Florida Department of Transportation

District 5

DESIGN-BUILD
REQUEST FOR PROPOSAL
for
Interstate 75 (SR 93) Improvements
From North of Hernando County Line to South of CR 470

Financial Projects Number(s):242626-2-52-01
Federal Aid Project Number(s):0751-184-I
Contract Number: E-5W10

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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.

Project Advertisement
Division I Design-Build Specifications
Design-Build Utility Agreement (Form number 710-010-19)
Final Pond Siting Report (PD&E – March 2006)
Final Pond Siting Report (Design - April 2008)
SWFWMD Permit no. 43033330.001
SWFWMD Permit No. 43033330.001 Plans
USACE Permit (will be attached once received)
Typical Section Package for SR 48
Pavement Design for SR 48
Right-of-Way Maps
Right-of-Way Control Survey
Right-of-Way Commitments
Type 2 Categorical Exclusion (PD&E – April 2007)
Geotechnical Services Requirements/Specifications
- Contractor Quality Control General Requirements (SP1050813DB)
- Structures Foundations (SP4550000DB)

Value Added Specifications
- Section 475, Value Added Bridge Component
- Section 725, Value Added Highway Lighting System

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.

Reference Documents
- Concept Plans, FPID No. 242626-2-52-01
- Concept Plans FPID No. 240418-2-52-01
- Concept Plans FPID No. 242626-3-52-01
- Concept Plans Design Files in Microstation
- Typical Section Package for I-75
- Pavement Design for I-75

- Geotechnical Data (June 2009)
- Survey Data

Right-of-Way Acquisition Schedule
Final Preliminary Engineering Report (PD&E – March 2007)
Final Wetland Evaluation Report (PD&E – March 2006)_
Final Endangered Species Biological Assessment (PD&E – March 2006)
Final Cultural Resource Assessment Survey Report (PD&E – March 2006)
Final Contamination Screening Evaluation (PD&E – March 2006)
Final Noise Report (PD&E – March 2006)
Noise Barrier Analysis I-75 @ CR 470 (September 2011)
Final Technical Memorandum Project Traffic – May 2006
Access Management Plan – August 2008
Lighting Justification Report – March 2009
Preliminary Bridge Evaluation and Optional Alignments SR 93 (I-75) over SR 48 - December 2007
Utility Information
Design Variations
Border Width (August 5, 2009)
Horizontal Alignment (August 5, 2009)
Shoulder Width (August 5, 2009)

Introduction.

The Florida Department of Transportation (Department) has issued this Request for Proposal (RFP) to solicit competitive bids and proposals from Proposers for the design and construction of Interstate 75 (SR-93) six lane improvements in Sumter County, Florida from north of Hernando County Line to south of CR 470. The Project includes the widening of I-75 from four to six lanes for the project limits and a complete interchange reconstruction at SR 48, including ramp reconstruction, milling and resurfacing and improvements at CR 476B/CR 673 interchange. Improvements include roadway, earthwork, drainage, bridge, miscellaneous structures, guardrail, signing and pavement marking, signalization, Intelligent Transportation Systems (ITS) improvements, geotechnical, utilities, subsurface utility engineering, public involvement and environmental permitting.

Description of Work

Overview of the roadway construction to be completed:

This Project involves the design and construction of the Interstate 75 (SR-93) six-lane improvements from north of Hernando County Line to south of CR 470. The southern project limit shall tie to the existing I-75 mainline at MP 0.134 and tie to the on-going 6-laning project to the south (FPN 258736-2-52-01). The northern project limit shall provide six lanes to MP 13.219 and tie to the on-going project to the north (FIN 242646-3-52-01).

The Project work includes new pavement, drainage systems, pond construction, bridge construction, box culvert extensions, median guardrail, signing and pavement markings, and traffic signals at the SR 48 interchange, sidewalk and driveways, and milling and resurfacing.

Construction activities include widening the existing four-lane section to a six-lane facility, with a minimum design speed of 70 MPH, Auxiliary ramp lane(s) to/from the rest areas located Southbound (MP 0.410) and Northbound (MP 0.698) shall be constructed to provide a minimum 800 foot deceleration lane with a minimum 300 foot taper and a minimum 1200 foot acceleration

lane with a 300 foot taper. Milling and Resurfacing of CR 476B/CR 673 including associated ramps to I-75 shall be from CR 669 (west of I-75), to 25 ft. east of the pavement change (east of I-75)

The project includes complete reconstruction of the existing interchange at SR 48 with a new interchange. The SR 48 interchange shall include new I-75 ramps to SR 48, and reconstruction of SR 48 as a four (4) lane divided roadway, with a minimum design speed of 45 MPH, from west of CR 313 to east of CR 609 (Lowery Street). The bridge in the I-75/SR 48 interchange shall accommodate two (2) eastbound travel lanes and two (2) westbound travel lanes on SR 48, with dual dedicated left-turn lanes to/from I-75 northbound and southbound, separated by a raised median with full clear zones. Single dedicated left turn lanes are only to be constructed with this project; however, the bridge needs to accommodate dual dedicated left turn lanes such that the second left turn lane eastbound and westbound may be added at a future time. The section of SR 48 widening from Station 446+47.97 to Station 483+58.10 shall be constructed as shown in the I-75 and SR 48 Concept Plans, included in the Reference Documents. This includes the SR 48 Pond A-2-A, and the outfall to Pond A-2-A. The adjacent SR 48 widening project to the east will be constructed as a separate Design-Bid-Build contract under FPN 240418-2-52-01. As a Design-Bid-Build contract, the SR 48 widening project will be constructed as shown in the SR 48 plans. In order for the section of SR 48 widening under this Design-Build project to match the future SR 48 widening to the east and meet the design commitments that have been made to the local agencies, the section of SR 48 widening from Station 446+47.97 to Station 483+58.10 shall be constructed as indicated.

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 to be changed by the Design-Build Firms:

- Type 2 Categorical Exclusion commitments
- Minimum median width
- Requirement for median barrier on I-75
- Approved Typical Section Package elements for I-75 (lane widths, shoulder widths, travel lane pavement cross slopes, mainline design speeds, design life duration)
- Pavement Design Package parameters for I-75 (Design life duration, Design LBR, Resilient modulus, % Reliability, 18 kip ESAL analysis projections, milling depth and resurfacing recommendations, 5 inch minimum structural asphalt thickness for the I-75 mainline widening)
- Prohibition of the use of Mechanistic-Empirical Pavement Design Guide for pavement design,
- Access management and property access requirements
- SR 48 design from Station 446+47.97 to Station 483+58.10, including SR 48 Pond A-2-A, and outfall to Pond A-2-A
- Provision to provide sufficient bridge length to accommodate future dual left turn lanes on SR 48 to Northbound and Southbound ramps.

The Department is in the process of acquiring right of way for the Project. Information regarding the location of the parcels to be acquired and the acquisition schedule can be found in the Right of Way Acquisition Schedule (see Reference Documents). The parcels to be acquired in the Right of Way Acquisition Schedule shall not be used for any construction activity or any other purpose until the Department has issued an applicable parcel clear letter or a Right of Way Certification for Construction.

It is the Department's intent that all Project construction activities be conducted within the existing right of way and within the right of way that the Department is in the process of acquiring per the Right of Way

Acquisition Schedule. The Design-Build Firm may submit a Technical Proposal that requires the acquisition of additional right of way that is not included in the Right of Way Acquisition Schedule. Any Technical Proposal that requires the acquisition of additional right of way shall not extend the contract duration as set forth in the RFP under any circumstances. The Department will have sole authority to determine whether the acquisition of additional right of way on the Project is in the Department's best interest, and the Department reserves the right to reject the acquisition of additional right of way.

If a Design-Build Firm intends to submit a Technical Proposal that requires the acquisition of additional right of way, the Design-Build Firm shall present such a proposal as part of the Alternative Technical Concept process. If a Design-Build Firm submits a Technical Proposal that requires the acquisition of additional right of way and the Design-Build Firm fails to present such a proposal as part of the Alternative Technical Concept process, then the Department will not consider such aspects of the Proposal during the Evaluation process. If the Design-Build Firm's Technical Proposal requires additional right of way, the additional right of way will be required to be directly acquired by the Department. The Design-Build Firm shall submit, along with the Technical Proposal, certified sketches and legal descriptions including area in square feet of any proposed additional right of way parcels. On a State-funded project, the additional right of way will be acquired by the Department in accordance with all applicable state laws. On a Federally-funded project, the additional right of way will be acquired by the Department in accordance with all applicable federal laws, specifically including, but not limited to, the Uniform Relocation Assistance and Real Property Acquisition Policies for Federal and Federally Assisted Programs (42 USC Chapter 61) and its implementing regulations. All costs concerning the acquisition of additional right of way shall be borne solely by the Design-Build Firm. The Department will have sole discretion with respect to the entire acquisition process of the additional right of way.

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

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

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

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

The Design-Build Firm shall provide median guardrail for I-75 throughout the project limits and provide paved median cross overs at MP 5.36 and MP 11.11.

The Design-Build Firm shall comply with all right-of-way commitments made by the Department and included as an Attachment to this RFP.

Drainage and Environmental:
Drainage work includes all work required to comply with the permit requirements for water quality and quantity. Permit modifications will be required by the Design-Build Firm to accommodate the following:

- Ponds GS3A as shown in the Concept plans included as a Reference Document to this RFP.
- Ponds A-2-A on SR 48 as shown in the Concept plans included as a Reference Document to this RFP.

Any other permit modifications required to accommodate the drainage system shall be the responsibility of the Design-Build Firm

Structures:
Structures work includes all necessary bridge pier and abutment work required to accommodate the northbound off-ramp of I-75 to CR 476B under the CR 476B bridge.

Structures work also includes the design and construction of a new interchange of Interstate 75 and SR 48. The bridge in the I-75/SR 48 interchange shall accommodate a future four-lane facility on SR 48, including dual dedicated left-turn lanes from/to I-75 northbound and southbound, separated by a raised median with full horizontal clearances.

Signing and Pavement Markings:
The Design-Build Firm shall be responsible for complete signing and pavement marking plans. All existing signs and sign structures within the project limits are to be replaced. The signing plan shall include all signs necessary to provide appropriate regulatory and guide signing.

All Interchange Exit directional Signs at all interchanges (including the ramps to the rest areas) shall be cantilever mounted over the ramp lane. All advance Guide signs (1/2 mile, 1 mile) may be post mounted.

Signals:
The Design-Build Firm shall replace existing signals within the project limits and reconstruct full new traffic signals at Southbound I-75 ramps at SR 48 and at the intersection of SR 48 with CR 609 (Lowery Street).

Lighting:

The Design-Build Firm shall be responsible for the design and construction of high-mast roadway lighting for the interchanges of CR 476B and SR 48. The lighting coverage limits shall be from the furthest taper south of each interchange to the furthest taper north of the same interchange and to the limits of the L/A right-of-way on the side street.

