Florida Department of Transportation

RICK SCOTT
GOVERNOR

11201 N. McKinley Drive
Tampa, FL 33612-6456

ANANTH PRASAD, P.E.
SECRETARY

September 10, 2012

TO: Prospective Bidders
RE: FPN: 25693125201; DCN: E7H90; SR 694 (Gandy Boulevard) 9th Street to 4th Street; Adjusted-Score Design-Build Contract Addendum Number 15

Attached is a summary of changes made in Addendum Number 15 and the revised RFP. This revised RFP constitutes Addendum Number 15 to the above referenced project.

PLEASE ACKNOWLEDGE RECEIPT OF THIS ADDENDUM. FAILURE TO ACKNOWLEDGE RECEIPT OF THIS ADDENDUM MAY RESULT IN YOUR PROPOSAL BEING DECLARED NON-RESPONSIVE.

Approved by:

John D. Ellis
District Contracts Administrator

JDE\rko
Attachment

G:\District Contracts\DESIGN BUILD DOCUMENTS\E7H90 GANDY BLVD\Addenda\Addendum 15\prep\Addendum 15.docx

Pavement Design Package
FDOT AADT Traffic Data (2012)
FDOT Pavement Survey and Evaluation Report (2012)
Resilient Modulus Recommendation and LBR Recommendation for Proposed Fill (2006)
Division I Design-Build Specifications
Value Added Specifications
- **DEV475** (Value Added Bridge Components
- **DEV611** (Value Added Signal Installation - Acceptance Procedures)
- **DEV645** (Value Added Signal Installation)
- **DEV725** (Value Added Highway Lighting System)

Special Provisions
- **SP0080306** (Prosecution of Work – Partnering)
- **SP0080409 D7-711** (Contaminated Material - Mercury-Containing Devices and Lamps)
- **SP0081300** (Damage Recovery)
- **SP1090000** (Engineer's Field Office)
- **MSP0071107** (ITS Preservation of Property (Damage Recovery))

Right-of-Way Control Survey (Revised 9-6-2012)~~(Revised 7-18-2012)~~
Type 2 Categorical Exclusion (PD&E - 2002)
Final Preliminary Engineering Report (PD&E Study - 2002)
Cultural Resource Assessment Survey Report (PD&E Study – 2002)
Final Design Traffic Memo (PD&E Study – 2002)
Final Noise Study Technical Memorandum (PD&E Study - 2002)
2012 Construction Reevaluation
Cultural Resource Assessment Survey Report (Update - 2012)
Noise Study Technical Memorandum - Addendum (2012)
SWFWMD Permit # 43011339.007
SWFWMD Permit # 44011339.010
SWFWMD Permit # 44011339.010 Roadway Plans
SWFWMD Permit # 44011339.010 Drainage Plans
SWFWMD Permit # 44014232.002
SWFWMD Permit # 44014232.00
USACE Permit # SAJ-2010-00652 (IP-JPF)
Roadway Transfer Agreement
Contamination Plans Notes
Contamination Report Format
Contamination Addendum
Contamination Impact Certification
Design-Build Bid Blank (Form 375-020-17)
Design-Build Proposal Form (Form 375-020-12)
Design-Build Bond (Form 375-020-09)
Project Advertisement

OTHER DOCUMENTS

The following documents are being provided with this RFP. Except as specifically set forth in the body of this RFP, these documents are being provided for general information only. They are not being incorporated into and are not being made part of the RFP, the contract documents or any other document that is connected or related to this Project except as otherwise specifically stated herein. No information contained in these documents shall be construed as a

Florida Department of Transportation
District 7

DESIGN-BUILD MAXIMUM PRICE REQUEST FOR PROPOSAL for SR 694/Gandy Blvd From W. of Martin Luther King Jr. St. N. (9th St. N.) To E. of SR 687 (4th St. N.) Pinellas County

Financial Projects Number(s): 256931-2-52-01
Federal Aid Project Number(s): 1356 011P
Contract Number: E7H90

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ATTACHMENTS

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

Design-Build Utility Agreement (Form number 710-010-19)
Approved Typical Section Package (2008)
Approved Pavement Type Selection Report (2006)

Pavement Design Package
FDOT AADT Traffic Data (2012)
FDOT Pavement Survey and Evaluation Report (2012)
Resilient Modulus Recommendation and LBR Recommendation for Proposed Fill (2006)
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representation of any field condition or any statement of facts upon which the Design-Build Firm can rely upon in performance of this contract. All information contained in these other documents must be verified by a proper factual investigation. The bidder agrees that by accepting copies of the documents, any and all claims for damages, time or any other impacts based on the documents are expressly waived.

