



Florida Department of Transportation
District 5

**LOW BID
DESIGN-BUILD
REQUEST FOR PROPOSAL**

For

**Florida East Central Regional Rail Trail and Parallel
Unpaved Equestrian Trail**

From Kingman Rd./Smokey Ln. to Volusia County Line

Brevard County

Financial Projects Number(s): 424040-4-52-01

Federal Aid Project Number(s): 4225069C

Contract Number: E-5W79

Table of Contents

I.	Introduction.....	1
A.	Design-Build Responsibility.....	5
B.	Department Responsibility.....	6
II.	Schedule of Events.....	6
III.	Threshold Requirements.....	7
A.	Qualifications.....	7
B.	Joint Venture Firm.....	7
C.	Price Proposal Guarantee.....	8
D.	Pre-Proposal Meeting.....	8
E.	Question and Answer.....	8
F.	Protest Rights.....	8
G.	Non-Responsive Proposals.....	9
H.	Waiver of Irregularities.....	9
I.	Modification or Withdrawal of Proposal.....	10
J.	Department’s Responsibilities.....	10
K.	Design-Build Contract.....	10
IV.	Disadvantaged Business Enterprise (DBE) Program.....	11
A.	DBE Availability Goal Percentage:.....	11
B.	DBE Supportive Services Providers:.....	11
C.	Bidders Opportunity List:.....	11
V.	PROJECT REQUIREMENTS AND PROVISIONS FOR WORK.....	12
A.	Governing Regulations:.....	12
B.	Innovative Aspects:.....	14
C.	Geotechnical Services:.....	14
D.	Department Commitments:.....	15
E.	Environmental Permits:.....	16
F.	Railroad Coordination – N/A.....	18
G.	Survey:.....	18
H.	Verification of Existing Conditions:.....	18
I.	Submittals:.....	18
J.	Contract Duration:.....	21
K.	Project Schedule:.....	21
L.	Key Personnel/Staffing:.....	22
M.	Meetings and Progress Reporting:.....	22
N.	Public Involvement:.....	23
O.	Quality Management Plan (QMP):.....	25
P.	Liaison Office:.....	26

Q.	Engineers Field Office:.....	26
R.	Schedule of Values:.....	26
S.	Computer Automation:.....	26
T.	Construction Engineering and Inspection:.....	27
U.	Testing:.....	27
V.	Value Added:.....	27
W.	Adjoining Construction Projects:.....	28
X.	Issue Escalation:.....	28
VI.	Design and Construction Criteria.....	28
A.	General:.....	28
B.	Vibration and Settlement Monitoring – N/A.....	28
C.	Geotechnical Services:.....	28
D.	Utility Coordination.....	31
E.	Roadway Plans:.....	33
F.	Geometric:.....	35
G.	Design Documentation, Calculations, and Computations:.....	35
H.	Structure Plans:.....	35
I.	Specifications:.....	37
J.	Shop Drawings:.....	38
K.	Sequence of Construction:.....	38
L.	Stormwater Pollution Prevention Plans (SWPPP).....	38
M.	Temporary Traffic Control Plan:.....	38
N.	Environmental Services/Permits/Mitigation:.....	39
O.	Signing and Pavement Marking Plans:.....	41
P.	Lighting Plans – N/A.....	41
Q.	Signalization and Intelligent Transportation System Plans – N/A.....	41
R.	Landscape Opportunity Plans:.....	42
VII.	Technical Proposal Requirements:.....	43
A.	General:.....	43
B.	Submittal Requirements:.....	43
C.	Evaluation Criteria:.....	44
D.	Final Selection Process:.....	44
VIII.	BID PROPOSAL REQUIREMENTS.....	45
A.	Bid Price Proposal:.....	45

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
Low Bid Design-Build Technical Proposal (Form Number 700-010-21)
FECRRT ROW Marked Plans - NOT DEP ROW
Type XXX Wood Fence Detail
CXT Tioga Special Double Vault Details, Plans, Specs
Wood Pavilion Shelter Details
8' Picnic Table Details
Webcoat 6' Regal Bench Details
SR 46 Mid-Block & School Crossing Detail
Mid-Block Crossing Detail (Burkholm & Kelly)
Concrete Crossing Pavement Design Layout
Geotechnical Services Requirements/Specifications
 Contractor Quality Control General Requirements (SP1050813DB)
 Structures Foundations (SP4550000DB)
Value Added Specifications

Note to developer of the RFP: The following are developmental specifications (from the Design-Build Specifications pick list) should be attached if the Project scope includes these construction elements. Approval to include any of these developmental specifications is required from the District Construction Engineer.

Section 475, Value Added Bridge Component

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.

FECRRT Concept Plans – Brevard County (Concept Plans)
FECRRT Final Preliminary Engineering Report - March 2010
FDEP 2D Topo - Brevard Co.
FDEP Above-Ground Encumbrances & Encroachments – Brevard Co.
FDEP Boundary Survey Key Map Sheets - Brevard Co.
FDEP Boundary Survey Detail Sheets - Brevard Co.
Florida East Coast Railway (FEC) Use Agreements
FDEP Sublease to Brevard Co. 9-26-08
FDEP Easement to FPL - 1-14-11

Quit Claim Deed (FEC to TIITF) 12-31-07

Miscellaneous TIITF Easements:

- Easement 31892 (TIITF-to-City of Titusville; 1-22-2009) LONG-TERM
- Easement 31892 Amend1 (TIITF-to-City of Titusville; 2-2-2010) LONG-TERM
- Easement 31892 Amend2 (TIITF-to-City of Titusville; 7-13-2010) LONG-TERM
- Easement 31892 Amend3 (TIITF-to-City of Titusville; 9-28-2010) LONG-TERM
- Easement 31964 (TIITF-to-City of Titusville; 1-22-2009) TEMP CONST
- Easement 31964 Amend1 (TIITF-to-City of Titusville; 2-18-2011) TEMP CONST
- Easement 31964 RELEASE (TIITF-to-City of Titusville; 1-21-2013) TEMP CONST
- Easement 32030 (First Baptist Church of Mims-to-Brevard County 10-22-2010)
- Easement 32030 (TIITF-to-First Baptist Church of Mims; 3-15-2010)
- Easement 32030 Amend1 (TIITF-to-First Baptist Church of Mims; 6-11-2010)
- Easement 32030 Amend2 (TIITF-to-Brevard; 9-13-2011)
- Easement 32133 (TIITF-to-FDOT; 1-10-2011)
- Easement 32294 (TIITF-to-FPL; 1-14-2011)
- Easement 32451 (TIITF-to-Williams; 10-1-2012)

Graphic (Floodplain) SR 405 to Volusia CL

Graphic (Wetlands) SR 405 to Volusia CL

State Historic Preservation Officer (SHPO) Concurrence 10-19-2010

415434-3 Volusia County LAP Concept Plans 12-2-14

Trail Connection at Mims Elementary School

Emergency Turn-Around Dimensions

ADA Trail Guidelines Q&A - by National Trails Training Partnership

Good Trail Crossing Signing Example

Poor Trail Crossing Signing Example

ADA Trail Guidelines Q&A - by National Trails Training Partnership

I. Introduction.

The Florida Department of Transportation (Department) has issued this Request for Proposal (RFP) to solicit competitive Bids and Proposals from Proposers for the design and construction of a paved multi-use trail and parallel unpaved equestrian trail in Brevard County. The multi-use trail will extend from Kingman Rd./Smokey Ln. (approx. 200' north of Lagrange Rd.) in the City of Titusville to the Volusia County line (approx. 12.7 miles), and will include bicycle and pedestrian accommodations. The parallel unpaved equestrian trail will extend from Aurantia Road to the Volusia County line (approx. 5.4 miles). A trailhead (Aurantia Rd. Trailhead) will be included just north of the Aurantia Rd./Blounts Ridge Rd. intersection, and will include pedestrian and equestrian accommodations and parking. Signing and pavement markings for bicycle and pedestrian designation will be required throughout the project.