Traffic Monitoring Site:
The Telemetered Traffic Monitoring Site (TTMS) 180358 located at approximately MP 8.16 on I-75, about 0.5 Mi North of SR-48 O/P, Bushnell, in Sumter County(RW ID 1813 0000) will be impacted and will need to be considered as a part of the proposed roadway improvements.
The Design-Build Firm is required to remove and replace the existing Telemetry Traffic Monitoring Site (TTMS) # 180358 to accommodate the six-lane section on I-75 and include all ancillary items. . The contact person for this site is Walton 'Kip' Jones from Transportation Statistics Office, Central Office at (850) 414-4726.
This site requires complete replacement of TMS Inductive Loops (2 loops per each lane), TMS Vehicle Sensors (one sensor per each lane), Conduit, Pull Boxes, Directional Bore, TMS Speed/Classification Unit, TMS Solar Power Unit, Type IV TMS pole mounted cabinet. Co-ordinate location for loops and axle sensors and cabinet with FDOT prior to installation. Reference to be made to the FDOT Design Standards Index 17900 (latest edition) for TMS installation. Placement of the cabinet is to be outside of the clear zones with rear of the cabinet facing towards road.
Design-Build firm is to contact James Whitley of the Transportation Statistics Office at (850) 921-7300 or (800) 399-5523 ten (10) days prior to roadwork performed in the vicinity of the Traffic Monitoring Site and ten (10) days prior to installation of new site. Refer to FDOT Standard Specifications, FDOT Design Standards and FHWA Traffic Monitoring Guide for work, equipment and material requirements."

Intelligent Transportation Systems (ITS):
During construction the Design-Build Firm will be responsible for design and construction of all new ITS facilities throughout the project limits in accordance with the requirements outlined in this RFP.

City of Bushnell relocation of existing watermain:
Design-Build Firm will be responsible for the design, permitting, relocation, removal and abandonment of the existing watermain within the project limits along SR 48 and in accordance with the requirements outlined in this RFP.

Additional Items:

The Design-Build Firm shall be responsible to restrict livestock from entering Department Right-of-Way.

The Design-Build Firm will be responsible to design and constructed graded maintenance access secured with fences and gates allowing access from I-75 to pond sites.

At Gum Slough (MP 4.08) and Jumper Creek (MP 10.37) crossings, the Design-Build Firm shall reconstruct limited access fencing as to not inhibit wildlife crossing under the bridges and maintain the security of I-75.

A. Design-Build Responsibility

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

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

The Design-Build Firm shall be responsible for compliance with Design and Construction Criteria (Section VI) which sets forth requirements regarding survey, design, construction, and maintenance of traffic during construction, requirements relative to Project management, scheduling, and coordination with other agencies and entities such as state and local government, utilities and the public.

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

A Type 2 Categorical Exclusion was approved by the Federal Highway Administration (FHWA) on April 16, 2007 under FPN 242626-1, which defined the Project Development and Environment (PD&E) Study commitments for I-75 (SR 93) from 1.5 Miles North of Hernando County Line to 0.2 Miles North of Florida's Turnpike in Sumter County. The Design-Build Firm shall comply with all of the commitments included in the Type 2 Categorical Exclusion (see Attachments) and provide documentation acceptable to the Department to prove adherence to and/or completion of the commitments.

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 be responsible for immediately notifying the District Five Environmental Administrator if the Design-Build Firm intends to propose a change that is inconsistent, or potentially inconsistent, with the I-75 PD&E Study or the Concept Plans. The Department shall have sole discretion in determining 1) if the proposed changes require additional review and 2) the process by which the proposed changes will be reviewed and processed. The Design-Build Firm shall be responsible for providing all necessary data to the Department to enable the Department to conduct the necessary analyses and documentation, public involvement activities, and any other activities necessary to satisfy the requirements to obtain approval of the Department, the FHWA, and other agencies. Proposed changes may require a Reevaluation of the Type 2 Categorical Exclusion. The Design-Build Firm should allow a minimum of 9 months in the schedule for the Department to perform the analysis, public involvement, and coordination with FHWA and other agencies. Until and unless approval is obtained from the Department and all applicable agencies, the Design-Build Firm shall not conduct construction activities associated with the proposed changes. The Design-Build Firm shall be responsible for any additional construction or delay costs that may

result from the above activities and approval processes. No additional compensation or contract time will be provided by the Department.

The Design-Build Firm shall examine the Contract Documents and the site of the proposed work carefully before submitting a Proposal for the work contemplated and shall investigate the conditions to be encountered, as to the character, quality, and quantities of work to be performed and materials to be furnished and as to the requirements of all Contract Documents. Written notification of differing site conditions discovered during the design or construction phase of the Project will be given to the Department's Project Manager.

The Design-Build Firm shall examine boring data, where available, and make their own interpretation of the subsoil investigations and other preliminary data, and shall base their bid on their own opinion of the conditions likely to be encountered. The submission of a proposal is prima facie evidence that he 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 Project specific information and/or functions as outlined in this document.

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

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

I. 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
9/30/30	Advertisement
10/21/13	Expanded Letters of Interest for Phase I of the procurement process due in District Office by 5:00 pm local time.

11/18/13	Proposal Evaluators submit Expanded Letter of Interest Scores to Contracting Unit 12:00 pm local time.
11/25/13	Contracting Unit provides Expanded Letter of Interest scores and Proposal Evaluators comments to Selection Committee 8:15 am local time.
11/25/13	Public Meeting of Selection Committee to review and confirm Expanded Letter of Interest scores 8:15 am local time.
11/25/13	Notification to Responsive Design-Build Firms of the Expanded Letter of Interest scores 12:00 pm local time.
11/27/13	Deadline for all responsive Design-Build firms to affirmatively declare intent to continue to Phase II of the procurement process 5:00 pm local time.
11/27/13	Shortlist Posting 4:00 pm local time.
12/02/13	Final RFP provided to Design-Build firms providing Affirmative Declaration of Intent to continue to Phase II of the procurement process.
12/09/13	Pre-proposal meeting at 9:00 am local time in ***FDOT District Office, 719 Woodland Blvd. Deland FL 32720***. **All impacted Utility Agency/Owners are to be invited to the mandatory Pre-proposal meeting.**
12/09/13	Utility Pre-proposal Meeting facilitated by the District Utility Engineer at 9:00 am local time in ***FDOT District Office, 719 Woodland Blvd. Deland FL 32720***.
12/16/13	Deadline for Design-Build Firm to request participation in One-on-One Alternative Technical Concept Discussion Meeting No. 1
12/23/13	Deadline for Design-Build Firm to submit preliminary list of Alternative Technical Concepts prior to One-on-One Alternative Technical Concept Discussion Meeting No. 1, 5:00pm local time.
12/30/13 To 1/03/14	One-on-One Alternative Technical Concept Discussion Meeting No. 1. 90 Minutes will be allotted for this Meeting.
1/06/14	Deadline for Design-Build Firm to request participation in One-on-One Alternative Technical Concept Discussion Meeting No. 2, 5:00pm local time.
1/13/14	Deadline for Design-Build Firm to submit preliminary list of One-on-One Alternative Technical Concepts prior to Alternative Technical Concept Discussion Meeting No. 2, 5:00pm local time.
1/15/14 To 1/17/14	One-on-One Alternative Technical Concept Discussion Meeting No. 2. 90 Minutes will be allotted for this Meeting.
2/03/14	Deadline for submittal of Alternative Technical Concept Proposals 5:00 pm local time.
2/03/14	Final deadline for submission of requests for Design Exceptions or Design Variations
2/17/14	District Design Engineer completes review of Alternative Technical Concept Proposals and notifies Design-Build Firms.
3/03/14	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.
3/10/14	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.
3/12/14	Technical Proposals due in District Office by 2:30 p.m. local time
3/12/14	Deadline for Design-Build for to "opt out" of Technical Proposal Page Turn meeting.
3/19/14	Technical Proposal Page Turn Meeting. Times will be assigned during the Pre-Proposal Meeting. 30 Minutes will be allotted for this Meeting.
4/08/14	Deadline for Department to provide a preliminary list of questions in advance of the Question & Answer Session
4/09/14	Question and Answer Session. Times will be assigned during the pre-proposal meeting. One hour will be allotted for questions and responses.
4/16/14	Deadline for submittal of Written Clarification letter following Question and Answer Session 5:00 pm local time.
4/16/14	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.
4/21/14	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.
4/23/14	Price Proposals due in District Office by 2:30 pm local time.
4/23/14	Public announcing of Technical Scores and opening of Price Proposals at 2:30 pm local time in ***FDOT District Office, 719 Woodland Blvd. Deland FL 32720***.
4/30/14	Public Meeting of Selection Committee to determine intended Award
4/30/14	Posting of the Department's intended decision to Award (will remain posted for 72 hours.)
5/20/14	Anticipated Award Date
5/30/14	Anticipated Execution Date

II. 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, Critical Path Method (CPM) schedule, and method of compensation, instructions for submitting proposals, design exceptions/variations, and other relevant issues. In the event that any discussions at the pre-proposal meeting require, in the Department's opinion, official additions, deletions, or clarifications of the Request for Proposal, 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.

E. Technical Proposal Page-turn Meeting

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

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 and pay all costs associated with permits and/or permit modifications.

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.

III. 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.

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.

B. DBE Supportive Services Providers:

The Department has contracted with a consultant, referred to as DBE Supportive Services Provider, to provide managerial and technical assistance to DBE's. This consultant is also required to work with prime Design-Build Firms, who have been awarded contracts, to assist in identifying DBE's that are available to participate on the Project. The successful Design-Build Firm should meet with the DBE Supportive Services Provider to discuss the DBE's that are available to work on this Project. The current 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.

C. Bidders Opportunity List:

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

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

IV. Project Requirements and Provisions for Work.

A. Governing Regulations:

The services performed by the Design-Build Firm shall be in compliance with all applicable Manuals and Guidelines including the Department, FHWA, AASHTO, and additional requirements specified in this document. Except to the extent inconsistent with the specific provisions in this document, the current edition, including updates, of the following Manuals and Guidelines shall be used in the performance of this work. Current edition is defined as the edition in place and adopted by the Department at the date of advertisement of this contract with the exception of the Standard Specifications for Road and Bridge Construction (Divisions II & III), Special Provisions and Supplemental Specifications, Manual on Uniform Traffic Control Devices (MUTCD), Design Standards and Revised Index Drawings. The Design-Build Firm shall use the edition of the Standard Specifications for Road and Bridge Construction (Divisions II & III), Special Provisions and Supplemental Specifications, Design Standards and Revised Index Drawings in effect at the time the bid price proposals are due in the District Office. The Design-Build Firm shall use the 2009 edition of the MUTCD (as amended in 2012). It shall be the Design-Build Firm's responsibility to acquire and utilize the necessary manuals and guidelines that apply to the work required to complete this Project. The services will include preparation of all documents necessary to complete the Project as described in Section I of this document.