Composite Project Overview
Advanced Utility Coordination Documentation
Florida Gas Transmission Information
Approved Design Variation – Border Width (2011)
Bold Vision for Florida's Highway Beautification Program Guidelines
Community Awareness Plan (CAP – 2005)
Bridge Geotechnical Report
Roadway and Pond Geotechnical Report
Geotechnical MSE Wall Settlement Report (Revised 5-25-2012)
Project Design Documentation (Revised 6-14-2012)
Project Design Report
Structures Calculations
Design Geometry Data
Alternate Stormwater Management Report (with Appendices)
Base Clearance Water Elevation Report (with Appendices)
Design Hydraulic Study
Hydraulic Design File
Right of Way Certification
Gandy Blvd At 16th St. N. Ownership Map
Gandy Blvd At MLK Blvd Ownership Map
ITS Design Documentation
Lighting Analysis Report
Bridge Development Report (Revised April 2007)
Bridge Development Report Addendum (March 2010)
FP ID 256931-2-52-01 Conceptual Design Plans – Roadway (Revised 6-26-12)
FP ID 256931-2-52-01 Conceptual Design Plans – Structure
FP ID 256931-2-52-01 Conceptual Design Plans - Lighting
FP ID 256931-2-52-01 Conceptual Design Plans - Signing and Marking
FP ID 256931-2-52-01 Conceptual Design Plans - Signalization
FP ID 256931-2-52-01 Conceptual Design Plans – ITS
CADD Files (Revised 6-28-12)
Drainage_Permitting basin map 1 Basin1100
Drainage_ Permitting basin map 2 Basin
Drainage_ Permitting basin map 3 Basin800
Drainage_Oak Street_Gandy Model Pre vs Post
Drainage Oak Street_City Oak St plans
Drainage Oak Street_City drainage map
Survey Data
Traffic Noise Model (TNM) Files
Synchro Traffic Model
Noise Barriers – Construction Methods and Aesthetics
Subsurface Utility Engineering Information (Revised 6-4-2012)
As-Built Drawings – Miscellaneous

Tinney Creek Box Culvert – As-Built Plans (Exempt Document*)
Tinney Creek Box Culvert – Load Rating Report (Exempt Document*)
FP ID 256903-1-52-01 Selected Plan Sheets (Exempt Document*)
FP ID 257070-1-52-01 Selected Plan Sheets
*Exempt Documents Request Form (Form 050-020-26)

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 reconstruction of SR 694/Gandy Boulevard from west of Martin Luther King Jr. Street N. (9th Street N.) (MLK St. N.) to east of SR 687 (4th Street N.) in Pinellas County to a 4 to 6-lane controlled access facility, including grade-separated interchanges, frontage roads and other work, as well as the replacement of the existing box culvert on 4th Street N. at Tinney Creek (north of Koger Boulevard), as described herein.

SR 694/Gandy Blvd is an east/west urban Principal Arterial with a 60 mph design speed, which extends from a western terminus at US 19 in Pinellas County to an eastern terminus at Bayshore Blvd. in Hillsborough County. From Interstate 275 to MLK St. N., the existing roadway is a six-lane rural divided arterial. From MLK St. N. to Brighton Bay Boulevard., it is a four-lane divided rural arterial. It is also part of the National Highway System and Florida's Strategic Intermodal System (SIS), and is a designated hurricane evacuation route. The main objective of this Project is to improve east-west traffic flow on SR 694/Gandy Blvd by controlling access at the major arterials and collectors, including 16th Street N., MLK St. N. and 4th Street N. This shall be accomplished by providing overpasses at these locations and a frontage road system to serve local access needs.

For the purpose of bidding, the Department has established a maximum price of $119,057,992. This amount is not the Department's official cost estimate for the work but is the maximum price constraint established for this contract. Submission of a bid under the maximum price is not a guarantee of contract award and cannot be interpreted as an appropriate or awardable bid amount. For this contract, the Department will reject as non-responsive any Price Proposal in excess of the maximum price amount shown above and the Firm will not be considered for Final Selection.

During preparation of the bid, if concerns regarding the Department's maximum price arise, submit a letter of maximum price concern to John Ellis by June 21, 2012. The Department will review the letter of maximum price concern and determine its next course of action. This process is established to provide the opportunity for Design-Build Firms to express maximum price concerns prior to submission of a Proposal.

Each Design-Build Firm is to develop design approaches with corresponding schedules in accordance with the scope described in the RFP that can be designed and built without exceeding this maximum price. If notified of a concern with the maximum price amount, the Department may modify the scope.

Any changes to requirements of the RFP by a Design-Build Firm must be approved by the Department through the Alternative Technical Concept (ATC) Proposal process, as described herein, prior to the information cut-off date. For this Project, the Department considers the following to be requirements of the Project that are not be changed by the Design-Build Firms: the approved Typical Section Package (see Attachments), the approved Pavement Design Package (see Attachments) and the environmental commitments, as updated in the 2012 Construction Reevaluation (see Attachments), except as specifically modified by the RFP and associated addendums (such Packages will not be modified by the Department to conform to ATC-related addendums to the RFP text). Notwithstanding anything in this RFP to the contrary, a Design-Build Firm may change the approved Pavement Design Package and any element, feature or dimension of the approved Typical Section Package, whether or not specifically described herein, via Department approval thru the ATC Proposal process, provided that the pavement design shall accommodate the projected ESAL's, and for the mainline travel lanes, shall include Optional Base Group 11 and a minimum 3-1/2 inch structural course.

The Department has established the following project goals (presented in order of precedence):

1. Add capacity, safety and mobility to the corridor within the limits described.
2. Minimize the inconvenience to the travelling public.
3. Meet all project commitments.

In addition to the above-stated requirements, it is the Department's intent that all Project construction activities be conducted utilizing the existing horizontal alignment within the existing right-of-way. The Design-Build Firm may submit a Technical Proposal that requires the acquisition of additional right-of-way. Any Technical Proposal that requires the acquisition of additional right-of-way shall not extend the contract duration as set forth in the existing RFP under any circumstances. The Department will have sole authority to determine whether the acquisition of additional right-of-way on the Project is in the Department's best interest, and the Department reserves the right to reject the acquisition of additional right-of-way.