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

Description of Work

General Trail Requirements: The project consists of the design and construction of the section of the Florida East Central Regional Rail Trail (FECRRT), a paved multi-use trail from Kingman Rd./Smokey Ln. to the Volusia County line in Brevard County, an approximate distance of 12.7 miles. Work is to begin at the southern project limits of Kingman Rd./Smokey Ln. (approx. 200' north of Lagrange Rd.), and will end at approximately the Volusia County line, where it will tie into the upcoming Volusia County Local Agency Program (LAP) trail project, FPN 415434-3-58-01. The proposed multi-use trail shall generally follow the horizontal and vertical alignment of the existing rail bed. The multi-use trail geometry shall be designed to an 18 mph Design Speed, and shall have a minimum typical section consisting of a 12' wide paved asphalt trail, 2' sodded unpaved shoulders, and sodded side slopes tying into the existing ground. The existing rail bed shall not be graded down more than 6" in depth. Bahia sod shall be used for all sodding on the project. Clearing and grubbing for the trail shall extend to a minimum distance of 4' beyond each edge of the 12' wide paved trail. Clearing and grubbing shall also provide a minimum vertical clearance of 13' 6" above the trail for uninterrupted passage of emergency vehicles and utility work vehicles. This vertical clearance shall be provided within the full width of clearing and grubbing described above for the trail. Any fence or railing that is required for drop-off protection shall be constructed with the wood fence that is shown in the "Type XX Wood Fence Detail" provided as an Attachment to this RFP.

Concrete Bridges: Seven (7) concrete bridges are to be constructed within the project limits crossing existing water/wetland areas. These concrete bridges are identified in the "FECRRT Concept Plans – Brevard County" (Concept Plans), provided as a Reference Document, at the following approximate locations: 1) Sta. 1315+10 – 1316+20 (Structure #9); 2) Sta. 1340+70 – 1343+50 (Structure #10); 3) Sta. 1434+52 – 1435+47 (Structure #11); 4) Sta. 1455+20 – 1456+30 (Structure #12); 5) Sta. 1510+31 – 1511+91 (Structure #13); and 6) Sta. 1524+10 – 1525+20 (Structure #14). In addition to these six concrete bridges identified in the Concept Plans, there is also a seventh concrete bridge required at

approximately Sta. 1420+00 where there is a wet depressional area very similar to the area that proposed bridge #11 will cross. The exact limits and lengths of these concrete bridges shall be determined by the Design-Build Firm. These concrete bridges shall be designed for a minimum design vehicle (H-10) and shall have a 12' clear width between the inside edges of the bridge rails.

Aurantia Road Trailhead: The project will include the Aurantia Road Trailhead with paved and unpaved parking areas. The Aurantia Rd. Trailhead and concept paved parking area are shown at Sta. 1459 - 1465 of the Concept Plans. The unpaved parking area is not shown in the Concept Plans; however, it shall be provided as a minimum 200' long and 100' wide stabilized lot, located just to the north of the paved parking area, from approximately Sta. 1459+00 – 1461+00, on the east side of the paved multi-use trail. The Aurantia Trailhead shall include the following amenities, for which specific information is provided in Attachments as indicated below:

- One (1) CXT Tioga Special Double Vault restroom building with CXT Toilet Risers as defined in the "CXT Tioga Special Double Vault Details, Plans, Specs" Attachment.
- Two (2) laminated wood pavilion shelters as defined in the "Wood Pavilion Shelter Details" Attachment.
- Ten (10) 8' picnic tables as defined in the "8' Picnic Table Details" Attachment. Four of these picnic tables shall be wheelchair accessible.
- Four (4) WEBCOAT Regal Benches (# B6WBRCS) as defined in the "Webcoat 6' Regal Bench Details" Attachment. These benches shall be back in-ground mount, and shall be green with black legs.
- Four (4) WEBCOAT trash cans, # TR32 - 32 gallon trash receptacles (green color). Each trash can shall also include a # TR ING in-ground mount assembly for a 32 gallon receptacle (black color), a # DOME32 dome top for a 32 gallon receptacle (black color), and a # LINER32 rigid plastic liner (black color).
- Four (4) bike racks (details pending)
- Equestrian Amenities: One (1) large water trough; Two (2) concrete hitching posts.

The Design-Build Firm shall coordinate with Brevard County to determine the location where these amenities will be located at the Aurantia Trailhead.

Other Trailheads: The project will include a paved parking area adjacent to Burkholm Road. The parking area concept is shown at approximately Sta. 1514+00 – 1515+60 of the Concept Plans – it is shown as "dirt parking", but this parking area shall be paved. The parking area and connection roads to the Eels Trailhead (Sta. 1363 - 1367 of the Concept Plans) will NOT be designed and constructed with this project. This location will only include the emergency turn-around (bifurcated) section of trail shown in the Concept Plans. No other pedestrian, bicycle, or equestrian amenities will be included at either of these locations.

Unpaved Equestrian Trail: An 8' wide unpaved equestrian trail with 2' wide sodded shoulders shall be designed and constructed parallel to the paved multi-use trail from the Aurantia Road Trailhead to the Volusia County line. There shall not be more than a 1' elevation difference between the centerline of the multi-use trail and centerline of the equestrian trail. Clearing and grubbing for the unpaved equestrian

trail shall extend to a minimum distance of 2' beyond the outside edge of the equestrian trail, and shall provide a minimum 10' vertical clearance over the equestrian trail and 2' sodded shoulder width. The inside edge of the equestrian trail shall be a minimum distance of 10' from the nearest edge of the paved multi-use trail. The separation between the equestrian trail and paved multi-use trail shall be sodded. At the seven bridge locations, the unpaved equestrian trail shall merge onto the paved multi-use trail to provide a single trail crossing over these water/wetland areas. The equestrian trail shall merge onto (and off of) the multi-use trail within 50' of the concrete bridge approaches.