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

Standards
http://www.dot.state.fl.us/ecso/downloads/publications/CriteriaHandBook/

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

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

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

15. Safe Mobility For Life Program Policy Statement
http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/000750001.pdf

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

17. Florida Department of Transportation American with Disabilities Act (ADA) Compliance – Facilities Access for Persons with Disabilities Procedure
http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/625020015.pdf

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

19. Florida Department of Transportation Flexible Pavement Coring and Evaluation Procedure
http://www.dot.state.fl.us/statematerialsoffice/administration/resources/library/publications/materialsmanual/documents/v1-section32-clean.pdf

20. Florida Department of Transportation Design Bulletins and Update Memos
http://www.dot.state.fl.us/rddesign/updates/files/updates.shtm

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

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

23. Florida Department of Transportation Flexible Pavement Design Manual
http://www.dot.state.fl.us/pavementmanagement/PUBLICATIONS.shtm

24. Florida Department of Transportation Rigid Pavement Design Manual
http://www.dot.state.fl.us/pavementmanagement/PUBLICATIONS.shtm

25. Florida Department of Transportation Pavement Type Selection Manual
http://www.dot.state.fl.us/pavementmanagement/PUBLICATIONS.shtm

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

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

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

35. AASHTO Highway Safety Manual
http://www.highwaysafetymanual.org/Pages/default.aspx

36. 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. 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 scope, quality, performance, or reliability should not be proposed. A proposed concept is not an ATC if it is contemplated by the RFP.

One-on-One ATC discussion meetings may be held in order for the Design-Build Firm to describe proposed changes to supplied basic configurations, Project scope, design criteria, and/or construction criteria. Each Design-Build Firm with proposed changes may request a One-on-One ATC discussion meeting to describe the proposed changes. The Design-Build Firm shall provide, by the deadline shown in the Schedule of Events of this RFP, a preliminary list of ATC proposals, to be reviewed and discussed during the One-on-One ATC discussion meeting. This list may not be inclusive of all ATC's to be discussed but it should be sufficiently comprehensive to allow the Department to identify appropriate personnel to participate in the One-on-One ATC discussion meeting. The purpose of the One-on-One

ATC discussion meeting is to discuss the ATC proposals, answer questions that the Department may have related to the ATC proposal, review other relevant information and when possible establish whether the proposal meets the definition of an ATC thereby requiring the submittal of a formal ATC submittal. The meeting should be between representatives of the Design-Build Firm and/or the Design-Build Engineer of Record and District/Central Office staff as needed to provide feedback on the ATC proposal.

The following requirements described by this RFP shall not be modified by the Design-Build Firm:

- Typical section of SR 48
- Approved Pavement Design for SR 48
- Provision to provide sufficient bridge length to accommodate future dual left turn lanes on SR 48 to Northbound and Southbound ramps.

The following requirements described by this RFP may be modified by the Design-Build Firm provided they are presented in the One-on-One ATC discussion meeting and submitted to the Department for review and approval through the ATC process described herein. The Department may deem a Proposal Non-Responsive should the Design-Build Firm fail to present and obtain Department approval of the proposed alternates through the ATC process.

- Approved Typical Section of I-75 (except Typical Section items that cannot be changed as identified in "Description of Work" section of RFP)
- Approved Pavement Design for I-75 (except Pavement Design items that cannot be changed as identified in "Description of Work" section of RFP)
- Acquisition of Additional Right-of-Way

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 sequentially numbered and include the following information and discussions:

a) Description: A description and conceptual drawings of the configuration of the ATC or other appropriate descriptive information, including, if appropriate, product details and a traffic operational analysis;

b) Usage: The locations where and an explanation of how the ATC would be used on the Project;

c) Deviations: References to requirements of the RFP which are inconsistent with the proposed ATC, an explanation of the nature of the deviations from the requirements and a request for approval of such deviations along with suggested changes to the requirements of the RFP which would allow the alternative proposal;

d) Analysis: An analysis justifying use of the ATC and why the deviation, if any, from the requirements of the RFP should be allowed;

e) Impacts: A preliminary analysis of potential impacts on vehicular traffic (both during and after construction), environmental impacts, community impacts, safety, and life-cycle Project and infrastructure costs, including impacts on the cost of repair, maintenance, and operation;

f) Risks: A description of added risks to the Department or third parties associated with implementation of the ATC;

g) Quality: A description of how the ATC is equal or better in quality and performance than the requirements of the RFP;

h) Operations: Any changes in operation requirements associated with the ATC, including ease of operations;

i) Maintenance: Any changes in maintenance requirements associated with the ATC, including ease of maintenance;

j) Anticipated Life: Any changes in the anticipated life of the item comprising the ATC;

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), or designee, 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 days 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.

Prior to approving ATC's which would result in the issuance of an Addendum as a result of a Design Exception and/or Design Variation, the Design-Build Firm will be given the option to withdraw previously submitted ATC proposals.

The 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.

Approved Design Exceptions or Design Variations required as part of an approved ATC will result in the issuance of an addendum to the RFP notifying all Shortlisted Design-Build Firms of the approved Design Exception(s) or Design Variation(s). Such a change will be approved by FHWA, as applicable.

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

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.

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

C. Geotechnical Services:

1. General Conditions:

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

D. Department Commitments:

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

1. Mitigation to offset permanent impacts to wetland systems associated with the construction of the project as shown in the conceptual plans is provided, pursuant to Section 373.4137 F.S., to satisfy all mitigation requirements of Part IV Chapter 373 F.S. and 33 U.S.C. Section 1344. The use of section 373.4137 F.S. for wetland mitigation will be coordinated with the US Army Corps of Engineers (USACE) and the Southwest Florida Water Management District (SWFWMD). Any additional wetland impacts which occur as part of permit modifications will be the responsibility of the Design-Build Firm. The Design-Build firm will need to secure acceptable wetland mitigation outside of F.S. 373.4137 for any additional wetland impacts above the acreage of wetland impacts under the original permits.

2. As part of the agreement with the United States Department of the Interior, Fish and Wildlife :

    I. If a later date it is determined that the project will potentially affect the habitat of the Florida scrub-jay, a re-assessment survey will be performed and an analysis of the effects of scrub removal on scrub-jay survival and dispersal will be completed.

II. If wood stork foraging habitat is impacted by the project, it will be replaced with an equal amount of in-kind, on-site wetland habitat having functions and value equal to those of the affected habitat. If on-site habitat is not available, the Design-Build Firm shall be responsible for providing suitable off-site mitigation, and ensuring FDOT has proper documentation to demonstrate that it is acceptable to the Service.

III. Coordinate with the U.S. Fish and Wildlife Service (USFWS) regarding potential modifications to the Gum Slough Bridge to better accommodate wildlife passage within the Chassahowitzka-Annutteliga Hammock-Green Swamp critical linkage.

3. All Right-of-Way commitments included as an attachment to this RFP :

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.).

2. **Permits:**

The Design-Build Firm shall be responsible for modifying the issued permits as necessary to accurately depict the final design. The Design-Build Firm shall be responsible for any necessary permit time extensions or re-permitting in order to keep the environmental permits valid throughout the construction period. The Design-Build Firm shall provide the Department with draft copies of any and all permit applications, including responses to agency Requests for Additional Information, requests to modify the permits and/or requests for permit time extensions, for review and approval by the Department prior to submittal to the agencies.

The Department has obtained Southwest Florida Water Management District (SWFWMD) ERP Permit No 43033330.001 and United States Army Corps of Engineers (USACE) Permit (pending). They are included as an Attachment to this RFP. The permit obtained by the Department reflects the design as shown in the Concept Plans under “Reference Documents”.

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. Preparation of all documentation related to the acquisition of all applicable permits will be the responsibility of the Design-Build Firm. Preparation of complete permit packages will be the responsibility of the Design-Build Firm. The Design-Build Firm is responsible for the accuracy of all information included in permit application packages. As the permittee, the Department is responsible for reviewing, approving, and signing, the permit application package including all permit modifications, or subsequent permit applications. This applies whether the

project is Federal or state funded. Once the Department has approved the permit application, the Design-Build Firm is responsible for submitting the permit application to the environmental permitting agency. A copy of any and all correspondence with any of the environmental permitting agencies shall be sent to the District Environmental Permits Office. If any agency rejects or denies the permit application, it is the Design-Build Firm's responsibility to make whatever changes necessary to ensure the permit application is approved. The Design-Build Firm shall be responsible for any necessary permit extensions or re-permitting in order to keep the environmental permits valid throughout the construction period. The Design-Build Firm shall provide the Department with draft copies of any and all permit applications, including responses to agency Requests for Additional Information, requests to modify the permits and/or requests for permit extensions, for review and approval by the Department prior to submittal to the agencies.

The Design-Build Firm will be required to pay all permit fees and mitigation not already provided by the Department for the conceptual design. Any fines levied by permitting agencies shall be the responsibility of the Design-Build Firm. A copy of any and all correspondence with any of the environmental permitting agencies shall be sent to the District Environmental Permits Office. The Design-Build Firm shall be responsible for complying with all permit conditions.

Wetland mitigation is required in the issued permits, which are based on the Conceptual Design Plans, and will be the responsibility of the Department. If any permit applications completed by the Design-Build Firm propose to increase the amount of wetland impact that requires mitigation, the Design-Build Firm shall be responsible for providing to the Department an update on the amount and type of wetland impacts as soon as the impacts are anticipated (including temporary impacts and/or any anticipated impacts due to construction staging or construction methods)..

The Design-Build Firm shall be solely responsible for all costs associated with these permitting activities and shall include all necessary permitting activities in their schedule.

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

F. Railroad Coordination:

Railroad Coordination is not anticipated for this project.

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. Component submittals must be accompanied by sufficient information for adjoining components or areas of work to allow for proper evaluation of the component under review.

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

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

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

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

90% Component Plans
_2_ sets of 11" X 17" roadway plans
_2_ sets of 11" X 17" structure plans
_2_ sets of 11" X 17" each component set, except ITS plans
_2_ copies of Final Geotechnical Report
___ copies of Final Bridge Hydraulic Report
_2_ sets of documentation – roadway/drainage
_2_ sets of documentation - structures
_2_ copies of Specification Package
_2_ copies of Technical Special Provisions
_2_ sets of 11" X 17" roadway, structures and component plans in Adobe Acrobat (*.pdf) on CD
_2_Bridge Load Rating Reports, with 2 Load Rating Summary Forms (Excel Format) and 2 Load Rating Detail Tables (CADD)
_2_ sets of Independent Peer reviewer's comments and comment responses

Final Component Plans

_2_ sets of 11" X 17" roadway plans
_2_ sets of 11" X 17" structure plans
_2_ sets of 11" X 17" each component set
_2_ original lists of Schedule of Values
_2_copies of Schedule of Values
_2_ sets of final documentation
_2_ sets of 11" X 17" roadway and component plans in Adobe Acrobat (*.pdf) on CD
1 signed and sealed copy of Specifications Package
2 sets of electronic copies of Technical Special Provisions on CD
Independent Peer Reviewer's signed and sealed cover letter that all comments have been addressed and resolved.

Construction Set:

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

Final signed and sealed plans will be delivered to the Department's Project Manager prior to construction of any component. The Department's Project Manager will send a copy of 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 Manager 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
- 1 signed and sealed copy of the Bridge Load Rating based on as-built conditions
- 2 sets of final documentation (if different from final component submittal)
- 2 (two) Final Project CD’s

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

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

The CEI shall do a review of the record set prior to final acceptance in order to complete the record set.