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

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

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

acquisition and use of the additional right of way. The Letter of Credit will be released upon the Department's determination that all costs related to the acquisition of and making ready for use the additional right of way have been satisfied. Any remaining funds provided will be returned to the Design-Build Firm.

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

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

Description of Work

Design and construct a multi-lane controlled-access facility with service roads beginning at Station 1118+80 (Preliminary Baseline of Construction; see Conceptual Design Plans-Roadway under "Other Documents") and ending at Station 1212+00, as depicted in the Composite Project Overview under "Other Documents". Unless otherwise approved through the ATC Proposal process, interchanges shall be constructed at 16th Street N., the Frontage Road Connector (between International Court N. and MLK St. N.), MLK St. N., SR 686/Roosevelt Blvd, and SR 687/4th Street N. The proposed typical section shall consist of a six-lane divided urban section from I-275 to MLK St. N., and a four-lane divided urban section from MLK St. N. to east of 4th Street N. A system of one-way and two-way frontage roads with access to the overpass interchanges shall serve local access needs. The MLK St. N. and 4th Street N. split-diamond interchanges shall provide local traffic access to the Gandy Blvd mainline. The 4th Street N. interchange shall be a Single-Point Urban Interchange (SPUI); this requirement can be modified via Department approval thru the ATC Proposal process. A westbound entrance ramp from the 16th Street N. interchange shall also be provided.

Ramp connections to and from the Gandy Blvd. mainline shall be provided as follows:

16th Street N. to westbound Gandy Blvd
MLK St. N. from eastbound Gandy Blvd
MLK St. N. to westbound Gandy Blvd
4th Street N. to eastbound Gandy Blvd
MLK St. N. from westbound Gandy Blvd

Frontage roads shall be provided to maintain local traffic circulation and adjacent property access. The Conceptual Design Plans under "Other Documents" provide a northern frontage road extending from 16th Street N. to 4th Street N. and a southern frontage road from MLK St. N. to 4th Street N., and I-275 to 16th Street N.

Major intersection improvements are required at 16th Street N./existing South Frontage Road, MLK St. N., the connection at Roosevelt Blvd, and at the South Frontage Road and 4th Street.

Unless otherwise approved through the ATC Proposal process, the following bridge structures shall be provided (with bridge number indicated):

- 150276: Gandy Blvd at 16th Street N. WB (westbound)
- 150277: Gandy Blvd at 16th Street N. EB (eastbound)
- 150278: Gandy Blvd at Frontage Road Connector WB
- 150279: Gandy Blvd at Frontage Road Connector EB
- 150280: Gandy Blvd at MLK St. N. WB
- 150281: Gandy Blvd at MLK St. N. EB
- 150282: Gandy Blvd at Roosevelt Blvd. and 4th Street N. WB
- 150283: Gandy Blvd at Roosevelt Blvd and 4th Street N. EB
- 150025*: Box Culverts – Tinney Creek at 4th Street N. (north of Koger Blvd)
  *The existing bridge number is shown. The Design-Build Firm shall request the new bridge number from the Department.

The Frontage Road Connector is a new overpass that connects the traffic from Ramp D to the North Frontage Road. Any changes to the Conceptual Design Plans shall ensure that adequate sight distance is provided. The Design-Build Firm shall provide the appropriate advanced signing, signalization and sight distance to accommodate the geometrics for the compound curves FRC-1 and FRC-2 (if retained), as shown on the Concept Design Plans - Roadway. As a minimum, a 25 mph design speed shall be used for curve FRC-1 (if retained) and a 20 mph design speed for curve FRC-2 (if retained), based on low speed urban conditions. A minimum 60-degree skew angle shall be provided the 16th Street N. intersection. Any variation from the conceptual configuration will require an ATC, including a traffic analysis and report to show adequate level of service. For any such approved ATC's, the Design Build Team shall 1) provide level of service input and output files, 2) demonstrate that ramp traffic will not backup onto and degrade the traffic on existing sidestreets to an uacceptable degree, 3) achieve reasonable traffic signal cycle lengths commonly used within District 7 and the State of Florida, 4) for variable length bridge beams, provide deck stress calculations to demonstrate prevention of possible cracking, 5) provide supporting data for the Department's noise wall analysis, and 6) bear all costs, resources and time associated with coordination with the stakeholders (including, but not limited to, the Department and the FHWA). A Texas Type U-Turn shall <u>not</u> be provided at the MLK St. Interchange, unless it can be shown that it will not decrease the level of service, increase highway user delays, or impede local access along the North Frontage Road or MLK St. N. over what is achieved with the Conceptual Design Plans.