Emergency Turn-Around Sections: A total of six (6) emergency turn-around sections (bifurcated trail sections) are to be constructed along the project using an 18 mph Design Speed. The approximate location of three of these turn-around sections are shown in the Concept Plans at Sta. 1172+00 – 1176+50 (just south of the Brevard/Volusia County line), Sta. 1364+50 – 1369+00 (Eels Trailhead location – as previously indicated, the actual Eels Trailhead is NOT included with this project – only the turn-around section), and Sta. 1459+00 – 1465+50 (Aurantia Road Trailhead). There is a fourth turn-around section shown in the Concept Plans at Sta. 1616+50 – 1621+00; however, this section is to be relocated to Sta. 1574+00 – 1578+50 (north side of Walkabout Way Golf and Country Club). The turn-around section shown at Sta. 1740+00 – 1744+50 of the Concept Plans is not to be constructed with this project. This location shall consist of a straight section of trail only. In addition to the four locations indicated above, two additional turn-around sections shall be included that are not shown in the Concept Plans – they shall be located at approximately Sta. 1230+00 – 1234+50 and Sta. 1301+50 – 1306+00. All paved trail within these turn-around sections shall be 12' wide. The dimensions for the trail separation in these sections shall be a minimum of 28' wide between the two trail lane directions and 85' long between the curved turn-around segments, and shall conform to the turn-around design provided in the "Emergency Turn-Around Dimensions" image provided as a Reference Document. The Concept Plans show various types of amenities in these bifurcated sections. These amenities are NOT to be constructed with this project. The open areas within these turn-around sections shall be sodded.

Concrete Trail Crossings: There are at least 12 locations where the trail crosses a dirt road or driveway. These are shown in the Concept Plans as having 6" thick concrete crossing construction at the following locations: 1) Sta. 1180+20; 2) Sta. 1185+70; 3) Sta. 1190+80; 4) Sta. 1211+80; 5) Sta. 1229+10; 6) Sta. 1273+80; 7) Sta. 1292+40; 8) Sta. 1320+60; 9) Sta. 1565+20; 10) Sta. 1664+40; 11) Sta. 1840+80; and 12) Sta. 1842+10. Instead of the 6" thick concrete shown in the Concept Plans, these crossings shall be constructed with a more robust pavement design as shown in the "Concrete Crossing Pavement Design Layout" included as an Attachment to this RFP. The intent of this concrete crossing design is to minimize differential settlement between the paved trail and concrete crossings due to occasional logging truck use or other heavy truck use of these dirt road crossings.

Concrete Rest Stop Pads: The Concept Plans identify five (5) concrete rest stop pads adjacent to the multi-use trail that shall NOT be constructed with this project. These pads are located at the following Concept Plan locations: 1) Sta. 1270+60; 2) Sta. 1541+20; 3) Sta. 1658+60; 4) Sta. 1693+50; and 5) Sta. 1783+20.

Mims Elementary School Connectivity: An asphalt connection shall be constructed between the proposed multi-use trail and Broadway Ave. on the north side of Stanley Ave. (just south of Mims Elementary School) as shown in the "Trail Connection at Mims Elementary School" image provided as a Reference Document. The asphalt connection shall be a minimum of 6' wide and shall meet all applicable Americans with Disabilities Act (ADA) requirements. A new school crossing shall be constructed across Broadway Ave. between the asphalt connection and the existing sidewalk in the northeast quadrant of the Broadway Ave./Stanley Ave. intersection. The multi-use trail shall include appropriate signing to identify this connection to Mims Elementary School, and the new school crossing across Broadway Ave. shall be constructed with appropriate school crossing signage and

pavement markings. The Design-Build Firm shall coordinate with Brevard County before constructing the school crossing at Broadway Avenue.

SR 46 Trail and School Crossing: The trail crossing at SR 46/Main St. shall be combined with the existing school crossing that already crosses SR 46. It shall be designed and constructed according to the "SR 46 Mid-Block & School Crossing Detail" provided as an Attachment to this RFP.

Signing and Pavement Marking: For specific trail and parking area signing and marking requirements, see **Section VI.O – Signing and Pavement Marking Plans**.

Drainage impacts are anticipated to include minor impacts to overall capacity. Permitting and environmental mitigation is anticipated.

Right of Way Restrictions: No additional Right of Way shall be acquired by the Design-Build Firm for this project. The Concept Plans that were developed in 2010 depict the trail corridor Right of Way that is owned by the Florida Department of Environmental Protection (FDEP), and subleased to Brevard County for the purpose of the trail. Since the time of the Concept Plans development, additional Right of Way research has been performed by the Department, and there are sections of the trail corridor Right of Way that are NOT actually owned by FDEP (and subsequently not subleased to Brevard County). The sections of trail corridor Right of Way that are NOT owned by FDEP are shown in the "FECRRT ROW Marked Plans - NOT DEP ROW" document provided as an Attachment to this RFP. Since these sections of Right of Way are not owned by FDEP, work associated with this project cannot be performed in these sections.

Local Agency Coordination: This project was originally developed as a Local Agency Program (LAP) project through Brevard County. It will require interagency coordination with Brevard County and the City of Titusville to make sure the project is consistent with their expectations, and is consistent and compatible with other trail projects they may be working on. At a minimum, the following Brevard County and City of Titusville personnel should be coordinated with during the development of this project:

Brevard County:

- Terry Lane, Brevard County Parks & Recreation, North Area Parks Operations Manager (Phone (321) 264-5105; Email Terry.Lane@brevardparks.com)
- Joan Van Sickle, Brevard County Government, Construction Manager, Central Service Office (Phone (321) 633-2050; Email Joan.Vansickle@brevardcounty.us)

City of Titusville:

- Kevin Cook, City of Titusville – Public Works, Public Works Engineer (Phone (321) 567-3845; Email Kevin.cook@titusville.com)

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

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.

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

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

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

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

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.

Arsenic contamination is present within the project limits but should be mitigated due to the encapsulation by the trail pavement. In order to facilitate this mitigation, soil disturbance should be

minimized to the extent possible. In cases where soil disturbance occurs, soils should remain on the trail corridor. Soils that cannot remain on the corridor shall be analyzed for arsenic. If the results exceed the FDEP Recreational Soil Cleanup Target Level of 5.50 mg/Kg, the soils must be properly transported, treated, or disposed of according to all applicable Federal and State Regulations.

The Design-Build Firm shall coordinate with contractor for the upcoming Volusia County Local Agency Program (LAP) trail project, FPN 415434-3-58-01, to coordinate the exact project limits and to make sure trail continuity is provided between the two projects.

The Design-Build Firm shall coordinate final design development and approval of 90% and Final plans with Matt Klein, AICP, with the Florida Department of Environmental Protection. Mr. Klein's contact information is provided below:

Matt Klein, AICP
Office of Park Planning
Division of Recreation and Parks
Florida Department of Environmental Protection
3900 Commonwealth Blvd, M.S. 525
Tallahassee, Florida 32399
Tel: (850) 245-2080
matt.klein@dep.state.fl.us

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.

