that public health, safety, or welfare requires temporary measures to continue safe functioning of the facility of which the warranted item is a part, the Design-Build Firm shall provide temporary items or take other temporary measures as the Department deems necessary. All repairs, replacements, and temporary measures shall be at the sole cost and expense of the Design-Build Firm, without any charge to the Department.

If the Design Build Firm fails to comply with the Design-Build Firm's obligations under this warranty, the Design Build Firm shall be liable to the Department for all damages associated with the Design-Build Firm's breach hereof and damages associated with the initial occurrence from the date of the occurrence. Damages shall include, but shall not necessarily be limited to, costs incurred in repairing or replacing warranted items, as well as incidental and consequential damages suffered by the Department.

All costs associated with this warranty shall be included in the Price Proposal.

ii. Assignment of other Warranties

The Design Build Firm shall assign to the Department any and all manufacturers' or other sellers' warranties that come with any products, material or supplies which are incorporated into or are consumed in the project in any way. Assignment of such warranties shall be effective on the date of Final Acceptance. To the extent that any such warranties do not extend to subsequent purchasers or owners or such warranties contain a limitation on assignment, the Design-Build Firm agrees that the Design-Build Firm purchased the products, materials and supplies on behalf of the Department with the intent that the Department be the intended recipient of any warranties. All documents associated with or describing any such warranties shall be delivered to the Department along with the other project final acceptance documents and shall be deemed to be a part of the required final acceptance documentation. The Design-Build Firm shall not take any action or fail to act in any way which voids any such warranties. All subcontracts shall contain a similar provision which requires subcontractors to assign any such warranties to the Department.

The Design-Build Firm shall be responsible for correcting any operational defects through repair/replacement and adjustment of the materials and products provided under any contract that results from this RFP. Warranty shall be as defined within this RFP. All costs for warranty shall be borne by the Design-Build Firm, as no separate payment shall be made for this work. All costs associated with this warranty shall be included in the Price Proposal. FDOT shall reserve the sole right to determine defects

in the materials and systems installed or modified by this project and the acceptability of the warranty repair and defect correction, including adjustment of equipment provided as a part of this project.

10. ITS Plans and Specifications:

The Design-Build Firm shall prepare design plans and provide necessary documentation for the procurement and installation of the ITS. The Design-Build Firm shall submit 90% and 100% (final) design plans and technical special provisions to the Department for review and acceptance. The Design-Build Firm shall state the number of submittals and its contents in the Technical Proposal. The construction plan sheets identifying the final design shall include, but not limited to:

- Title sheet
- Tabulation of Quantities with Pay Item Numbers
- General Notes
- Legend
- Traffic Control Plans
- Project Layout / Overview sheets outlying the locations of ITS field elements
- Fiber optics communications and routing index sheets
- Plan sheets providing details on ITS field device locations and interface with the fiber optics communications cables, fiber optic cable routing and outside plant facilities including pull boxes, cabinets, fiber optic vaults, outlying structures and roadways, etc.,
- Roadway Cross-sections at ITS field locations
- Detail sheets on:
 - DMS Structure, DMS attachment, DMS display/layout
 - Fiber optic splice and conduit
 - Power Service Distribution
 - Wiring and connection details for all ITS elements
 - Conduit, pull box, vault, conduit and installation
 - Communication Hub and Field Cabinets
 - System-level block diagrams
 - Device-level block diagrams
 - Field hub/router cabinet configuration details
 - Fiber optic Splicing Diagrams
 - System configuration/Wiring diagram/Equipment Interface for the ITS field equipment at individual locations and communications hubs
 - Tabulation of Equipment connection list

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

VII. Technical Proposal Requirements.

A. General:

Each Design-Build Firm being considered for this Project is required to submit a Technical Proposal. The proposal shall include sufficient information to enable the Department to evaluate the capability of the

Design-Build Firm to provide the desired services. The Technical Proposal shall address the complete project scope inclusive of all Options. 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 with the information, paper size and page limitation requirements as listed below:

A copy of the "Written Technical Proposal" must also be submitted in electronic format on a CD. The format shall be in Microsoft Word and the file saved in .html or .pdf format and must include Bookmarks for each Section. No macros will be allowed. Minimum font size of ten (10) shall be used. Times New Roman shall be the required font type. Graphics, tables, charts and photographs not embedded as part of the text of the Technical Proposal shall be held to a maximum of 15 pages and will be considered as part of the total page count of the Technical Proposal. Internet loading of the Technical Proposal shall place in 15 seconds or less.

The maximum number of pages for the Technical Proposal shall be (Note to developer of the RFP: Max 25) XX typed pages. This page limitation does not include Section 4 Design Support Documents and Section 5 Preliminary Plans. Paper size shall be 8½" x 11", additional larger charts and graphs may be provided if folded neatly to 8½" x 11"

Submit 1 Original, 1 CD, and (Note to developer of the RFP: Max 5) (#) copies of the Technical Proposal to: _____

The minimum information to be included:

Note to developer of the RFP: The following is provided as an example. Actual minimum information required to be included in the Technical Proposal should be tailored to meet the individual needs of the Project. Each item included herein should correspond to Evaluation Criteria described in Section C. below.