Other structures anticipated for the Project include the following:

Retaining and Sound Walls:

- Permanent Retaining Walls
- Critical Temporary Retaining Walls
- Sound Barrier Walls*
  * The results of the noise analysis indicate that sound barrier walls would have been feasible and cost-reasonable at two locations based on the Conceptual Design Plans: the Gateway Mobile Home Park and Vantage Point Condominiums (former Pelican Sound Apartments), as discussed in the 2012 Construction Reevaluation and FHWA-approved Noise Study Technical Memorandum-Addendum (2012). However, as a result of the survey process, the property owners and tenants were not in favor of the installation of sound barrier walls at either location. Any major changes to the

design, as defined in Part 1, Chapter 13 of the FDOT PD&E Manual, could jeopardize the findings of the Noise Study Technical Memorandum-Addendum (2012) and the 2012 Construction Reevaluation and may necessitate the preparation of additional documentation and public involvement, in coordination with FHWA and other agencies as needed. The Design-Build Firm will be responsible for immediately notifying the District Environmental Administrator if it intends to alter the design. If the Department determines that the intended design changes represent the design change examples described in Chapter 13 as noted above, the Design-Build Firm will be responsible for providing the appropriate information to the District Environmental Administrator, so that the FHWA and other agencies involved in the environmental approval process can grant the appropriate approvals to the Department. The Design-Build firm must allow a minimum of 9 months time for the Department to perform the analysis, public involvement, and coordination with the FHWA and other agencies. Without the appropriate approvals from the FHWA and other agencies, the Design-Build Firm shall not proceed with undertaking design activities associated with the Chapter 13 "major design changes" intended by the Firm. If sound barrier walls are found to be feasible and cost reasonable and are accepted by the property owners and others, then the Design-Build Firm will be responsible for the design and construction of those barriers and the costs thereof.

Miscellaneous Structures:

- Box Culverts – Mainline Gandy Blvd.
- Other Drainage Structures
- Cantilever Sign Structures
- Span Sign Structures
- Multi-post ground-mounted signs
- Bridge Mounted Signs
- Signal Structures
- Special Foundations for Light Poles
- DMS Structures
- CCTV Poles
- MVDS Poles

Other major work elements include drainage, traffic control, traffic signals, signing and pavement markings, lighting and ITS (see Sections V. and VI.).

The mainline Gandy Blvd. 6-lane section identified in the Conceptual Design Plans - Roadway shall provide a minimum 26* foot roadway median width. The mainline Gandy Blvd. 4-lane section identified in the Conceptual Design Plans - Roadway shall as a minimum provide a 50* foot roadway median width and shall accommodate a future minimum 26 foot roadway median width for an ultimate 6-lane section. In all cases, a minimum 10 foot wide outside shoulder shall be maintained on bridges, and overhead sign structures on roadways and bridges shall be accommodated without modifying the typical median barrier or shoulder width. A rural typical section with paved shoulders and sidewalks is permitted on the frontage roads from just east of MLK St. N. to just west of 4th St. N. *Minimum 23 feet, 2 inches and 47 feet, 2 inches respectively for 6 and 4-lane bridge median widths.

This Project shall accommodate an ultimate widening project within the existing right-of-way, which includes the widening of the proposed 4-lane section of SR 694/Gandy Blvd to a full six lane divided

section from west of MLK St. N (9th St. N.). to east of SR 687 (4th St N.) by others under a future project. This would include the widening of the structures over MLK St. N. and SR 687. The Design-Build Firm shall include the following design elements in the Project as a minimum to accomplish this requirement:

- Accommodate the super-elevation transition rates based on the ultimate 6-lane typical section.
- Maintain a 50* foot median width through the roadway from west of the MLK St. N. (9th. St. N.) to SR 687 (4th. St. N.). After the SR 687 (4th. St. N.) bridge structure, the median shall be transitioned through curves to the existing 42 foot median width on the east end of the Project. *47 foot, 2 inch median width for bridge structures.
- Additional foundation accommodations at the end bents of the MLK St. N. and 4th Street N. bridges to accommodate the future inside widening of the bridges.
- See additional requirements in Section VI.G.2.r

The Design-Build Firm shall coordinate the tie-in to the existing roadway at the east end of the Project with the Department Project Manager to ensure that future highway improvements are compatible with the proposed design.

The basic number of travel lanes, right and left turn lanes, turn lane storage lengths, nature of median and local access, and basic configuration and direction of frontage roads are based on the approved PD&E documentation, Preliminary Engineering Report and other traffic studies. During the design phase, detailed capacity analyses were completed using Synchro analysis model (version 7) and SimTraffic simulation model (version 7) for Gandy Blvd and associated signalized intersections and entrance/exit ramps. The current configurations, including number and type of traffic lanes, as well as associated storage lengths, as shown in the Conceptual Design Concept Plans - Roadway, provided acceptable intersection Levels of Service D (LOS D) during peak hours of operation through the year 2030. LOS E was used as the threshold for failure. It shall be the responsibility of the Design-Build Firm to provide minimum LOS D during peak hour periods of operations through year 2030, and accommodate the basic number of lanes identified in the PD&E. Right and left turn lane queue lengths shall be established in accordance with Department standards using similar or equal methodology. The through lane queue shall be checked to ensure left and right-turning vehicles are not impeded or blocked from entering their respective turn lanes while the intersection approach is stopped. Adequate deceleration lengths shall be added to the required queue lengths in accordance with Department standards.

Within the Project limits, the existing SR 694/Gandy Blvd corridor has been assigned Access Management Classification 2 ("Restrictive with Service Roads"). Class 2 requires restricted access along the mainline to serve through traffic movements and a system of frontage service roads to serve local traffic needs. Based on this classification, extensive coordination regarding access was performed during the PD&E Study. As a result, it was determined that the Gandy Blvd. mainline shall be a controlled access facility throughout the Project limits; access to abutting property shall be permitted only at interchanges and via frontage roads, and no median opening access shall be allowed.