II. Schedule of Events.

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

Date	Event

<u>February 2, 2015</u>	Advertisement
<u>February 11, 2015</u>	Mandatory Pre-Proposal meeting at 10:00 a.m. local time at the Harry T. and Harriette V. Moore Cultural Complex and Museum, 2180 Freedom Avenue, Mims, Florida, 32754. All Utility Agency/Owners that the Department contemplates an adjustment, protection, or relocation is possible are to be invited to the Mandatory Pre-Proposal meeting.
<u>March 27, 2015</u>	Deadline for submittal of questions, for which a response is assured, prior to the submission of the Technical and Bid Price Proposals. All questions shall be submitted to the Pre-Bid Q&A website.
<u>March 27, 2015</u>	Final deadline for submission of requests for Design Exceptions or Design Variations, and Final deadline for requesting a determination of reimbursement for unavoidable utility impacts/relocations, as defined in Section VI.D of this RFP.
<u>April 1, 2015</u>	Deadline for the Department to post responses to the Pre-Bid Q&A website for questions submitted by the Design-Build Firms prior to the submittal of the Proposal.
<u>April 3, 2015</u>	Technical Proposals and Price Proposals due in District Office by 1:30 p.m. local time
<u>April 3, 2015</u>	Public announcing of Price Proposals at 2:00 p.m. local time in Deland District Office, Cypress A Conference Room
<u>April 10, 2015</u>	Public Meeting of Technical Review Committee to determine Responsiveness of Technical Proposal(s) at 2:00 p.m. local time in Deland District Office
<u>April 13, 2015</u>	Public Meeting of Selection Committee to determine intended Award (Final Selection Posting) at 8:15 a.m. /p.m. local time in District Office, Lake County Conference Room
<u>April 13, 2015</u>	Posting of the Department's intended decision to Award
<u>April 27, 2015</u>	Anticipated Award Date
<u>May 11, 2015</u>	Anticipated Execution Date

III. Threshold Requirements.

A. Qualifications

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

B. Joint Venture Firm

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

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

<https://www3b.dot.state.fl.us/BidQuestionsAndAnswers/Proposal.aspx/SearchProposal>

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

E. Question and Answer

The Design-Build Firm shall submit questions to the Departments Q&A website in accordance with section 2-4 of the Division I Design-Build Specifications.

F. Protest Rights

Any person who is adversely affected by the specifications contained in this Request for Proposal must file a notice of intent to protest in writing within seventy-two hours of the posting of this Request for Proposals. Pursuant to Sections 120.57(3) and 337.11, Florida Statutes, and Rule Chapter 28-110, Florida

Administrative Code, any person adversely affected by the agency decision or intended decision shall file with the agency both a notice of protest in writing and bond within 72 hours after the posting of the notice of decision or intended decision, or posting of the solicitation with respect to a protest of the terms, conditions, and specifications contained in a solicitation and will file a formal written protest within ten days after the filing of the notice of protest. 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
Tallahassee, Florida 32399-0458

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

G. Non-Responsive Proposals

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

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

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

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

H. Waiver of Irregularities

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

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

I. Modification or Withdrawal of Proposal

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

J. Department's Responsibilities

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

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.

K. Design-Build Contract

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

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

IV. Disadvantaged Business Enterprise (DBE) Program.

A. DBE Availability Goal Percentage:

The Department of Transportation has an overall, race-neutral DBE goal. This means that the State's goal is to spend a portion of the highway dollars with Certified DBE's as prime Design-Build Firms or as subcontractors. Race-neutral means that the Department believes that the overall goal can be achieved through the normal competitive procurement process. The Department has reviewed this Project and assigned a DBE availability goal shown in the Project Advertisement and on the bid blank/contract front page under "% DBE Availability Goal". The Department has determined that this DBE percentage can be achieved on this Project based on the number of DBE's associated with the different types of work that will be required.

Under 49 Code of Federal Regulations Part 26, if the overall goal is not achieved, the Department may be required to return to a race-conscious program where goals are imposed on individual contracts. The Department encourages 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 Department's Equal Opportunity Compliance (EOC) system.

B. DBE Supportive Services Providers:

The Department has contracted with a consultant, referred to as DBE Supportive Services Provider, to provide managerial and technical assistance to DBE's. This consultant is also required to work with prime Design-Build Firms, who have been awarded contracts, to assist in identifying DBE's that are available to participate on the Project. The successful Design-Build Firm should meet with the DBE Supportive Services Provider to discuss the DBE's that are available to work on this Project. The current DBE Supportive Services Provider for the State of Florida can be found in the Equal Opportunity website at the following location:

<http://www.dot.state.fl.us/equalopportunityoffice/serviceproviders.shtm>.

C. Bidders Opportunity List:

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

A Bid Opportunity List should be submitted through the Equal Opportunity Compliance system which is available at the [Equal Opportunity Office Website](#). This information should be returned to the Equal

Opportunity Office within three days of submission.

V. PROJECT REQUIREMENTS AND PROVISIONS FOR WORK.

A. Governing Regulations:

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

1. Florida Department of Transportation Roadway Plans Preparation Manuals (PPM)
<http://www.dot.state.fl.us/rddesign/PPMManual/PPM.shtm>
2. Florida Department of Transportation Design Standards
<http://www.dot.state.fl.us/rddesign/DesignStandards/Standards.shtm>
3. Florida Department of Transportation Standard Specifications for Road and Bridge Construction (Divisions II & III), Special Provisions and Supplemental Specifications
<http://www.dot.state.fl.us/specificationoffice/Default.shtm>
4. Florida Department of Transportation Surveying Procedure
<http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/550030101.pdf>
5. Florida Department of Transportation EFB User Handbook (Electronic Field Book)
http://www.dot.state.fl.us/surveyingandmapping/doc_pubs.shtm
6. Florida Department of Transportation Drainage Manual
<http://www.dot.state.fl.us/rddesign/Drainage/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/DocsandPubs.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) Manual
<http://www.dot.state.fl.us/ecso/downloads/publications/Manual/default.shtm>

11. Florida Department of Transportation Computer Aided Design and Drafting (CADD) Production Criteria Handbook
<http://www.dot.state.fl.us/ecso/downloads/publications/CriteriaHandBook/>
12. Florida Department of Transportation Production Criteria Handbook CADD Structures Standards
<http://www.dot.state.fl.us/ecso/downloads/publications/CriteriaHandBook/>
13. Instructions for Design Standards
<http://www.dot.state.fl.us/structures/IDS/IDSportal.pdf>
14. AASHTO – A Policy on Geometric Design of Highways and Streets
https://bookstore.transportation.org/collection_detail.aspx?ID=110
15. MUTCD - 2009
<http://mutcd.fhwa.dot.gov/>
16. Safe Mobility For Life Program Policy Statement
<http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/000750001.pdf>
17. Traffic Engineering and Operations Safe Mobility for Life Program
<http://www.dot.state.fl.us/trafficoperations/Operations/SafetyisGolden.shtm>
18. 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>
19. Florida Department of Transportation Florida Sampling and Testing Methods
<http://www.dot.state.fl.us/statematerialsoffice/administration/resources/library/publications/fstm/disclaimer.shtm>
20. 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>
21. Florida Department of Transportation Design Bulletins and Update Memos
<http://www.dot.state.fl.us/rddesign/Bulletin/Default.shtm>
22. Florida Department of Transportation Utility Accommodation Manual
<http://www.dot.state.fl.us/specificationsoffice/utilities/UAM.shtm>
23. AASHTO LRFD Bridge Design Specifications
https://bookstore.transportation.org/category_item.aspx?id=BR
24. Florida Department of Transportation Flexible Pavement Design Manual
<http://www.dot.state.fl.us/rddesign/PM/publicationS.shtm>
25. Florida Department of Transportation Rigid Pavement Design Manual
<http://www.dot.state.fl.us/rddesign/PM/publicationS.shtm>
26. Florida Department of Transportation Pavement Type Selection Manual
<http://www.dot.state.fl.us/rddesign/PM/publicationS.shtm>
27. Florida Department of Transportation Right of Way Manual
<http://www.dot.state.fl.us/rightofway/Documents.shtm>
28. Florida Department of Transportation Traffic Engineering Manual