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

J. Contract Duration:

The Design-Build Firm shall establish the Contract Duration for the subject Project. In no event shall the Contract Duration exceed **1250** calendar days. The Proposed Contract Duration shall be submitted with the Bid Price Proposal.

K. Project Schedule:

The Design-Build Firm shall submit a Schedule, in accordance with Subarticle 8-3.2 (Design-Build Division I Specifications). The Design-Build Firm’s Schedule shall allow for 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 submittals. The review of Category II structures submittals 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:

- University of Florida Home Football Games
- Sumter County Fair
- Bushnell Fall Festival

The minimum number of activities included in the Schedule shall be those listed in the Schedule of Values and those listed below:

- Anticipated Award Date
- Design Submittals
- Shop Drawing Submittals
- Design Survey

- Submittal Reviews by the Department and FHWA
- Design Review / Acceptance Milestones
- Materials Quality Tracking
- Geotechnical Investigation
- Start of Construction
- Clearing and Grubbing
- Construction Mobilization
- Embankment/Excavation
- Environmental Permit Acquisition
- Foundation Design
- Foundation Construction
- Substructure Design
- Substructure Construction
- Superstructure Design
- Superstructure Construction
- Walls Design
- Walls Construction
- Roadway Design
- Roadway Construction
- Signing and Pavement Marking Design
- Signing and Pavement Marking Construction
- Signalization and Intelligent Transportation System Design
- Signalization and Intelligent Transportation System Construction
- Lighting Design
- Lighting Construction
- Watermain relocation Design
- Watermain relocation Approval and Permitting
- Watermain relocation 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
- System Integration Meetings

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

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

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

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

System Integration Meetings will be held n mutually agreeable dates.

All action items resulting from the System Integration Meeting shall be satisfactorily addressed by the Design-Build Firm and reviewed and approved by the Department.

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:

The Design-Build Firm will provide an Engineers Field Office, minimum 1200 SF, in accordance with Special Provision 109.

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 sampling and testing activities at both on site, as well as, off site locations such as pre-stress plants, batch plants, structural steel and weld, fabrication plants, etc. in accordance with the latest Specifications.

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V. Value Added:

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

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

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

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

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

- If the resolution does not change the original intent of the technical proposal/RFP, then the Design-Build Firm Engineer of Record (EOR) will be responsible for developing the design solution to the construction problem and the Resident Engineer will be responsible for review and response within ten (10) calendar days (excluding weekends and Department observed holidays). The Resident Engineer will either concur with the proposed solution or, if the 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 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 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.

V. Design and Construction Criteria.

- **General:**

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

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

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

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

- **Geotechnical Services**

Driven Pile Foundations for Bridges and Major Structures

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

- SR 48 Interchange (minimum _2_tests)

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

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

Drilled Shaft Foundations for Bridges and Miscellaneous Structures

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

- SR 48 Interchange, (minimum _2_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. Preparing and submitting Auger Cast Pile Installation Plan for Department's acceptance.
4. Inspecting and documenting the auger cast pile installation.
5. Submitting Foundation Certification Packages in accordance with the specifications.
6. Providing safe access, and cooperating with the Department in verification of the spread footing, both during construction and after submittal of the certification package.

- **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. Locating any Department utilities and/or utilities servicing Department facilities and property. Coordinating any new installations for Department utilities and/or utilities servicing Department facilities and property. 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, preparing and distributing minutes of all utility meetings, and ensuring expedient follow-up on all unresolved issues.
4. Distributing all plans, conflict matrices and changes to affected Utility Agency/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.
6. Preparing, reviewing, approving, signing, coordinating the implementation of and submitting to the Department for review and acceptance, all Utility Work Schedules.
7. Resolving utility conflicts.
8. Obtaining and maintaining all appropriate Sunshine State One Call Tickets.

9. 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.
10. Providing periodic Project updates to the Department Project Manager and District Utility Office as requested.
11. Coordination with the Department on any issues that arise concerning reimbursement of utility work costs.

The following UA/O's have been identified by the Department as having facilities within the Project corridor which may be impacted by the Project. Also provided below is a determination made by the Department as to the eligibility of reimbursement for each potentially impacted UA/O identified herein.

UA/O	Eligible for Reimbursement (Y/N)
CenturyLink	Yes
Sumter Electric Cooperative - Transmission	Yes
Sumter Electric Cooperative – Distribution	Yes
Brighthouse	Yes
Progress Energy – Transmission	Yes
City of Bushnell Utilities	Yes
Florida Cable, Inc.	Yes
AT&T Distribution	Yes
Withlacoochee Electric	Yes

The Department has conducted limited advanced utility coordination with the UA/O's listed above.

"Buy America" Material Certification Requirements: The UA/O will only use steel and iron produced in the United States, in accordance with the Buy America provisions of 23 CFR 635.410, as amended. The UA/O will ensure that all manufacturing processes for this material occur in the United States. As used in this provision, a manufacturing process is any process that modifies the chemical content, physical shape or size, or final finish of a product, beginning with the initial melding and mixing and continuing through the bending and coating stages. A manufactured steel or iron product is complete only when all grinding, drilling, welding, finishing and coating have been completed. If a domestic product is taken outside the United States for any process, it becomes foreign source material. These requirements are applicable to all steel and iron materials incorporated into the finished work, but are not applicable to steel and iron items that are not incorporated into the finished work. The UA/O will provide a certification from the producer of steel or iron, or any product containing steel or iron as a component, stating that all steel or iron furnished or incorporated into the furnished product was manufactured in the United States in accordance with the requirements of this specification and the Buy America provisions of 23 CFR 635.410, as amended. Such certification shall also include a statement that the product was produced entirely within the United States. The UA/O will furnish each such certification to the Florida Department of Transportation prior to incorporating the material into the project.

City of Bushnell Utilities Water Main Relocation Work

Utility construction plans for the City of Bushnell Utilities Water Main relocation work will be prepared by The Design-Build Firm per the Design-Build Utility Agreement. The Design-Build Firm shall be responsible for coordination, utility relocation/adjustments, construction, and all other work described in this section necessary to complete the City of Bushnell Utilities Water Main relocation work.

City of Bushnell Utilities utility work shall be performed by the Design-Build Firm within the following limits:

- Along SR 48 from west of CR 313 (Sta. 449+00) to just east of the intersection of SR 48 and SW 18thth Terrace (Sta. 484+00).

The objective of the water main improvements is to relocate the existing 10" water main that runs parallel to the north side of SR 48 and relocate the water main to the south side of SR 48 to an area that is neither under the proposed travel lanes of SR 48 nor under the future median. The work will also entail crossing under I-75 south of the SR 48 Overpass and tapping into the existing water main that may remain in place. The utility relocation design and construction shall consider all existing water services, existing and proposed drainage pipes, inlets, manholes and other utilities. Maintain separation as required by regulations. Conflict manholes will not be allowed. After the new pipe is accepted and placed into service, remove out of service water main pipe within the SR 48 right of way, with the exception of the existing casing under I-75 which will be allowed to be plugged and fully grouted and placed out of service.

The cost of all City of Bushnell Utilities utility adjustments and/or relocations, including all of the effort outlined in this section, shall be included in the bid and shall be full compensation for the work including, but not limited to, design, survey; verification of all existing utilities (verification shall include, but not be limited to, Ground Penetrating Radar; hand dig; vacuum excavation); geotechnical investigation and analysis and any obtaining local/state/federal regulatory agency approvals and permits.

The Design-Build Firm, under the Design-Build utility agreement, shall coordinate the construction of City of Bushnell utility water main relocation and/or adjustments necessary for the road widening improvements with City of Bushnell Utility Department or their designee. Additionally, the Design-Build Firm shall coordinate all other private utilities work, as well as coordinate with City of Bushnell Utilities Operations and Maintenance (O&M) staff for the planning, coordinating and scheduling of outages. Special consideration must be taken with regard to the use of line stops since the existing water and sewer distribution and collection systems must remain in service during construction until the new infrastructure is cleared by FDEP. Once cleared, the new system is ready to be placed in service and switched over from old to new pipes. The existing (old) pipes to be removed and disposed of in an approved and acceptable manner.

This project is anticipated to consist of construction and installation of various pipe sizes including, but not limited to:

- the installation of 10" PVC Water Main,
- fire hydrant assemblies (as required to meet the 500' spacing requirements
- reconnection of existing service points to the relocated water main
- valves and valve boxes
- Water meters
- Jack and bore steel casing pipes of various sizes are anticipated to be constructed with crossings at locations under SR 48 and I-75.

- Removal of pipes placed out of service
- Dewatering will likely be required at locations throughout the project.
- Fire hydrant assemblies and other appurtenances necessary to maintain service to existing customers will be kept in service within the limits of the Project.

The Design-Build Firm will be responsible for the final design, layout construction and verifying quantities. Alternates and options, agreeable to both the Department and City of Bushnell, will be considered during the final design phase.

Final water main relocation plans shall be subject to approval by City of Bushnell Utility Department, then the Design-Build Firm will be responsible to obtain a FDOT Utility permit on behalf of the City of Bushnell from the Department prior to construction.

Qualifications:
The contractor that performs the City of Bushnell utility work, shall be pre-qualified and listed on the Department's Responsible Bidders List (RBL) – WM3 category. Additionally, the contractor that performs the underground City of Bushnell utility work must demonstrate that it has successfully completed a single project with a minimum of 1,500 linear feet of large diameter (12" or larger) pressurized pipeline facilities installation (water and/or sewer force main).

Utility Design/Adjustments:
The Design-Build Firm shall coordinate directly with the City of Bushnell Utilities Engineer or their designee for any suggested design revisions, requests for information (RFI's) and construction related issues. Utility construction shall be in accordance with City of Bushnell Utilities Standards for Design and Construction of Water, Wastewater and Reclaimed Water Facilities and in accordance with the latest AWWA Design Guidelines; Water & Sewer Standards Manual (October 2006 Edition).

Permits
The Design-Build Firm shall secure the necessary Florida Department of Environmental Protection (FDEP) Water/Wastewater Construction Permits. The Design-Build Firm shall be responsible for all other required permits and fees. The Design-Build Firm shall comply with all FDEP permit conditions, including pressure/leakage testing, water main bacteriological sampling/disinfection and obtain Pasco County Health Department clearances. The Design-Build Firm shall submit the FDEP Certification of Construction Completion application following receipt of Health Department clearances and Record Drawings from the Design-Build Firm.

Line Stops:
The existing water mains and sewer force mains within the project limits must be kept in continuous operation at all times. In lieu of scheduling a system outage to perform tie-ins to new mains and/or abandonment of existing mains, the Design-Build Firm shall construct the work utilizing wet taps, line stops and/or insertion valves as shown on the Utility Adjustment Plans prepared by the Design-Build Firm.