The North Frontage Road between 16th Street N. and 102nd Avenue shall be partially relocated and modified from carrying two-way traffic to carrying one-way traffic. A portion shall also be dead-ended from the relocated frontage road to 102nd Avenue. Alternate access can be provided by the new frontage road system and the MLK St. N. and 4th Street N. interchanges.

The right-in/right-out "at-grade" intersection just west of I-275 currently provides full access between the

North and South Frontage roads. As part of another project, the City of St. Petersburg will close the median and reduce the intersection to right-in/right-out only. With this Project, the Design-Build Firm shall completely remove the intersection and provide alternate access with the new frontage road system and the 16th St. N., 4th St. N. and MLK St. N. interchanges.

Near the east Project limit, the Sutton Place Apartments currently have full access to SR 694/Gandy Blvd at Oak Street via the south leg of the unsignalized intersection. In the future (by others), that intersection will be closed and the relocated access driveway for the apartments will be right-in/right-out onto Gandy Blvd. In the interim (with this Project) the Oak Street intersection will be closed, and the media reconfigured to allow eastbound Gandy Blvd. traffic the ability to turn left into an industrial complex.

Pedestrian and bicycle facilities are an integral part of the Project and shall be located on the new frontage road or local road system only. Pedestrian or bicycle facilities shall not be allowed on the elevated mainline system. The Design-Build Firm shall coordinate with the Department and the City of St. Petersburg to ensure appropriate facilities are integrated into this Project. Also, a 12 foot wide multi-use trail with 2 foot shoulders is planned by others via another project along the Progress Energy power corridor through the MLK St. N. interchange. The preferred trail alignment through the interchange is shown in the Conceptual Design Plans - Roadway.

A future shared-use path is planned on SR 686/Roosevelt Blvd by others via another project. The Design-Build Firm shall provide enough room under the bridges at Roosevelt Blvd and 4th Street N. to accommodate the path; including clear zone and shoulder requirements (refer to the Conceptual Design Plans – Roadway).

A box culvert improvement project is planned at the Tinney Creek crossing of 94th Avenue N. by others via another project (City of St. Petersburg Master Plan P-3-4).

A 100 foot wide Progress Energy corridor crosses the project limits from approximately station 323+70 to station 325+40. The Design-Build Firm shall be aware that no permanent bridge substructure components shall be constructed within the corridor.

The Department will enter into a number of maintenance agreements with the City of St Petersburg and/or other local governmental entities for various elements of the completed Project construction, including, but not limited to, agreements for lighting maintenance, landscape maintenance, noise barrier walls maintenance (if required), and maintenance of certain stormwater management facilities. Upon request by the Department, the Design-Build Firm shall furnish design documentation and/or plans and attend meetings to help facilitate the Department's acquisition of these agreements.

A. Design-Build Responsibility

The Design-Build Firm shall be responsible for survey, geotechnical investigation, subsurface utility engineering (SUE), design, acquisition of all permits not acquired by the Department, any required modification of permits acquired by the Department, maintenance of traffic, demolition, and construction on or before the Project completion date indicated in the Technical Proposal. The Design-Build Firm shall coordinate all utility relocations and reimburse all utility relocation costs for any Utility Agency/Owner (UA/O) determined to be eligible for reimbursement in Section VI.C of this RFP.

The Design and Construction Criteria (Section VI) sets forth requirements regarding survey, design, construction, and maintenance of traffic during construction, requirements relative to project

management, scheduling, and coordination with other agencies and entities such as state and local government, utilities and environmental permitting agencies, and the public.

The Design-Build Firm shall 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.

A Type 2 Categorical Exclusion was prepared for the Department in November 2002 under FP ID 256931-1-22-01, which defined the Project Development and Environment (PD&E) Study commitments and recommendations from the August 2002 Final Preliminary Engineering Report for SR 694/Gandy Blvd from west of US 19 to east of 4th Street in Pinellas County. The original Type 2 Categorical Exclusion has been updated by the 2012 Construction Reevaluation (see Attachments). This RFP (the Project) covers a portion of that PD&E Study's limits (corresponding to a portion of the Study's Segment C and all of Segment D). Commitments from the Type 2 Categorical Exclusion have been fulfilled; however, there are new commitments as a result of the 2012 Construction Reevaluation. The Design-Build Firm shall comply with all of the commitments included in the 2012 Construction Reevaluation approved for this Project (see Attachments).

The Type 2 Categorical Exclusion (as updated by the 2012 Construction Reevaluation and approved by FHWA), documents the environmental impacts associated with the Conceptual Design Plans. Any major changes to the design, as defined in Part 1, Chapter 13 of the FDOT PD&E Manual, could jeopardize the findings of the FHWA-approved environmental document and may necessitate the preparation of a new Environmental Reevaluation and additional public involvement, in coordination with FHWA. If required, the Design Build Firm will be responsible for providing appropriate information for the District Environmental Administrator to prepare the Reevaluation and obtain approval by FHWA and other agencies involved in the environmental approval process.