- <http://www.dot.state.fl.us/TrafficOperations//Operations/Studies/TEM/TEM.shtm>
29. Florida Department of Transportation Intelligent Transportation System Guide Book
http://www.dot.state.fl.us/TrafficOperations/Doc_Library/Doc_Library.shtm
 30. 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>
 31. AASHTO Guide for the Development of Bicycle Facilities
https://bookstore.transportation.org/collection_detail.aspx?ID=116
 32. Federal Highway Administration Hydraulic Engineering Circular Number 18 (HEC 18).
http://www.fhwa.dot.gov/engineering/hydraulics/library_arc.cfm?pub_number=17
 33. 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>
 34. Florida Department of Transportation Project Development and Environment Manual, Parts 1 and 2
<http://www.dot.state.fl.us/emo/pubs/pdeman/pdeman1.shtm>
 35. Florida Department of Transportation Driveway Information Guide
<http://www.dot.state.fl.us/planning/systems/programs/sm/accman/pdfs/driveway2008.pdf>
 36. AASHTO Highway Safety Manual
<http://www.highwaysafetymanual.org/>
 37. 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.

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:

- The multi-use trail shall have a minimum typical section consisting of a 12' wide paved asphalt trail with the pavement design indicated in Section VI.E of this RFP, with 2' sodded unpaved shoulders, and sodded side slopes tying to the existing ground.
- Bahia sod shall be used for all sodding on the project.
- Clearing and grubbing for the trail shall extend to a minimum distance of 4' beyond each edge of the trail, and shall provide a minimum vertical clearance of 13' 6" above the trail for the full width of clearing and grubbing.
- Any fence or railing that is required for drop-off protection shall be constructed with the wood fence that is shown in the "Type XX Wood Fence Detail" Attachment.
- Bridges on the project shall be constructed with concrete, shall be designed for a minimum design vehicle (H-5 or H-10??), and shall have a 12' clear width between the inside edges of the bridge rails.
- The unpaved parking area at the Aurantia Road Trailhead shall be a minimum of 200' long and 100' wide.
- The Aurantia Trailhead shall include the following amenities:
 - One (1) CXT Tioga Special Double Vault restroom building with CXT Toilet Risers as defined in the "CXT Tioga Special Double Vault Details, Plans, Specs" Attachment. This restroom building shall be provided within the turn-around section as shown in the Concept Plans.
 - Two (2) laminated wood pavilion shelters as defined in the "Wood Pavilion Shelter Details" Attachment.
 - Ten (10) 8' picnic tables as defined in the "8' Picnic Table Details" Attachment. Four of these picnic tables shall be wheelchair accessible.
 - Four (4) WEBCOAT Regal Benches (# B6WBRCS) as defined in the "Webcoat 6' Regal Bench Details" Attachment. These benches shall be back in-ground mount, and shall be green with black legs.
 - Four (4) WEBCOAT trash cans, # TR32 - 32 gallon trash receptacles (green color). Each trash can shall also include a # TR ING in-ground mount assembly for a 32 gallon receptacle (black color), a # DOME32 dome top for a 32 gallon receptacle (black color), and a # LINER32 rigid plastic liner (black color).
 - Four (4) bike racks (details pending)
 - Equestrian Amenities: One (1) large water trough; Two (2) concrete hitching posts.

- The parking area adjacent to Burkholm Road shall be paved with the minimum pavement design indicated in Section VI.E of this RFP.
- An 8' wide unpaved equestrian trail with 2' wide sodded shoulders shall be designed and constructed parallel to the paved multi-use trail from the Aurantia Road Trailhead to the Volusia County line, with the minimum pavement design indicated in Section VI.E of this RFP.
- Clearing and grubbing for the unpaved equestrian trail shall extend to a minimum distance of 2' beyond the outside edge of the equestrian trail, and shall provide a minimum 10' vertical clearance over the equestrian trail and 2' sodded shoulder width.
- The inside edge of the equestrian trail shall be a minimum distance of 10' from the nearest edge of the paved multi-use trail.
- At the seven bridge locations, the unpaved equestrian trail shall merge onto the paved multi-use trail to provide a single trail crossing over these water/wetland areas.
- The equestrian trail shall merge onto (and off of) the multi-use trail within 50' of the bridge approaches.
- The six (6) emergency turn-around sections (bifurcated trail sections) identified in the "Description of Work" Section of the RFP shall be constructed using an 18 mph Design Speed, have 12' wide paved trail in all parts of the turn-arounds, have a minimum of 28' between the two trail lane directions, a minimum of 85' between the curved turn-around segments, and be sodded in all open areas.
- The locations identified where the trail crosses a dirt road or driveway shall be constructed according to the "Concrete Crossing Pavement Design Layout" Attachment.
- An asphalt connection shall be constructed between the proposed multi-use trail and Broadway Ave. on the north side of Stanley Ave. (just south of Mims Elementary School), and shall be a minimum of 6' wide and meet all applicable ADA requirements, and a new school crossing shall be constructed across Broadway Ave. between the asphalt connection and the existing sidewalk in the northeast quadrant of the Broadway Ave./Stanley Ave. intersection.
- The Design-Build Firm shall coordinate with Brevard County before constructing the new school crossing at Broadway Avenue.
- The new trail crossing and existing school crossing at SR 46/Main St. shall be combined together as shown in the "SR 46 Mid-Block & School Crossing Detail" Attachment.
- Work shall not be performed in the sections of trail corridor Right of Way that are NOT owned by FDEP as shown in the "FECRRT ROW Marked Plans - NOT DEP ROW" Attachment.

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 all permits not acquired by the Department, 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.

All applicable data shall be prepared in accordance with Chapter 373 and 403, Florida Statutes, Chapters 40 and 62, F.A.C.; Rivers and Harbors Act of 1899, Section 404 of the Clean Water Act, 23 CFR 771, 23 CFR 636, and parts 114 and 115, Title 33, Code of Federal Regulations. 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. Any fines levied by permitting agencies shall be the responsibility of the Design-Build Firm. The Design-Build Firm shall be responsible for complying with all permit conditions.