The intent is for the Design-Build Firm to plug the existing mains (each respective size) utilizing line stops and/or insertion valves and install one (1) each restrained joint plug (each respective size) and concrete thrust collar at each location. All items necessary to complete the work including, but not limited to, furnishing and installing fabricated steel line stop fittings; valves, epoxy coated, w/304 SS nuts and bolts; closure completion plugs (sized as required); 150# blind flange (sized as required) w/304 SS nuts and bolts; 2" equalization/purge fittings; excavation; removal/disposal and subsequent replacement of pavement; concrete work (support for line stop fittings); split ring pipe

bell restraints; restrained joint plug and tie rods as required; lifting and rigging equipment; dewatering; furnishing and placing steel decking over excavation; all sheeting, shoring and bracing required to maintain excavations in a safe condition; and all other material, labor, tools and equipment necessary to complete the item of work shall be provided by the Design-Build Firm

- **Roadway Plans:**

General:

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

Design Analysis:

Any deviation from the Department's design criteria will require a design variation and any deviation from AASHTO will require a design exception. All such design variations and exceptions must be approved.

These packages shall include the following:

1. **Roadway Design:**

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

2. **Typical Section Package:**

   The Department has developed an approved Typical Section Package for I-75 (an Reference to this RFP) for this Project. Any deviation from or revision to this approved Typical Section Package is at the risk of the Design-Build Firm and will require approval from the Department as indicated in the ATC Section of RFP, except for the Typical Section items that cannot be changed as identified in "Description of Work" section of RFP.

   The Typical Section Package for SR 48 has been approved by the Department and included as an attachment to this RFP. No Changes of the SR 48 Typical section package is allowed.

3. **Pavement Design Package:**

   The Department has developed approved minimum pavement design for I-75 for asphalt pavements. The minimum pavement design is included as a Reference to this RFP. Any modification of the pavement design must be approved by the Department as indicated in the ATC Section of RFP, except for the pavement design items that cannot be changed as identified in "Description of Work" section of RFP.

The Department has developed approved pavement design for SR 48 for asphalt pavements. The pavement design is included as a attachment to this RFP. No changes of the SR 48 pavement design will be allowed.

4. **Drainage Analysis:**

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

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

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

a. Design of the conveyance system, treatment system and attenuation system shall comply with all applicable regulations.

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

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

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

e. The Design-Build Firm will adhere to the following additional design criteria:
   1. No storm sewer pipe exiting a drainage structure shall be constructed with a flow line higher than any storm sewer pipe entering the same structure.
   2. All constructed inlets and manholes must have an outlet storm drain pipe.
   3. The most downstream pipe of each storm drain system must be constructed with its flow line at the bottom of slope of any pond or ditch.
   4. No component of a permanent stormwater system shall be controlled by a pump or any other mechanical means.

f. Prior to proceeding with the Drainage Design, the Design-Build Firm shall meet with the District Drainage Engineer. The purpose of this meeting is to provide information to the Design-Build Firm that will better coordinate the Preliminary and Final Drainage Design efforts. This meeting is Mandatory and is to occur fifteen (15) calendar days (excluding weekends and Department observed holidays) prior to any submittals containing drainage components.

g. The Design-Build Firm shall provide the Department's District Drainage Engineer a signed and sealed Drainage Design Report and an electronic copy in .pdf format. It shall be a record set of all drainage computations, both hydrologic and hydraulic. The engineer shall include all necessary support data. The electronic copy shall include all software files used in the analyses

- **Geometric:**

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

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

- **Design Documentation, Calculations, and Computations:**

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

The design notes and computation sheets shall be fully titled, numbered, dated, indexed, and signed by the designer and the checker. Computer output forms and other oversized sheets shall be folded to a standard size 8½" x 11". 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 documentation, notes, calculations and computations 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

- **Structure Plans:**

The Project involves new bridge(s) as follows:

- Interstate 75 (SR 93) at SR 48 bridge(s)

The bridge(s) at the interchange of I-75 with SR 48 shall accommodate an ultimate four-lane roadway on SR 48 with the ability to accommodate dual turn lanes for both eastbound and westbound SR48 to northbound and southbound I-75 movements

1. **Bridge Design Analysis**:

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

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

   c. The Design-Build Firm shall "Load Rate" all bridges in accordance with the Department Procedure 850-010-035 and the Structures Manual. The bridge load rating shall be submitted to the Department for review with the 90% superstructure submittal. The as-bid load rating (based on the 90% design plans) shall be provided to the Department before any traffic is placed on the bridge. The as-bid load rating shall be signed and sealed by a Professional Engineer licensed in the State of Florida. A final, signed and sealed copy of the Bridge Load Rating, updated for the as-built conditions shall be submitted to the Department's Project Representative and the District Structures Maintenance Engineer with the as-built bridge plans.

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

   e. Any erection, demolition, and any proposed sheeting and/or shoring plans that may potentially impact the railroad must be submitted to and approved by the railroad. This applies to areas adjacent to, within and over railroad rights of ways.

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

2. **Criteria**

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

   a. All plans and designs are to be prepared in accordance with AASHTO LRFD Bridge Design Specifications, Department Standard Specifications, Structures Manual, Plans Preparation Manual,

Department Standard Drawings, Supplemental Specifications, Special Provisions, and directions from the State Structures Design Engineer, Temporary Design Bulletins, Structures Design Office and / or District Structures Design Engineer.

b. Bridge Widening: In general, match the existing as per the Department Structures Manual..

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

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

- **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 Supplemental 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=%2fspecifi

cationspackage%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.

- **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.

- **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.

- **Stormwater Pollution Prevention Plans (SWPPP)**

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

- **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. Topics to be addressed shall include, but are not limited to, construction phasing, utility relocation, drainage structures, signalization, ditches, front slopes, back slopes, drop offs within clear zone, and traffic monitoring sites. Special consideration shall be given to the drainage system when developing the construction phases. Positive drainage must be maintained at all times.

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

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

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

1. A Project that, alone or in combination with other concurrent Projects nearby, is anticipated to cause sustained work zone impacts**.**

2. All Interstate system Projects within the boundaries of a designated Transportation Management Area (TMA) that occupy a location for more than three days with either intermittent or continuous lane closures shall be considered as significant Projects.

For significant Projects a TMP will consist of three components:

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

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

2. **Temporary Traffic Control Plans:**

The Design-Build Firm shall utilize Index Series 600 of the Department's Design Standards where applicable. Should these standards be inadequate, a detailed Temporary Traffic Control Plan shall be developed. The Design-Build Firm shall prepare plan sheets, notes, and details to include the following:

typical section sheet(s), general notes and construction sequence sheet(s), typical detail sheet(s), traffic control plan sheet(s).

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

3. **Traffic Control Restrictions:**

There will be NO DUAL LANE CLOSURES ALLOWED on the three lane section between the hours of 7:00 AM to 8:00 PM and NO LANE CLOSURES ALLOWED on the two lane section between the hours of **7:00** AM to **8:00** PM**.** A lane may only be closed during active work periods. Pacing Operations will be allowed during the approved lane closure hours. All lane closures, including ramp closures, must be reported to the local emergency agencies, the media and the District 5 Public Information Officer (Steve Olson 386-943-5479). Also, the Design-Build Firm shall develop the Project to be able to provide for all lanes of traffic to be open in the event of an emergency.

NO LANE CLOSURES are allowed on the Project during the times shown below so as to minimize potential impacts to the following events:

- University of Florida Home Football Games
- Sumter County Fair
- Bushnell Fall Festival

- **Environmental Services/Permits/Mitigation:**

The Design-Build Firm will be responsible for preparing designs and proposing construction methods that are permitable. The Design-Build Firm will be responsible for any required permit fees. All permits required for a particular construction activity will be acquired prior to commencing the particular construction activity. Delays due to incomplete or erroneous permit application packages, agency rejection, agency denials, agency processing time, or any permit violations, except as provided herein, will be the responsibility of the Design-Build Firm, and will not be considered sufficient reason for a time extension or additional compensation. As the permitee, Department is responsible for reviewing, approving, signing, and submitting the permit application package including all permit modifications, or subsequent permit applications.

The Department has conducted an investigation of the Project site and determined that potential gopher tortoise habitats could be impacted by the Project. All coordination by the Design-Build Firm with the Department regarding gopher tortoises will be completed through the District Environmental Permit Office. If the Department has determined that suitable gopher tortoise habitat exists in the project area, then the Design-Build Firm shall be responsible for the potential gopher tortoise burrow survey that could be impacted by the Project including any areas to be used for construction staging. The Design-Build Firm shall be responsible for conducting the gopher tortoise burrow survey for the purpose of identifying potential gopher tortoise habitats that could be impacted by the Project including any areas to be used for construction staging. The habitat will be systematically surveyed according to the current Gopher Tortoise Permitting guidelines published by the Florida Fish and Wildlife Conservation Commission (FWC). The Department must verify the completeness and accuracy of the assessment prior to commencement of any permitting or construction activities. Any areas where the Design-Build Firm proposes to protect burrows

to remain on-site with "exclusionary fencing" shall be reviewed and approved by the Department. The Design-Build Firm shall submit an "exclusionary fencing" plan for review prior to any "exclusionary fencing" installation. If there are unavoidable impacts to gopher tortoise burrows, the Design-Build Firm shall be responsible for preparing required documentation for the Department to obtain a FWC permit for the relocation of gopher tortoises and commensals from burrows which cannot be avoided. Preparation of complete permit packages will be the responsibility of the Design-Build Firm. As the "permitee", the Department is responsible for reviewing and approving the permit application package including all permit modifications, or subsequent permit applications. This applies whether the project is Federal or state funded. Once the Department has approved the permit application, the Design-Build Firm is responsible for submitting the permit application to FWC. A copy of the permit and any subsequent reports to FWC must be provided to the District Environmental Management Office or District Environmental Permit Office, as appropriate. If FWC rejects or denies the permit application, it is the Design-Build Firm's responsibility to make whatever changes necessary to ensure the permit application is approved. Once the permit is obtained, the Design-Build Firm shall notify the Department at least one week prior to the relocation of gopher tortoises. If gopher tortoise relocations are phased throughout the construction, the Design-Build Firm shall notify the Department at least one week prior to each relocation phase. The Department will provide oversight of the relocations and ensure permit compliance. The Design-Build Firm shall be responsible for any necessary permit extensions or re-permitting in order to keep the relocation permit valid throughout the construction period. The Design-Build Firm shall provide the Department with draft copies of requests to modify the permits and/or requests for permit extensions, for review and approval by the Department prior to submittal to the Agencies. The Design-Build Firm shall provide the appropriate reports as required by the permit conditions, including closing out the permit. The Design-Build Firm shall note that permits for gopher tortoise relocation for areas outside of the Department owned right of way (i.e. utility easements; license agreements) cannot be obtained with the Department as the "permitee", per FWC requirements. Should permits in areas outside of the right of way be required, the Department will still perform the oversight of the process as described above. The Design-Build Firm will be required to pay all permit fees including any and all fees associated with the relocation of gopher tortoises. Any fines levied by permitting agencies shall be the responsibility of the Design-Build Firm.

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

1. Cultural Resources
2. Section 4(f) (federal projects only)
3. Wetlands and Mitigation
4. Wildlife and Habitat
5. Contaminated Materials

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.

The Design-Build Firm shall be responsible for verifying the vertical clearance to existing overhead

signing above the improved roadway. If existing overhead signing will not meet minimum clearance standards, the Design-Build Firm shall be responsible for modifications to provide required clearances. All existing overhead guide signs shall be maintained overhead in appropriate positions until new signage is installed, unless specifically approved by the Department's Engineer.