B. Department Responsibility

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

II. Schedule of Events.

Below is the current schedule of the events that will take place in the procurement process. The

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

Date	Event
03/27/12	Advertisement
04/16/12	Expanded Letters of Interest for Phase I of the procurement process due in District Office by 05:00 pm local time
04/30/12	Proposal Evaluators submit Expanded Letter of Interest Scores to Contracting Unit 05:00 pm local time
05/07/12	Contracting Unit provides Expanded Letter of Interest scores and comment of Proposal Evaluators to Selection Committee 05:00 pm local time
05/11/12	Public Meeting of Selection Committee to review and confirm Expanded Letter of Interest scores 10:00 am local time (Public Meeting) Executive Conference Room at 11201 N. McKinley Dr., Tampa, FL 33612
05/11/12	Notification to Responsive Design-Build Firms of the Expanded Letter of Interest scores 05:00 pm local time
05/15/12	Deadline for all responsive Design-Build Firms to affirmatively declare intent to continue to Phase II of the procurement process 05:00 pm local time
05/16/12	Shortlist Posting 05:00 pm local time
05/24/12	Final RFP provided to Design-Build firms providing Affirmative Declaration of Intent to continue to Phase II of the procurement process
05/29/12	Pre-Proposal Meeting at 10:00 am local time in the Auditorium at 11201 N. McKinley Dr., Tampa, FL 33612.
06/04/12	Deadline for Short-Listed Design-Build Firms to Request ATC Proposal Meetings for Meeting No. 1, 05:00 pm local time
06/05/12 08:00 AM/5:00 PM	Pre-Proposal Utility Conference in the Production Conference Room at 11201 N. McKinley Dr., Tampa, FL 33612
06/12/12 08:00AM/05:00AM And 06/15/12 08:00AM/05:00AM	Alternative Technical Concept Meeting No. 1
06/21/12	Deadline for Short-Listed Design-Build Firms to Request ATC Proposal Meetings for Meeting No. 2 05:00 pm local time
06/21/12	Deadline for Short-Listed Firms to Submit a Maximum Price Concern Letter, 05:00 pm local time
06/26/12 08:00am/05:00PM And 06/28/12 08:00AM/05:00AM	Alternative Technical Concept Meeting No. 2
07/06/12	Deadline for Short-Listed Design-Build Firms to Submit Their Formal Written ATC Proposals 05:00 pm local time

07/09/12 08:00AM/05:00AM	Conduct ATC Proposals Decision Meeting (If Required) (Exempt Meeting)
08/01/12 05:00 PM	Information Cut-off date (Last Date Department may provide any information to Design-Build Firms prior to the submittal of Technical Proposals)
08/20/12	Technical Proposals due in District Office by 02:30 pm local time and Opened (Public Meeting) Executive Conference Room at 11201 N. McKinley Dr., Tampa, FL 33612
08/30/12	Page-Turn Meeting in the Production Conference Room at 11201 N. McKinley Dr., Tampa, FL 33612
09/06/12 10:00 AM	Technical Review Committee Evaluator's Meeting (Public Meeting) Tarpon Conference Room at 11201 N. McKinley Dr., Tampa, FL 33612
09/13/12 08:00AM/05:00AM	Question and Answer Session. One hour will be allotted for questions and responses. Executive Conference Room at 11201 N. McKinley Dr., Tampa, FL 33612
09/20/12	Deadline for submittal of Written Clarification Letter following Question and Answer Session 05:00 pm local time
10/04/12	Price Proposals due in District Office by 02:30 pm local time
10/04/12	Public announcing of Technical Scores and opening of Price Proposals at 02:30 pm local time in District Office Executive Conference Room at 11201 N. McKinley Dr., Tampa, FL 33612
10/12/12 08:00AM	Public Meeting of Selection Committee to determine intended Award (Public Meeting) Executive Conference Room at 11201 N. McKinley Dr., Tampa, FL 33612
10/12/12 02:30PM	Posting of the Department's intended decision to Award (will remain posted for 72 hours)
10/22/12	Anticipated Award Date
11/09/12	Anticipated Execution Date

III. Threshold Requirements.

A. Qualifications

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

B. Joint Venture Firm

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

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

C. Price Proposal Guarantee

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

D. Pre-Proposal Meeting

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

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

E. Page-Turn Meeting

The Department will meet with each Proposer, formally for thirty (30) minutes, for a page-turn meeting. FHWA will be invited on FA Oversight Projects. The purpose of the page-turn meeting is for the Design-Build Firm to guide the Technical Review Committee through the Technical Proposal, highlighting sections within the Technical Proposal that the Design-Build Firm wishes to emphasize. The page-turn meeting will occur between the date the Technical Proposal is due and the Question and Answer session occurs, per the Schedule of Events section of this RFP. The Department will terminate the page-turn meeting promptly at the end of the allotted time. The Department will audiotape record or videotape all or part of the page-turn meeting. All audiotape recordings or videotape recordings will become part of the Contract Documents. The page-turn meeting will not constitute discussions or negotiations. The Design-Build Firm will not be permitted to ask questions of the Technical Review Committee during the page-turn meeting. An unmodified aerial or map of the project limits provided by the Design-Build Firm is

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

F. Question and Answer Session

The Department may meet with each Proposer, formally, for a Question and Answer session**.** FHWA shall be invited on FA Oversight Projects. The purpose of the Q & A session is for the Technical Review Committee to seek clarification and ask questions, as it relates to the Technical Proposal, of the Proposer. The Q & A session will occur a minimum of two (2) weeks after the date the Technical Proposal is due, and be part of the Overall Technical Proposal Scoring. The Proposers shall be given a minimum of one (1) week after the Q & A session to submit their Price Proposal. The Department may terminate the Q & A session promptly at the end of the allotted time. The Department may tape record or videotape all or part of the Q & A session. The Q & A session will not constitute "discussions" or negotiations. Proposers will not be permitted to ask questions of the Department except to ask the meaning of a clarification question posed by the Department. Within one (1) week of the Q & A session, the Design-Build Firm shall submit to the Department a written clarification letter summarizing the answers provided during the Q & A session. The Design-Build Firm shall not include information in the clarification letter which was not discussed during the Q&A session. In the event the Design-Build Firm includes additional information in the clarification letter which was not discussed during the Q&A session and is not otherwise included in the Technical Proposal, such additional information will not be considered by the Department during the evaluation of the Technical Proposal. No additional time will be allowed to research answers.