Wetland mitigation is required based on the design of the paved multi-use trail and unpaved equestrian trail shown in the Concept Plans, and will be the responsibility of the Design-Build Firm. If any permit applications completed by the Design-Build Firm propose wetland impacts that require 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 Department will direct the use of a mitigation site, private mitigation bank or the use of the water management district per 373.4137 F.S. The mitigation costs of any impacts proposed by the Design-Build Firm shall be the responsibility of the Design-Build Firm. If the Department directs use of a private mitigation bank, the Design-Build Firm shall pay the appropriate fee directly to the bank. If the Department directs use of 373.4137, F.S., the Design-Build Firm shall provide appropriate funds to the Department at the time of permit issuance and the Department will then transfer the mitigation funds to the SJRWMD.

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 – N/A

G. Survey:

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

H. Verification of Existing Conditions:

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

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

I. Submittals:

1. Component Submittals:

The Design-Build Firm may submit components of the contract plans set instead of submitting the entire

contract plan set; however, sufficient information from other components must be provided to allow for a complete review. In accordance with the Plans Preparation Manual, components of the contract plans set are roadway, signing and pavement marking, signalization, ITS, lighting, landscape, architectural, structural, and toll facilities.

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

2. Phase Submittals:

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

90% Phase Submittal

- 2 copies of 11" X 17" plans
- 1 signed and sealed Geotechnical Report
- 2 copies of signed and sealed Geotechnical Report
- 2 copies of signed and sealed Bridge Hydraulic Report
- 2 copies of design documentation
- 1 copy of Technical Special Provisions
- 2 copies of Landscape Opportunity Plans
- 2 Bridge Load Rating Calculations
- 2 Completed Bridge Load Rating Summary Detail Sheet
- 2 Load Rating Summary Forms
- Independent Peer Reviewer's comments and comment responses
- 4 CD's containing the above information in .pdf format

Final Submittal

- 2 sets of signed and sealed 11" X 17" plans
- 2 copies of signed and sealed 11" X 17" plans
- 1 set of signed and sealed design documentation
- 2 copies of signed and sealed design documentation
- 2 copies of Landscape Opportunity Plans
- 2 sets of final documentation
- 1 signed and sealed copy of the Bridge Load Rating Summary Detail Sheet
- 1 signed and sealed copy of the Load Rating Summary Form
- 1 signed and sealed copy of Construction Specifications Package or Supplemental Specifications Package
- 1 copy of signed and sealed Construction Specifications Package or Supplemental

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.

4 CD's containing the above information in .pdf format

90% and Final Submittals shall be provided to Matt Klein, AICP, with the Florida Department of Environmental Protection for his review and approval. Mr. Klein's contact information is provided below:

Matt Klein, AICP
Office of Park Planning
Division of Recreation and Parks
Florida Department of Environmental Protection
3900 Commonwealth Blvd, M.S. 525
Tallahassee, Florida 32399
Tel: (850) 245-2080
matt.klein@dep.state.fl.us

3. Requirements to Begin Construction:

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

As-Built Set:

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

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

The Department shall review, certify, and accept the As-Built Plans prior to issuing Final Acceptance of

the project in order to complete the As-Built Plans.

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

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

- 1 set of 11" X 17" signed and sealed plans
- 2 sets of 11 "X 17" copies of the signed and sealed plans
- 1 copy of Landscape Opportunity 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 Final Project CD's
- 2 sets of 11" x 17" plans in .pdf format on CD

4. Milestones (N/A)

3. Railroad Coordination (N/A)

J. Contract Duration:

The Department has established a Contract Duration of 530 calendar days for the subject Project.

K. Project Schedule:

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

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

The 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
- Maintenance of Traffic Design
- Landscape Opportunity Plans
- 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 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, Brevard County, and City of Titusville personnel, as well as FDEP (Matt Klein) 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 on 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 a Public Involvement Campaign and 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
- Transportation Planning Organization (TPO) Citizens Advisory Committee Meetings

- TPO Transportation Technical Committee Meetings
- TPO 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 one (1) meeting 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.

1. 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 a 900 SF Engineers Field Office 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 Construction Project Administration Manual (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.

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/trail/parking area features
- Roadway/trail/parking area drainage systems,
- Bearings (<< Delete if Section 475 is included >>)
- Expansion joints (<< Delete if Section 475 is included >>)
- Approach slabs
- Superstructure
- Substructure
- Structure drainage systems (<< Delete if Section 475 is included >>)
- Paint systems (<< Delete if Section 475 is included >>)
- 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. Issue Escalation:

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

The escalation process begins with the Construction Project Manager. All issues are to be directed to the Construction Project Manager. If the issue cannot be resolved by the Construction Project Manager in coordination with the Resident Engineer and Design Project Manager as applicable, the Construction Project Manager shall forward the issue to the District Construction Engineer who will coordinate with the District Design Engineer, as applicable. Each level shall have a maximum of five (5) calendar days (excluding weekends and Department observed holidays) to answer, resolve, or address the issue. The Design-Build Firm shall provide all supporting documentation relative to the issue being escalated. The five (5) calendar day period (excluding weekends and Department observed holidays) begins when each level in the issue escalation process has received all required supporting documentation necessary to arrive at an informed and complete decision. The five (5) calendar day period (excluding weekends and Department observed holidays) is a response time and does not infer resolution. Questions asked by the Department may be expressed verbally and followed up in writing within one (1) calendar day (excluding weekends and Department observed holidays). Responses provided by the Design-Build Firm may be expressed verbally and followed up in writing within one (1) working day. Once a response is received from the District Construction Engineer, the Construction Project Manager will respond to the Design-Build Firm in a timely manner but not to exceed three (3) calendar days (excluding weekends and Department observed holidays).

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

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

VI. Design and Construction Criteria.

A. General:

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

B. Vibration and Settlement Monitoring – N/A

C. Geotechnical Services:

Driven Pile Foundations for Bridges

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

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

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

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

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

Drilled Shaft Foundations for Bridges and Miscellaneous Structures

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

Engineer.

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

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

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

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

14. Submitting Foundation Certification Packages in accordance with the specifications.
15. Providing safe access, and cooperating with the Department in verification of the drilled shafts, both during construction and after submittal of the certification package.

Spread Footings Foundations

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 an Auger Cast Pile Installation Plan for the 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 auger cast piles, both during construction and after submittal of the certification package.

D. Utility Coordination

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

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

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

1. Ensuring that all utility coordination and activities are conducted in accordance with the requirements of the Contract Documents.
2. Identifying all existing utilities and coordinating any new installations. 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 of Florida" 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)
AT&T Florida	To Be Determined (TBD)
Brevard County	TBD
BrightHouse Networks	TBD
City of Titusville (Electric)	TBD
City of Titusville (Water/Sewer)	TBD
Florida City Gas	TBD
Florida Power & Light – Distribution	TBD
Florida Power & Light - Transmission	TBD
Sprint	TBD
TW Telecom	TBD

The above list of Utility Owners is for reference only and may not be all inclusive. No utility relocations and/or adjustments are anticipated based on the work defined in the Conceptual Plans and other Reference Documents; therefore, no determination for reimbursement has been completed. If the Design-Build Firm discovers a utility impact that is unavoidable during the Technical Proposal development phase, the Design-Build Firm shall contact the Department immediately for a determination of reimbursement. In order to acquire the Department's approval for any relocations, this request is required no later than the deadline as indicated in the Schedule of Events, Section II, of this RFP.