Existing signs affected by construction shall not be reused. All existing signs that are within the Project limits that are unaffected by construction shall be replaced with new signs with the exception of Logo signs.
Speed Limit signs shall be 48-inch by 60-inch panels.

Existing logo signs (gas, food, lodging, camping and attraction blue ground mounted sign structures), shall be maintained and visible to motorists on I-95 during the entire construction period. The logo signs are to be relocated as required. If a logo sign will not be visible for any period of time, the Design-Build Firm shall notify:

Florida Logos, Inc.
Andy Hennosy, General Manager
3764 New Tampa Hwy
Lakeland, FL 33815
(863) 686-5261 office
1-888-608-0833 toll free
(863) 284-2622 fax

The Design-Build Firm shall be responsible for the repair or replacement of any logo signs that are damaged during the construction period. All logo structures remain the property of the Department.

For all overhead signs (cantilever or truss mounted) the Design-Build Firm shall use super-high efficiency reflective sheeting.

O. Lighting Plans:

The Design-Build Firm shall prepare lighting plans in accordance with Department criteria. The Design-Build Firm shall submit a Lighting Design Analysis report including a point by point analysis of the lighting design demonstrating that the selected fixture meets the Department's criteria for "interstate" lighting levels for all interstate pavement areas (shoulder to shoulder) and for "major arterial" for the side streets.

P. Signalization and Intelligent Transportation System Plans:

General

The Design-Build Firm shall prepare Signalization and Intelligent Transportation Plans in

accordance with Department criteria. The Design-Build Firm shall work with the FDOT ITS Project Manager to integrate all ITS devices 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.

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

- Project Layout / Overview sheets outlying the locations of field elements
- Fiber optic splice and conduit
- Power Service Distribution
- Wiring and connection details
- Conduit, pull box, and vault 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 field equipment at individual locations and communications hubs.

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

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

1) Design and Engineering Services

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

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

The CCTV camera system must provide full visual coverage of the entire roadway at minimum and be located at major interchanges to provide visual coverage of the arterial roadway. Whenever possible, camera poles shall be installed behind existing guardrail and in areas with enough room for off of the highway staging to allow future maintenance without lane closures.

The Design-Build Firm shall be responsible for augmenting the number of the MVDS locations to provide a maximum of 3/4 mile spacing.

2) Construction and Integration Services:

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

a) Signalization

Signalization plans shall be prepared for the following intersections:

- Southbound I-75 ramps at SR 48
- SR 48 with CR 609 (Lowery Street)

The Design-Build Firm shall replace existing signals within the project limits and reconstruct full new traffic signals at the intersections listed above.

Provide one Telemetered Traffic Monitoring Site (TTMS) to replace the existing (TTMS) No. 180358 located on I-75 at approximately MP 8.16, about 0.5 mile north of SR 48 interchange. Its full replacement shall accommodate the six-lane section on I-75 and include all ancillary items.

3) Infrastructure Requirements

a) ITS Hub Cabinets

i) Master Hub Cabinet

All equipment shall be mounted in a standard EIA 19-inch equipment racks inside the cabinet in an upright position in the microwave towers. Stacking equipment on top of other equipment is prohibited. A minimum clearance of six (6) inches shall be provided between the top of the cabinet and the top of the equipment mounted as the top piece of equipment in the equipment rack of the cabinet. A minimum clearance of two (2) inches shall be provided between each side of the cabinet and the equipment mounted in the equipment rack.

The new Master Hub Cabinet shall include environmental control, an uninterruptable power supply and electrical distribution to meet the operational requirements of all the equipment at this location. Master Hub communication equipment shall consist of a patch panel and a rack mounted shelf/drawer shall be provided and shall be at least 17 inches in width. The shelf shall have a hinged cover strong enough to support at least 20 pounds. The top of the shelf shall be located on the rack between approximately 3 and 4 feet from the pedestrian floor or ground level. The placement of equipment rack(s), equipment, wiring, and the shelf shall be such that there is no interference or conflict between any devices, rack(s), shelf, and/or wiring and in the use, removal, and installation of any equipment or wiring, or the use of rack(s) or shelf.

The equipment and terminals shall be so arranged within the cabinet that they shall not interfere with the entrance, tracing of fiber, or connection of conductors. All incoming and outgoing conductors shall have

each of its wire connected to terminal post-positions. All wiring panels (terminal blocks) shall be neatly finished and clearly and permanently marked with identifications applied by silk screening. All conductors and communication cable shall be neatly arranged in the cabinet and bundled in groups with cable ties, as appropriate.

Four copies of the field cabinet-wiring diagram shall be provided with each cabinet. A heavy duty, resealable, waterproof, plastic, opaque pouch shall be mounted on the backside of the cabinet door containing prints, cabinet layout of all components with references and parts list, block diagrams showing all components and the wiring harness between components, and other documentation that may be subject to damage by sunlight and moisture.

ii) Local Hub Cabinet

The Design-Build Firms shall furnish and install pole mounted cabinets at all locations unless otherwise approved by the Department's ITS Project Manager. Pole mounted cabinets shall be a type 336S and shall be designed in accordance with the FDOT's Roadway and Traffic Design Standards.

Local Hub cabinet shall contain a remote power management system, an uninterruptable power supply and a pullout drawer strong enough to support at least 20 pounds. The top of the pullout shelf/drawer shall be located on the rack between approximately 3 and 4 feet from the pedestrian floor or ground level. The placement of equipment rack(s), equipment, wiring, and the pullout shelf/drawer shall be such that there is no interference or conflict between any devices, rack(s), pullout shelf, and/or wiring and in the use, removal, and installation of any equipment or wiring, or the use of rack(s) or pullout shelf/drawer. A laptop at least 20" in height, but no taller, shall be assumed to be placed on the shelf.

All wiring shall be neatly bundled and labeled no farther than four inches from the end. All power conductors shall be bundled separately from signal and logic conductors.

Four copies of the field cabinet-wiring diagram shall be provided with each cabinet. A heavy duty, resealable, waterproof, plastic, opaque pouch shall be mounted on the backside of the cabinet door for containing prints, cabinet layout of all components with references and parts list, block diagrams showing all components and the wiring harness between components, and other documentation that may be subject to damage by sunlight and moisture. The Local Hub cabinet manufacturer's serial number shall be prominently and permanently displayed on cabinet interior.

iii) Signal Cabinets: N/A

(1) Cabinet Locking System

The Design-Build Firm shall furnish and install locks and keys that are compatible with the Department's existing Cyber Locks programming equipment. Cabinet keys shall be provided to the Department thirty days prior to the installation of any cabinets. The Department shall have twenty days from the time that all keys and locks are provided to program the keys and locks. At least one lock per cabinet on the job is to be provided. One key for CEI staff plus a sufficient number to provide access to the Design-Build Firm shall be provided. All keys and locks shall become the property of the Department at the end of the construction job. All keys shall be turned in to the Department's ITS Project Manager prior to final acceptance.

b) Conduit and Locate System

i) Above Ground

The Design-Build Firm is responsible for the removal and disposal of any existing conduit and wiring above ground that may be attached to the structure and conflicts with the installation of the new ITS equipment.

ii) Under Ground

Fiber Optic conduit shall be HDPE conduit. The Design-Build Firm shall install a minimum of four (4) one-inch and a quarter (1.25") in diameter conduit with a minimum of four (4) conduits installed (one for fiber, one for electrical and the other two (2) for spare use) for each FOC Trunk line installation and one (1) conduit for each drop cable installation. The color designation for the conduit shall be orange, white, red and yellow with the orange conduit used for FOC installation and red for power. Conduit shall be run straight through pull boxes at a depth of 30 inches. There shall be a minimum of 6 inches between the conduit and the bottom of the pull box.

iii) Bridge Mounted

Fiber Optic conduit shall be rigid conduit. The Design-Build Firm shall install a minimum of four (4) one-inch and a quarter (1.25") in diameter conduit with a minimum of four (4) conduits installed (one for fiber, one for electrical and the other two (2) for spare use) for each FOC Trunk line installation and one (1) conduit for each drop cable installation. The color designation for the conduit shall be orange, white, red and yellow with the orange conduit used for FOC installation and red for power.

(1) Tone Wire

Any splices to this wire shall only be done at a pull box, no in-conduit splicing shall be allowed. Splices at the pull box for the tone wire shall meet NEC requirements for continuity and in pull box splices. 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.

4) Power Subsystem

a) Power Requirements

Power shall be the responsibility of the Design-Build Firm. The Design-Build Firm shall be responsible for all design, permits, fees and requirements, including but not limited to power hookup fees and monthly bills as stated by the local power company, to provide electrical power service for this system. FDOT shall assume the monthly service fee after final acceptance of the project. Solar Power may not be allowed. Power subsystems must be installed to account for seasonal flooding conditions. Power wires and disconnects must be placed in high ground; above the seasonal water table.

A separate grounded branch circuit from the main service disconnect panel shall be terminated on a Local Hub cabinet power distribution panel providing all power required for the CCTV camera assembly as well as cabinet lights, GFCI duplex receptacle, and cabinet ventilation. The main circuit breaker shall turn off all power to the hub cabinet, CCTV assembly, and VDS as required.

The Design-Build Firm shall determine the maximum and typical load of the ITS equipment furnished for

this project to support the power distribution system design. All calculations and drawings shall be signed and sealed by a State of Florida PE. The Design-Build Firm shall provide all electrical calculations and the determined loads to the FDOT.
A three-wire, 120 VAC, GFCI duplex receptacle shall be mounted to the power distribution panel. The current rating of the main circuit breaker shall be between 1.5 to 2 times the accumulated maximum power requirements for all equipment in the cabinet, CCTV assembly and the VDS assembly or as specified in the ITS Statewide Standards, whichever is greater. All circuit breakers shall be listed by UL and shall have the trip and frame size plainly marked on the breaker. The trip ampere rating shall be visible from the front of the breaker.

i) Conductor Terminations

All conductors used in cabinet wiring shall terminate with properly sized non-insolated (if used, for DC Logic Only) or clear insulated spring-spade type terminals except when soldered to a through-panel solder lug on the rear side of the terminal block or as specified otherwise. All crimp-style connectors shall be applied with a power tool, which prevents opening of the handles until the crimp is completed.

ii) Service Conductors

Conductors between the service terminal AC- and Equipment Ground and their associated bus, the equipment ground bus conductor to Power Distribution Assembly and cage rail, AC- Bus to Power Distribution Assembly shall be No. 8 or larger.

b) Conductor Requirements

All conductors unless otherwise specified shall be No. 22, or larger, with a minimum of 19 copper strands. Conductors shall conform to Military Specification: MIL-W-16878D, Type B, or better. The insulation shall have a minimum thickness of 10 mils and shall be nylon jacketed polyvinyl chloride except that Conductors No. 14 and larger may have Type THHN insulation (without Nylon Jacket), and shall be stranded with a minimum of 7 copper strands.

i) Conductor Labels

All conductors, except those which can be readily traced, shall be labeled. Labels attached to each end of the conductor shall identify the destination of the other end of the conductor.