The Department will provide some (not necessarily all) proposed questions to each firm as it relates to their technical proposal approximately 24 hours before the scheduled Q & A session. No supplemental materials, handouts, etc. will be allowed to be presented in the Q & A session.

G. Protest Rights

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

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

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

1. Name, address, telephone number, and Department identifying number on the Notice, if known, and name, address and telephone number of a representative, if any; and

2. An explanation of how substantial interest will be affected by the action described in the Request for Proposals; and

3. A statement of when and how the request for Proposals was received; and

4. A statement of all disputed issues of material fact. If there are none, this must be indicated; and

5. A concise statement of the ultimate facts alleged, as well as the rules and statutes, which entitle to relief; and

6. A demand for relief; and

7. Conform to all other requirements set out in Florida Statutes (F.S.), Chapter 120 and F.A.C., Chapter 28-106, including but not limited to Section 120.57, F.S. and Rules 28-106.301, F.A.C., as may be applicable.

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

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

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

H. Non-Responsive Proposals

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

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

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

due date for submission.

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

I. Waiver of Irregularities

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

1. Any design submittals that are part of a proposal shall be deemed preliminary only.

2. Preliminary design submittals may vary from the requirements of the Design and Construction Criteria. The Department, at their discretion, may elect to consider those variations in awarding points to the proposal rather than rejecting the entire proposal.

3. In no event will any such elections by the Department be deemed to be a waiving of the Design and Construction Criteria.

4. The Proposer who is selected for the Project will be required to fully comply with the Design and Construction Criteria for the price bid, regardless that the proposal may have been based on a variation from the Design and Construction Criteria.

5. Proposers shall identify separately all innovative aspects as such in the Technical Proposal. An innovative aspect does not include revisions to specifications or established Department policies. Innovation should be limited to Design-Build Firm's means and methods, roadway alignments, approach to project, use of new products, new uses for established products, etc.

6. The Proposer shall obtain any necessary permits or permit modifications not already provided.

7. Those changes to the Design Concept may be considered together with innovative construction techniques, as well as other areas, as the basis for grading the Technical Proposals in the area of innovative measures.

J. Modification or Withdrawal of Technical Proposal

Proposers may modify or withdraw previously submitted technical proposals at any time prior to the 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.

K. Department's Responsibilities

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

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

The Department does not guarantee the details pertaining to the Subsurface Utility Engineering (SUE) information, as shown on any documents supplied by the Department, to be more than a general indication of the utility facilities to be found approximately at the locations indicated. Proposers shall examine SUE information, where available, and make their own interpretation of the information provided.

L. Design-Build Contract

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

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

IV. Disadvantaged Business Enterprise (DBE) Program.

A. DBE Availability Goal Percentage:

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

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

B. Anticipated DBE Participation Statement:

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

C. Equal Opportunity Reporting System:

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

D. DBE Supportive Services Providers:

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

E. DBE Affirmative Action Plan:

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

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

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

F. Bidders Opportunity List:

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

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

V. PROJECT REQUIREMENTS AND PROVISIONS FOR WORK.

A. Governing Regulations:

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

1. Florida Department of Transportation Roadway Plans Preparation Manuals (PPM)
   http://www.dot.state.fl.us/rddesign/PPMManual/PPM.shtm

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

3. Florida Department of Transportation Standard Specifications for Road and Bridge Construction (Divisions II & III), Special Provisions and Supplemental Specifications
   http://www.dot.state.fl.us/specificationsoffice/Default.shtm

4. Florida Department of Transportation Surveying Procedure
   http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/550030101.pdf

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

6. Florida Department of Transportation Drainage Manual
   http://www.dot.state.fl.us/rddesign/dr/Manualsandhandbooks.shtm

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

29. Federal Highway Administration Checklist and Guidelines for Review of Geotechnical Reports and Preliminary Plans and Specifications

http://www.fhwa.dot.gov/engineering/geotech/pubs/reviewguide/checklist.cfm

30. Florida Department of Transportation Bicycle and Pedestrian Policies and Standards http://www.dot.state.fl.us/safety/ped_bike/ped_bike_standards.shtm

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

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

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

34. FDOT Traffic Engineering Manual http://www.dot.state.fl.us/TrafficOperations/Operations/Studies/TEM/TEM.shtm

35. National ITS Architecture – Version 6.1 http://itsarch.iteris.com/itsarch/

36. Tampa Bay SunGuide Regional ITS Architecture http://www.dot.state.fl.us/trafficoperations/ITS/ITS.shtm

37. Florida Department of Transportation ITS Integration Guide Book http://www.dot.state.fl.us/TrafficOperations/Doc_Library/Doc_Library.shtm