Utility Damaged During Construction

It is the responsibility of the Design-Build Firm to repair utilities that are damaged during construction. It is also the responsibility of the Design-Build Firm to repair any damage caused by the damaged utilities.

E. Roadway Plans:

General:

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

Design Analysis:

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

Any deviation from the Department's design criteria will require a Design Variation and any deviation from AASHTO will require a Design Exception. If a Design-Build firm requests a Design Variation or Design Exception, it must be discussed prior to the submission of the Proposal. All such Design Variations and Design Exceptions must be approved or disapproved prior to the submission of the Proposal and such Design Variations and Exceptions will be disclosed to all the Design-Build Firms.

These packages shall include the following:

Roadway Design:

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

1. Typical Section Package:

- Transmittal letter
- Location Map
- Trail and Concrete Bridge Typical Sections
 1. Trail Pavement Description
 2. Minimum trail and shoulder widths
 3. Slopes requirements
 4. Rails and/or Barriers
 5. Right of Way
- Data Sheet
- Design Speed

2. Pavement Design:

The Department has identified the following minimum Pavement Design requirements that the Design-Build Firm shall use for the trail and parking areas on this project:

- Multi-Use Trail and Paved Parking Area Pavement:
 - 12" Type B Stabilization, LBR 40
 - Optional Base Group (OBG) 01
 - 1.5" Superpave Asphalt Concrete, Traffic Level C
- 2' Wide Sodded Multi-Use Trail Shoulders:
 - 12" Type B Stabilization, LBR 40
 - Bahia Sod
- 8' Wide Unpaved Equestrian Trail:
 - 12" Type B Stabilization, LBR 40
 - 4" Embankment
- 2' Wide Sodded Equestrian Trail Shoulders:
 - 12" Type B Stabilization, LBR 40
 - Bahia Sod
- Unpaved Parking Area at Aurantia Trailhead
 - 12" Type B Stabilization, LBR 40

3. **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 Design-Build Firm is responsible for any required permits associated with the stormwater management system.

The objective is to obtain approved stormwater treatment/attenuation design. This service shall include, but is not limited to the following: Design of the conveyance system, treatment system and attenuation system shall comply with all applicable regulations; Perform design and generate construction plans documenting the permitted systems function to criteria.

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

Prior to proceeding with the Drainage Design, the Design-Build Firm shall meet with the District Drainage Engineer. 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.

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

F. Geometric:

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

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

G. Design Documentation, Calculations, and Computations:

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

The design notes and computation sheets shall be fully titled, numbered, dated, indexed, and signed by the designer and the checker. Computer output forms and other oversized sheets shall be folded to a standard size 8½" x 11". 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 and criteria used for the Project
2. Geometric design calculations for horizontal alignments
3. Vertical geometry calculations
4. Documentation of decisions reached resulting from meetings, telephone conversations or site visits

H. Structure Plans:

1. **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 Calculations, the Completed Bridge Load Rating Summary Detail Sheet, and the Load Rating Summary Form shall be submitted to the Department for review with the 90% superstructure submittal. The final Bridge Load Rating Summary Sheet and Load Rating Summary Form shall be submitted to the Department for review with the Final superstructure submittal. A final, signed and sealed Bridge Load Rating, updated for as-built conditions, shall be submitted to the Department for each phase of the bridge construction prior to placing traffic on the completed phase of the bridge. A final, signed and sealed Bridge Load Rating, updated for the as-built conditions as part of the Record Set submittal, shall be submitted to the Department before any traffic is placed on the bridge. The Bridge Load Rating shall be signed and sealed by a Professional Engineer licensed in the State of Florida. The Design-Build Firm shall provide all final signed and sealed Bridge Load Ratings to Brevard County, as well as weight limits for each bridge for the County to post after construction is complete.
- 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. The seven (7) concrete bridges that are required for crossing the water/wetland areas shall be designed for a minimum design vehicle (H-10) and shall have a 12' clear width between the inside edges of the bridge rails.

- b. All plans and designs are to be prepared in accordance with the Governing Regulations of Section V. A of this RFP.
- c. Bridge Widening: In general, match the existing as per the Department Structures Manual.
- d. 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 piling, 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.
- e. 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.

I. Specifications:

Department Specifications may not be modified or revised. Technical Special Provisions shall be written only for items not addressed by Department Specifications, and shall not be used as a means of changing Department Specifications.

The Design-Build Firm shall prepare and submit a signed and sealed Construction Specifications Package for the Project, containing all applicable Division II and III Special Provisions and Supplemental Specifications from the Specifications Workbook in effect at the time the Bid Price Proposals were due in the District Office and any signed and sealed Technical Special Provisions. Any subsequent modifications to the Construction Specifications Package shall be prepared, signed and sealed as a Supplemental Specifications Package. The Specifications Package shall be prepared, signed and sealed by the Design-Build Firms Engineer of Record who has successfully completed the mandatory Specifications Package Preparations Training.

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

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

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

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

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

J. Shop Drawings:

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

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

K. Sequence of Construction:

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

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

L. Stormwater Pollution Prevention Plans (SWPPP)

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

M. Temporary Traffic Control Plan:

1. **Traffic Control Analysis:**

The Design-Build Firm shall design a safe and effective Temporary Traffic Control Plan to move vehicular and pedestrian 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, temporary roadway lighting and traffic monitoring sites. Special consideration shall be given to the drainage system when developing the construction phases. Positive drainage must be maintained at all times.

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

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

1. **Temporary Traffic Control Plans:**

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

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

2. **Traffic Control Restrictions:**

Lane closures are not anticipated to be needed for this project; however, if the Design-Build Firm proposes work that will require lane closures, the Design-Build Firm shall coordinate the proposed lane closures with the Department for review and approval. 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 Five Public Information Officer, Steve Olson, at (386) 943-5479 (email steve.olson@dot.state.fl.us). 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.

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

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

subsequent permit applications.

It should be noted that no state or federal environmental permits have been obtained for this project, and therefore no wetlands and/or other surface waters have been authorized to be impacted for this project. Please be aware that gopher tortoises, Eastern indigo snakes, burrowing owls, bald eagles, Audubon's crested caracara, Florida scrub jays, sandhill cranes and wood storks may potentially occur within the or adjacent to the project limits. The Design-Build Firm will be responsible for securing all Section 7 or Section 10 clearances (as applicable) with regards to federally listed species, as well as any associated mitigation fees for federally listed species.

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 "permittee", 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 as well as any associated fees with the permit. 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 "permittee", 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. Wetlands and Mitigation
3. Wildlife and Habitat
4. 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.

O. Signing and Pavement Marking Plans:

The Design-Build Firm shall prepare signing and pavement marking plans for the paved multi-use trail, unpaved equestrian trail, parking areas, Aurantia Trailhead, and road crossings in accordance with Department and Manual on Uniform Traffic Control Devices (MUTCD) criteria. The "Signing & Pavement Marking Details" (Sheets S-1 and S-2) of the Concept Plans shall not be used for this project since they include examples and requirements that do not meet appropriate criteria and trail crossing designations. The Design-Build Firm shall be responsible for developing appropriate signing and pavement marking plans. Some examples of appropriate signing and pavement markings for trail crossings at minor side street intersections, low volume two-lane roads, and low volume dirt roads are shown in the "Examples of Appropriate Road Crossing Signing", provided as a Reference Document. In addition, there is a photograph example of good trail crossing signing called "Good Trail Crossing Signing Example", and a photograph example of poor trail crossing signing called "Poor Trail Crossing Signing Example" provided as Reference Documents.