ii) Color Coding-

Conductor	Color
Grounds	continuous white or gray color
Equipment Grounds	solid green color or by a continuous green color with one or more yellow stripes
Logic Ground	solid white color with a red stripe
AC+ Conductors	solid black or black with colored stripe
Logic Ungrounded Conductors	any color not specified above

iii) Wiring Workmanship

All wiring harnesses shall be neat, firm and routed to minimize crosstalk and electrical interference. Printed circuit motherboards are to be used where possible to eliminate or reduce cabinet wiring. AC Routing - Wiring containing AC shall be routed and bundled separately or shielded separately from all logic voltage control circuits.

c) General Routing Requirements

Cabling shall be routed to prevent conductors from being in contact with metal edges. Cabling shall be arranged so that any removable assembly may be removed without disturbing conductors not associated with that assembly. Within the cabinet, the DC logic ground and equipment ground shall be electrically isolated from the AC grounded conductor and each other by 500 mega-ohms when tested at 250 VDC, with the power line surge protector disconnected. AC Terminal Bus - The AC- copper terminal bus shall not be grounded to the cabinet or connected to logic ground. Nylon screw with a minimum diameter of 0.25 inch shall be used for securing the bus to the service panel. Cabinet Power Supply - The cabinet power supply DC Ground shall be connected to the DC logic ground bus using a No. 14 or larger stranded copper wire.

i) Barrier Type Terminal Blocks

The terminal blocks shall be barrier type rated at 20 amperes, 600 volts RMS minimum. The terminal screws shall be 0.3125 inch minimum length nickel plated brass binder head type with screw inserts of same material. Screw size is called out under associated cabinet assembly, file or side panel.

ii) *AC Terminals*

The terminals of the power line service terminal block shall be labeled "L1" and "AC-", and shall be covered with a clear insulating material to prevent inadvertent contact. Terminating lugs large enough to accommodate No. 2 conductors shall be furnished for the service terminal block. The terminal block shall be rated for 50 amperes at 600 volts peak, minimum. The block shall be either a double row, 3 position screw/insert with shorting bar (screws, inserts and shorting bars shall be nickel plated brass) or a Marathon #1423552 (or approved equal). If the Marathon block is used, the surge protectors shall be terminated under a screw head (not common with AC+, AC- or Equipment Ground). The AC+, AC- and Equipment Ground conductors connecting to the service terminals and appropriate busses shall not be spade lugged.

d) UPS Requirements

Each cabinet shall have a Power and Control Monitoring Strip and an UPS of sufficient size to handle the maximum loading of all proposed local equipment in this document. The Power and Control Monitoring Strip shall be IP based allowing monitoring of alarms, sending of traps, configuring of the strip, rebooting of strip, and turning on and off each of its minimum of 8 individual outlets remotely. In addition the Power and Control Monitoring Strip shall have status/monitoring capabilities. It shall have SNMP support and provide a response to a command as to when this command is completed. The UPS shall communicate via the Layer 2 Switch or 10 Gig Ethernet switch in the hub. The UPS and Power Outlet Strip shall be horizontally mounted on a 19 inch rack within the cabinet. Lastly in the event of a power outage the Power and Control Monitoring Strip shall retain the most current operational for each outlet and restore those settings when power is returned using non-volatile memory.

5) Dynamic Message Sign (DMS) Subsystem-N/A

6) Closed Circuit Television (CCTV) Subsystem

a) Surveillance Camera

The camera shall feature a sealed and non pressurized camera dome housing with a built-in Electronic Image Stabilization, 35x Optical zoom with 420x total zoom and automatic viewing adjustment for day and night time. The camera shall have a duel analog and digital output to be viewed on the existing video wall. The camera shall be high definition and on the Florida Approved Product list.

i) Digital Video Encoder

The Design-Build Firm shall furnish and install digital video encoder equivalent to or better than the existing ITS encoder located on I-4. The encoder must be capable of transmitting MPEG2/MPEG4 multicast streams and Source Announcement Protocol (SAP) broadcasts and must be compatible to the existing decoders and RTMC video wall. The encoder must have a COM port to allow remote camera PTZ once configured with existing SunGuide Software.

ii) Vehicle Detection System (VDS)

The Design-Build Firm shall be responsible for furnishing and installing a Microwave Vehicle Detection System (MVDS). All VDS within the project limits shall be a side-fire dual radar MVDS and must have a range resolution of 4' or less and therefore use a bandwidth of 240 MHz or more. The MVSD shall be capable of automatically configuring a minimum of ten of lanes of traffic by automatically determining lane boundaries, lane centers and detection thresholds. The MVDS shall be a non-intrusive device equivalent to the existing MVDS's currently installed within the Department's ITS infrastructure. These units shall be fully compatible and functional with the SunGuide Software. The MVSD shall be capable of providing accurate travel monitoring data in slow or congested traffic conditions. The MVDS systems shall interface with the local hub via a terminal server.

7) Communication Network

a) Fiber Optic Network (FON)

i) Fiber Optic Cable (FOC)

The Design-Build Firm shall be furnish and install one 96 single mode fiber optic cable trunk line on one side of the interstate. All drop cable fiber shall be 12-strand fiber optic cable. The installation of the fiber optic cable shall be located within the FDOT right of way line. If FOC must be installed within Interchange Ramp Areas, the FOC should be located to minimize future impacts. Interchange Ramp Area is defined as starting 500 feet prior to the painted gore for the deceleration lane of the interchange and

ending 500 feet after the painted gore for the acceleration lane of the interchange for a given interchange in a given direction of travel.

In the design phase, the Design-Build Firm shall measure the link loss and summarize losses in a table. The table shall have splice loss for each direction on each fiber. The table shall be certified as matching the OTDR readings. Both the OTDR and table shall be submitted to the Department. The OTDR can be submitted in paper or electronic format. The table shall be submitted in electronic format only. It shall be compatible with Microsoft Excel.

ii) Connector Type and Patch Panel

The Design-Build Firm shall install only type SC connectors and pre-terminated patch panel connections. In the event that a connector type other than the SC must be used, it must be approved by the FDOT ITS Project Manager. Patch cables must be pre-connectorized by the factory with appropriate connector type to connect all ITS equipment.

iii) Termination Requirements

The 96 FOC's shall be fully terminated into patch panel within the tower sites that have layer 3 switches.. The hubs shall have fiber strands terminated in a patch panel with all pigtails matching the color of the fiber strand that they are spliced to. Pigtails shall be used for all fiber terminations.

(1) Trunk line Fiber requirements

- The cable on I-75 corridor shall be terminated at the patch panels within the layer 3 tower sites.
- Fibers 1 and 2 in the Green buffer tube shall be utilized for communication between the Master Hub MFES or Routers.

(2) Drop Cable Requirements

- Drop cables fiber will be required for the connection of Local Hub Cabinet equipment to the Trunk line fiber are as described below:
  - Drop cables shall be 12-strand, single mode, FOC.
  - Drop cables shall connect fibers 1 through 6 or 7 through 12 of the brown buffer tube of the FOC trunk line.
  - Fibers 1-6 shall be used for the first 18 hubs. The remaining hubs should be on 7 through 12.
  - Drop cables must be terminated in patch panels that shall be installed within the local cabinets.

8) Network Equipment

a) Managed Field Ethernet Switches (MFES) for Local Hubs

Managed field Ethernet switches (MFES) shall be installed within the Local Hub cabinets within the project limits. The MFES shall be field hardened, conforming to the Department's environmental requirements. Network switches shall provide at minimum six (6) Gigabit SFP/TX Combo ports and four (4) copper 10/100/1000 BaseTX ports. Network switch supported protocols, at minimum, shall include:

- 9-port fully managed industrial grade Gigabit switch.
- Nine Gigabit ports: 4 10/100/1000 BASE-TX RJ45 ports and 5 Gigabit combo (RJ45/SFP 10/100/1000 BASE-TX, 100 BASE-FX, 1000BASE-X) ports.
- 32 G switch fabric, 8K MAC address ensuring high quality data transmission.
- Advanced features including: private VLAN, VLAN, GVRP, QoS, IGMP snooping V1/V2/V3, rate control, port trunking, LACP, online multi-port mirroring.
- Comprehensive security features supporting IP security, port security, DHCP server, IP and MAC binding, 802.1x network access control.
- Advanced network redundancy, Multiple Gigabit rings (recovery time <5ms), STP, RSTP, MSTP, and Rapid Dual Homing.
- Multiple management methods; Command Line Interface using the console port or telnet/SSH, web (HTTP/HTTPS), or NetVision.
- Event notification by email, SNMP trap, syslog, digital input and relay output.
- Appropriate size optic to support the overall topography.

b) Advanced Layer 3 Switches

An advanced Layer3 switch shall be installed in the Master Hub. SFP ports shall be populated with sufficient optical transceivers, necessary to connect to adjacent new or existing field hubs and/or core routers. Capabilities, requirements, and supported protocols shall include at minimum:

- 2 X 10 Gig ports , 4 X 1 Gig SFP combo ports and 24 10/100/1000 copper ports
- Chassis: 1 RU with field replaceable ,1+1 load sharing hot swap AC Power Supply
- 5-Year Warranty
- Stackable with current advanced Layer 2 switches via uplink modules
- Operating System: IronWareOS
- Capable of handling a minimum of 2000 multicast streams
- IGMP v2,v3, snooping
- PIM-SM Snooping
- sFlow
- Port-based, VLAN-based, router-based ACLs Ingress and Egress
- Sub-second loop detection
- Support digital optical monitoring
- Metro Ring Protocol (V1 & V2)
- MSTP

9) ITS Integration

It shall be the responsibility of the Design-Build Firm to coordinate with the Department when integrating the subsystems for IP schemes and any other network information. The Design-Build Firm shall integrate the new ITS sub-system components in accordance with the existing ITS System to deliver a fully operational ITS system. The project includes any parts or devices needed to provide fully functional communication within the ITS network including, but not limited to, all field devices, fiber optic patch panels, splice enclosures, switches, port servers, sub-system devices, optics within existing switch and other devices.

The communication equipment for the this project shall consist of fiber optic cable, 1 Gig Layer 3 Ethernet Switches, MFES, MVDS, CCTV, Terminal Servers, Controllers, Encoders and Decoders as well as other required and necessary equipment (jumpers fiber/UTP, rack, parts or devices) to provide a full operational system. This Design-Build Project includes any parts or devices, parts, connectors, jumpers

needed at the RTMC or other control center to provide full functional communication within the ITS network, including, but not limited to all Field Devices, 1 Gig Layer 3 Ethernet Switches, Terminal Servers and other devices.

The ITS system shall provide, at a minimum, the transmitting of:

- Video with real-time PTZ control of the CCTV sub-system
- Volume, occupancy, and speed data, in addition to detector status information of the VDS sub-system.
- Command and control of any other ITS deployed sub-system

All final construction ITS communications infrastructure shall be hardwired; no wireless communications shall be implemented as part of the interim or final ITS system.