Section 1: General

- Paper size: 8½" x 11" or larger if folded neatly to 8½" x 11"
- Describe the Design-Build Firms approach to the following:
 1. Maintainability
 2. Design and Geotechnical Services Investigation
 3. Maintenance of Traffic
 4. Context Sensitive Design and Construction
 5. Construction Methods

Section 2: Proposed Schedule

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

- Design Survey
- Design Reviews by the Department and FHWA
- Design Review/Acceptance Milestones
- Geotechnical Investigations
- Environmental Permitting
- Construction Mobilization
- Start of Construction
- Construction Milestones
- Intelligent Transportation System Design
- Intelligent Transportation System Construction
- Demolition of exiting DMS
- Construction Phasing and major MOT shifts
- Utility Adjustment/Relocations
- Clearing and Grubbing
- All required ITS Testing procedures define in this RFP
- Additional Construction Milestones as determined by the Design-Build Firm

Section 3: Value Added

- Paper size: 8½" x 11"

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

Section 4: Design Support Documents

- Paper size: 8½" x 11"

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 5 Preliminary Plans.

Section 5: Preliminary Plans

- Paper size: 11" x 17". Plan and Profile views of the proposed improvements may be submitted in roll-plot format. 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
- Major topographic features

- Utility provisions
- Maintenance of traffic provisions
-
- Guide Signing and ITS

Structures

- General Notes
- Plan and elevation of DMS support structure and foundation, including type, size and location of structural elements
-
- Proposed Foundation Types and Location
- Proposed Foundation Testing requirements
-
- Minimum vertical and horizontal clearances
-
-
- Basic material properties (concrete strengths, classifications)
- Proposed means and methods of construction
- Proposed method of removal of existing DMS structures and final disposition

C. Evaluation Criteria:

Note to developer of the RFP: The following is provided as an example. Actual Evaluation Criteria should be tailored to meet the individual needs of the Project. Each item included herein should correspond to the Minimum Technical Proposal Requirements described in Section B. above.

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

<u>Item</u>	<u>Value</u>
1. Maintainability	
2. Value Added	
3. Schedule	
4. Design and Geotechnical Services Investigation	
5. Maintenance of Traffic	
6. Environmental Protection, Context Sensitive Design and Construction	
7. Construction Methods	
Maximum Score	80

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

1. **Maintainability (_____ 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 assigned for exceeding minimum material requirements to enhance durability of structural components.

2. **Value Added (_____ points)**

Credit will be given for the extent of the Value Added coverage. Credit will be given for exceeding minimum material requirements to enhance durability of structural components.

3. **Schedule (_____ 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.

4. **Design and Geotechnical Services Investigation (_____ points)**

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

- Project design (roadway, structures, drainage, pavement, etc., as applicable)
- Design coordination and plans preparation schedule
- Construction coordination plan minimizing design changes
- Geotechnical investigation plan
- Test load program

5. **Maintenance of Traffic (_____ points)**

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

6. **Environmental Protection, Context Sensitive Design & Construction (_____ points)**

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

Aesthetics will be considered in geometry, economy and appropriateness of structure type, structure finishes, shapes, proportion and form. Architectural treatments such as tiles, colors, emblems, etc. will not be considered as primary aesthetic treatments.

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

<<*List the elements*>>

7. **Construction Methods (_____ points)**

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

D. Final Selection Formula:

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

$$\frac{BPP + (PCT * TVC)}{TS} = \text{Adjusted Score}$$

BPP = Bid Price Proposal

PCT = Proposed Contract Time

TVC = Time Value Costs (\$_____ per day*)

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

**This figure is used only in the calculation for the adjusted score and shall be used only if an incentive/disincentive provision is included in the Design-Build contract.*

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

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

E. Final Selection Process:

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

F. Stipend Awards: N/A

VIII. BID PROPOSAL REQUIREMENTS

A. Bid Price Proposal:

Bid Price Proposals shall be submitted on the Bid Blank form attached hereto and shall include one lump sum price for the Project and the number of calendar days within which the Proposer will complete the Project. The lump sum price shall include all costs for all design, geotechnical surveys, architectural services, engineering services, Design-Build Firms quality plan, construction of that portion of the Project, and all other work necessary to fully and timely complete that portion of the Project in accordance with the Contract Documents, as well as all job site and home office overhead, and profit, it being understood that payment of that amount for that portion of the Project will be full, complete, and final compensation for the work required to complete that portion of the Project. One (1) hard copy and two (2) digital copies of the Price Proposal shall be hand delivered in a separate sealed package to the following:

Florida Dept. of Transportation,
ATTN: Lisa Hightower, MS 4-524
719 S. Woodland Blvd.
DeLand, FL 32720-6834

The package shall indicate clearly that it is the Price Proposal and shall identify clearly the Proposer's name, and Project description. The Bid Price Proposal shall be secured and unopened until the date specified for opening of Price Proposals.