There are three (3) proposed mid-block crossings shown in the Concept Plans at the following locations: 1) Sta. 1513+20 – 1515+40 (Burkholm Rd.); 2) Sta. 1693 +60 – 1695+80 (Kelly Rd.); and 3) Sta. 1730+60 – 1733+00 (SR 46/Main St.). The Mid-Block Crossing Detail shown in the Concept Plans shall NOT be used for these crossings. For the Burkholm Rd. and Kelly Rd. mid-block crossings, the Design-Build Firm shall use the "Mid-Block Crossing Detail (Burkholm & Kelly)" provided as an Attachment to this RFP. For the SR 46/Main St. mid-block crossing, the Design-Build Firm shall use the "SR 46 Mid-Block & School Crossing Detail" provided as an Attachment to this RFP.

It is anticipated that the unpaved equestrian trail will end at the Volusia County Line since an equestrian trail is currently not proposed in the adjacent Volusia County LAP trail project, FPN 415434-3-58-01. The Design-Build Firm shall include in their signing and pavement marking plans an informational sign at the Aurantia Trailhead indicating that the equestrian trail ends at the Volusia County line, as well as periodic signs along the corridor that the equestrian trail will end at the County line, with approximate distance to the end of the equestrian trail.

P. Lighting Plans – N/A

Q. Signalization and Intelligent Transportation System Plans – N/A

R. Landscape Opportunity Plans:

It is the intent of this work item to preserve the opportunity to provide for significant landscape planting areas within the Project limits that meet the intent of FDOT Highway Beautification Policy. The landscape design shall adhere to the FDOT Highway Beautification Policy with the intent of creating a unified landscape theme for the project.

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

The Opportunity Plans shall include the following:

1. Proposed improvements and existing elements to remain as associated with the Project.
2. Vegetation disposition depicting existing plant material to be removed, relocated or to remain.
3. Wetland jurisdictional lines.
4. Proposed drainage retention areas and easements.
5. Proposed utilities and existing utilities to remain.
6. Graphically depicted on-site and off-site desired or objectionable views.
7. Locations of landscape opportunity planting areas in a bubble format which identifies various vegetation groupings in a hatched or colorized manner. Examples are: "trees/palms/shrubs", "shrubs only", "buffer plantings", etc.
8. Provided and labeled applicable clear zone, horizontal clearance, setback dimensions on the plans and in chart form which reflect AASHTO, FDOT and Department guidelines for landscape installation and maintenance operations, including those that have been coordinated with other disciplines
9. Identified outdoor advertising locations, owners and contacts and shown 1000 ft. view zone.
10. Indicated potential area(s) for wildflower plantings.

The Opportunity Plan shall match the scale and format used for the proposed roadway sheets. Should this format not convey design intent that is clearly legible, an alternate format may be considered.

Landscape construction documents and landscape installation are not included in this contract and shall be provided by others.

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

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

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

The DBLA shall meet with the District Landscape Architect prior to the beginning of work for the purposes of coordination and to discuss adherence to the Highway Beautification Policy. No proposed planting areas indicated on the Opportunity Plan can occur in: federal and/or state jurisdictional wetlands or other surface waters; within open water bodies; in the bottom of stormwater management facilities; or use obligate wetlands or facultative wetland species within 25 feet of the seasonal high water of wetlands or other surface waters. Limited plantings may occur on the slopes and bottom of stormwater management facilities once coordinated with the District EMO office, District Drainage Engineer and the District Landscape Architect. Trees may not be planted within 5 feet of storm sewer pipes and utilities.

VII. Technical Proposal Requirements:

A. General:

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

B. Submittal Requirements:

The Technical Proposal shall be submitted using Form 700-010-21 Low Bid Design-Build Technical Proposal.

The Technical Proposal and required attachments shall be submitted electronically in adobe.pdf format (unzipped) and attached to a single email. The Department has a 5MB limit on email. Emails that exceed this 5MB email server limit may be rejected by the Department's email server. It is solely the Design Build Firm's responsibility to ensure that the Technical Proposal is received by the Department's server by the due date and time. No macros will be allowed. Minimum font size of ten (10) shall be used. Times New Roman shall be the required font type.

Paper size: 8½" x 11". The maximum number of pages shall be two (2), single-sided, typed pages including text, graphics, tables, charts, and photographs. Double-sided 8½" x 11" sheets will be counted as 2 pages. Larger sheets are prohibited.

A copy of the written Technical Proposal must also be submitted in .pdf format including bookmarks for each section on a CD.

Submit 1 Original, 1 CD, and four (4) copies of the Technical Proposal to:

Michelle Sloan
719 S. Woodland Blvd.
DeLand, FL 32720
Mail Station 524
Phone (386) 943-5528

The minimum information to be included:

Section 1: Written Technical Proposal

- **Approach and Understanding of the Project:**

Present a plan for completing the specified work. The plan should address all significant design and construction issues and constraints and should demonstrate efficient use of manpower, materials, equipment, construction schemes, and techniques for completing the project. Coordination with the Department on public involvement, railroad encroachments, and affected utilities shall also be discussed in this section.

- **Staffing:**

- Contractor Name & Applicable Prequalification Work Classes:
- Construction Project Manager:
- Construction Superintendent:
- Proposed Subcontractor Name(s):
- Consulting Engineer Name and Applicable Prequalified Work Types:
- Subconsultant Name(s) and Applicable Prequalified Work Types:
- Design Project Manager:
- Design Engineer of Record:
- MOT Certified Designer:
- Specification Package Technician

- **Responsible Office:**

Design-Build Firms being considered for this Project may have more than one office location. The office assigned responsibility for the work shall be identified in the Technical Proposal. If different elements of the work will be done at different locations, those locations shall be listed.

C. Evaluation Criteria:

The Department shall open all Bids received at a public Bid opening on the date found in Section II of this RFP. The Technical Review Committee will review the Technical Proposal of the Lowest Bidder. The Technical Review Committee will then establish if the Technical Proposal of the Lowest Bidder is responsive or non-responsive based on the criteria described in this RFP. If the Proposal is responsive, that Design-Build Firm will be awarded the Project. If the Proposal is found to be non-responsive, the Technical Review Committee will review the Technical Proposal of the next Lowest Bidder and establish if the Technical Proposal is responsive or non-responsive based on the criteria described in this RFP, and so on.

D. Final Selection Process:

The Project shall be awarded to the responsive Bidder with the lowest Price Proposal.

VIII. BID PROPOSAL REQUIREMENTS.

A. Bid Price Proposal:

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

Michelle Sloan
719 S. Woodland Blvd.
DeLand, FL 32720
Mail Station 524
Phone (386) 943-5528

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.