The Design-Build Firm shall contact the Department's ITS Project Manager for configuring the Department's central control software (SunGuide) to control the devices. The Design-Build Firm shall coordinate with the Department to receive IP addresses and all other needed information for the configuration prior to installation. The Design-Build Firm shall allow 2 weeks for the Department to enter the information into the Sunguide. The Design-Build Firm shall troubleshoot field devices in the event that issues arise that prevent the Department from configuring said devices into SunGuide. Once the local devices have been entered into Sunguide the Department shall conduct the Central Software Integration Test as described in this RFP at the Regional Traffic Management Center.

10) Testing and Acceptance:

All equipment furnished by the Design-Build Firm shall be subject to monitoring and testing to determine all applicable requirements are met. The Design-Build Firm is responsible for the coordination and performance of material inspection and testing, field acceptance tests, and system acceptance tests. The times and dates of tests must be accepted in writing by the FDOT Project Manager. The Design-Build Firm must submit a System Acceptance Test Plan (SATP) to the Department for review and acceptance fourteen days (14) prior to the start of any tests. The SATP shall include at minimum, a table of contents, a list and description of all tests to be performed, test procedure documents for each test, test equipment to be used and the proposed time and date of each test. The Design-Build Firm shall conduct all tests in the presence of the FDOT Project Manager or designated representative. The Design-Build Firm shall coordinate scheduling test dates with the Department. The Design-Build Firm shall be responsible for conducting and documenting the results of these tests that will be countersigned by an FDOT representative at the end of each test. The signature of Department's representative implies only proof of presence.

- The Design-Build Firm shall provide a communication path back to the Regional Traffic Management Center to test the system from the RTMC.

a) Central Software Integration Test

The Department will integrate the new system components into SunGuide. After the Department completes SunGuide software integration, the Design-Build Firm shall perform the Central Control Testing from the RTMC. The Design-Build Firm shall plan for a minimum of two (2) weeks and a maximum of four (4) weeks for complete integration of the central software by the Department's ITS personnel. Network integration time is to be included in the Design-Build Firm's construction schedule.

The Design-Build Firm must provide the following data to the Department:

- Latitude and Longitude for all devices
- Camera Manufacturer & Model
- Video Encoder Manufacturer
- Video Encoder IP Address
- Port Server Type (if applicable)
- Port Server Port number (if Applicable)
- Port Server IP Address
- Encoder Model
- Location (Route and description)
- Drop Address (if Applicable)
- All pertinent information as it pertains to VDS
- Any other data needed to fully integrate new devices into SunGuide (The ITS PM shall furnish a complete list of the SunGuide integration requirements at the Pre-Integration Meeting.)

b) Central Control Test

The central control and monitoring of equipment shall be tested at the Regional Traffic Management Center. Tests will be coordinated with the Department. The tests shall include, but not be limited to:

- Demonstration of CCTV pan, tilt, zoom control functionality within the SunGuide Software.
- Demonstration of VDS monitoring and collection of traffic volume, speed and occupancy data within the SunGuide Software.
- Communication verification of all network equipment by successfully pinging each device from the RTMC.

c) Field Inspection

After all system integration testing has been successfully completed, all documentation, including but not limited to the DMS system test documentation, has been submitted, and approved, and all utility work has been completed, the Design-Build Firm shall contact the ITS Project Manager to schedule a Field Inspection Test. The Department shall conduct a Field Inspection within 10 days of notification. The purpose of this test is to verify that the workmanship and services provided by the Design-Build Firm to the Department meet the requirement of this RFP and FDOT Specifications. Accurate as-built plans of the system shall be provided at the Field Inspection. If during the inspection the Department finds that all work has been satisfactorily completed, then the Design-Build Firm shall have successfully passed the Field Inspection Test and begin the 60-Day System Acceptance Test. If any or all of the work is found to be unsatisfactory, The Department shall detail the remedial work required to satisfactorily complete the Field Inspection. The Design-Build Firm shall immediately perform such remedial work. Subsequent inspections shall be made on the remedial work until the Department accepts all work.

d) System Acceptance

Upon determination from the Department in writing that the project has completed the sixty (60) day system acceptance test period and is in conformance with the requirements of the Plans and the FDOT

Specification, the new ITS infrastructure and all components therein will have achieved Final Acceptance.

11) Inventory Control

Upon installation of the ITS equipment, the Department requires all installed components, to include fiber, to be documented in a form for inventory control. The following information is needed:

- Record the manufacture, model and serial number of all equipment within the cabinet.
- Record all fiber buffers and fiber numbers used.
- The sequential footages from the cable sheaths where fiber enters and exits the vault/pull boxes.
- Record each cable footage at the splice enclosure, to include where each cable enters and/or exits the vault.
- Record cable stealth footage entering the cabinet.
- Record all fibers that are terminated and landed on the patch panel.
- Record type of termination within the cable.
- Record a splice diagram or a spreadsheet of each splice location.
- Record patches between all equipment and patch panels.
- Record the GPS all pull boxes, splice vaults and cabinets within 1 meter of their location.

12) Labeling Standards

The Design-Build Firm shall be responsible for furnishing and installing the District 5's ITS Labeling standard to be mounted on a sign on every cabinet. The sign shall include, but not be limited to:

- Color: Green/white
- Grade:HIP
- Border: No
- Hole: ¼" Diam. ½" in – Centered on L&R side.
- Corner: Square
- Material: Alum
- Gauage: 0.80
- Number of sides: 1
- Confirmed sign with proof

VI. Technical Proposal Requirements.

A. General:

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

Design-Build Firm to provide the desired services. The data shall be significant to the Project and shall be innovative, when appropriate, and practical.

B. Submittal Requirements:

The Technical Proposal shall be bound with the information, paper size and page limitation requirements as listed herein.

A copy of the written Technical Proposal must also be submitted in .pdf format including bookmarks for each section on a CD. No macros will be allowed. Minimum font size of ten (10) shall be used. Times New Roman shall be the required font type.

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

Submit 1 Original, 1 CD, and 4 hard copies of the Technical Proposal to:

Ms. Michelle Sloan, Professional Services, MS 4-524
Florida Department of Transportation
719 South Woodland Blvd
Deland, Florida 32720

The minimum information to be included:

Section 1: Project Approach

- Paper size: 8½" x 11". The maximum number of pages shall _15__(#), single-sided, typed pages including text, graphics, tables, charts, and photographs. Double-sided 8½" x 11" sheets will be counted as 2 pages. 11”X17” sheets are prohibited.
- Describe how the proposed design solutions and construction means and methods meet the project needs described in this Request for Proposal. Provide sufficient information to convey a thorough knowledge and understanding of the project and to provide confidence the design and construction can be completed as proposed.
- Provide the term, measureable standards, and remedial work plan for any proposed Value Added features that are not Value Added features included in this RFP, or for extending the Value Added period of a feature that is included in this RFP. Describe any material requirements that are exceeded.
- Provide a Written Schedule Narrative that describes the Design and Construction phases and illustrates how each phase will be scheduled to meet the project needs required of this Request for Proposal. Bar or Gantt charts are prohibited. Do not reveal or describe the Proposed Contract Time. Proposed Contract Time will be evaluated when Bid Price Proposals are received.

Section 2: Plans and Technical Special Provisions

- 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 maximum length of the roll-plot shall be 8’. Inclusion of

additional information on the roll-plot, other than depictions of the Plan and Profile views, is prohibited and will not be considered by the Proposal Evaluators, if included. The department may determine that such additional information is excessive and may require the Design-Build Firm to revise and resubmit the roll-plots. If this occurs, the Design-Build Firm will have 2 business days to revise and resubmit the roll-plots upon notification by the Department.

- Provide Technical Proposal Plans in accordance with the requirements of the Plans Preparation Manual.
- The Plans shall complement the Project Approach.
- Provide any Technical Special Provisions which apply to the proposed work. Paper Size: 8½" x 11".

C. Evaluation Criteria:

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

Item	Value
1. Design	30
2. Construction	35
3. Innovation	5
4. Value Added	10
Maximum Score	**80**

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

1. Design (Maximum 30 points)

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

- Structures design
- Roadway design / and safety
- Drainage design
- Environmental Design
- Design coordination plan minimizing design changes
- Geotechnical investigation plan
- Geotechnical load test program
- Minimizing impacts to adjacent properties and structures through design
- Traffic Control Plan design
- Incident Management Plan
- Aesthetics
- Utility Coordination and Design

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

Architectural treatments such as tiles, colors, emblems, etc. will not be considered as primary aesthetic treatments.

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

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

2. **Construction (Maximum 35 points)**

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

- Safety
- Structures construction
- Roadway construction
- Drainage construction
- Construction coordination plan minimizing construction changes
- Minimizing impacts to adjacent properties and structures through construction
- Implementation of the Environmental design and Erosion/Sediment Control Plan
- Implementation of the Maintenance of Traffic Plan
- Implementation of the Incident Management Plan
- Utility Coordination and Construction

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

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

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

3. **Innovation (Maximum 5 points)**

Credit will be given for introducing and implementing innovative design approaches and construction techniques which address the following elements:

- Minimize or eliminate Utility relocations
- Materials
- Workmanship
- Enhance Design and Construction aspects related to future expansion of the transportation facility

4. **Value Added (Maximum 10 points)**

Credit will be given for the following Value Added features:

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

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

Value Added Feature	Minimum Value Added Period
Value Added Asphalt	3 years
Value Added Bridge Components	5 years

D. Final Selection Formula:

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

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

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

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

Proposed Contract Time (Days)	Points Awarded
1250 - 1161	0
1160 - 1071	1
1070 - 981	2
980 - 891	3
890 - 801	4
800 or less	5

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

The Department reserves the right to consider any proposal as non-responsive if any part of the Technical Proposal does not meet established codes and criteria. If the Proposed Contract Time is greater than Maximum Contract Time of (1250) calendar days the Bid Price Proposal will be considered non-responsive.

E. Final Selection Process:

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

F. Stipend Awards:

The Department has elected to pay a stipend to a limited number of non-selected Short-Listed Design-Build Firms to offset some of the costs of preparing the Proposals. The non-selected Short-Listed Design-Build Firms meeting the stipend eligibility requirements of the Project Advertisement and complying with the requirements contained in this section will ultimately be compensated. The stipend will only be payable under the terms and conditions of the Design-Build Stipend Agreement and Project Advertisement, copies of which are included with this Request for Proposal. This Request for Proposal does not commit the Department or any other public agency to pay any costs incurred by an individual firm, partnership, or corporation in the submission of Proposals except as set forth in the Design-Build Stipend Agreement. The amount of the stipend will be **$90,000** per non-selected Short-Listed Design-Build Firm that meets the stipend eligibility requirements contained in the Project Advertisement. The stipend is not intended to compensate any non-selected Short-Listed Design-Build Firm for the total cost of preparing the Technical and Price Proposals. The Department reserves the right, upon payment of

stipend, to use any of the concepts or ideas within the Technical Proposals, as the Department deems appropriate.

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

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

VII. Bid Proposal Requirements.

A. Bid Price Proposal:

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

Ms. Michelle Sloan
Professional Services Administrator
Florida Department of Transportation
District 5
719 South Woodland Boulevard
DeLand, Florida 32720

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