38. FDOT Guidelines for the Implementation of Part 940 in Florida http://www.dot.state.fl.us/trafficoperations/its/Projects_Arch/SITSA.shtm

39. Writing a Project Systems Engineering Management Plan – September 29, 2006 http://www.dot.state.fl.us/trafficoperations/ITS/Projects_Deploy/SEMP/060929%20PSEMP%20V4.pdf

40. Florida Department of Transportation Project Development and Environment Manual http://www.dot.state.fl.us/emo/pubs/pdeman/pdeman1.shtm

B. Innovative Aspects:

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

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

1. Alternative Technical Concept (ATC) Proposals

The ATC process allows innovation, flexibility, time and cost savings on the design and construction of Design-Build Projects. ATC's allow the Department to obtain the best value for the public. ATC meeting(s) may be held in order for the Design-Build Firm to propose changes to supplied basic configurations, Project scope, design criteria, and/or construction criteria. The proposed changes shall provide a solution that is equal or better than what is required by the Request for Proposal (RFP) as

determined by the Department. A proposed concept is not an ATC if it reduces quality, performance, or reliability. A proposed concept is not an ATC if it is contemplated by or specifically prohibited by the RFP.

Each Design-Build Firm with proposed changes may request an ATC meeting to describe the proposed changes. Any request for an ATC meeting must be accompanied by a list of ATC's to be reviewed and discussed during the ATC meeting. This list may not be inclusive of all ATC's to be discussed but it should be comprehensively sufficient to allow the Department to identify appropriate personnel which should attend the ATC meeting. The purpose of the ATC meeting is to discuss the proposed ATC's, answer questions, and review other relevant information. The meeting should be between representatives of the Design-Build Firm and/or the Design-Build Engineer of Record and District/Central Office staff as needed to provide feedback on the ATC.

2. Submittal of ATC'S

All ATC submittals must be in writing.

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

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

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

c) Deviations: References to requirements of the RFP which are inconsistent with the proposed ATC, an explanation of the nature of the deviations from the requirements and a request for approval of such deviations or a determination that the ATC is consistent with the requirements of the RFP;

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

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

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

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

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

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

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

k) *Handback: Any changes in Handback Requirements associated with the ATC;

l) *Project Revenue: A preliminary analysis of potential impacts on Project Revenue;

m) *Payments: A preliminary analysis of potential impacts on the Upfront Concession Payment and Annual Lease Payment

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

3. Review of ATC Submittals

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

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

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

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

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

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

4. Incorporation into Proposal

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

C. Geotechnical Services:

1. General Conditions:

The Design-Build Firm shall submit qualification statements for the geotechnical, the dynamic testing,

load testing and the non-destructive testing firms to be used on the Project for acceptance by the District Geotechnical Engineer at least thirty (30) calendar days before beginning the design. The Department will review these qualification statements, provide comments or request additional information within fifteen (15) calendar days. Acceptance by the Department of the Design-Build Firm's personnel does not relieve the Design-Build Firm of the responsibility for obtaining the required results in the completed work.

The Design-Build Firm will be responsible for identifying and performing any geotechnical investigation, analysis, and design dictated by the Project needs 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.

The Design-Build Firm shall provide geotechnical design and construction reports to the Department. The reports shall be a record set of all geotechnical information, including relevant support data, and shall be signed and sealed by a Professional Engineer registered in the State of Florida and experienced in geotechnical engineering for roads and bridges designed and constructed in accordance with Department procedures. This registered professional shall hereinafter be referred to as the Geotechnical Foundation Design Engineer of Record.

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

2. **Pile Foundations**

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

- Production pile lengths and driving criteria shall be developed by the same engineering firm performing the dynamic pile testing under the direct supervision of a Registered Professional Engineer in the State of Florida. This Engineer must have been in responsible charge of the geotechnical foundation construction engineering and dynamic testing work on at least five (5) Department bridge projects, including at least one (1) Department Structures Design Category 2 bridge projects, having driven pile foundations. This "responsible charge" experience shall include verifiable and successful experience using the test methods that will be utilized on the Project such as static, Osterberg Cell and/or Statnamic load tests, collection and analyses of Embedded Data Collectors (EDC), dynamic load testing with signal matching, and/or Wave Equation Analysis for Piles (WEAP) computer analysis. Dynamic testing equipment operators must experience testing on at least five (5) Department bridges including at least one (1) Department Structures Design Category 2 bridge project having driven pile foundations. The experience may be obtained while working under the supervision of another qualified operator. Production pile lengths and driving criteria shall be authorized in a letter signed and sealed jointly by the Engineer responsible for the dynamic testing and the Geotechnical Foundation Design Engineer of Record.

- When EDCs will be used to monitor piles and/or test piles, EDC monitoring shall be performed by an Operator who has completed the SmartPile EDC training course

administered by Gannett Fleming (and previously by Applied Foundation Testing (AFT)). The Operator shall work under the supervision of a State of Florida Registered Professional Engineer. This Engineer must have been in responsible charge of the geotechnical foundation construction engineering and dynamic testing work on at least five (5) Department bridge projects, including at least one (1) Structures Design Category 2 bridge projects having driven pile foundations. This "responsible charge" experience shall include verifiable and successful dynamic pile load testing and WEAP computer program experience.

- When a dynamic monitoring system utilizing externally attached gauges will be used to monitor piles and/or test piles, the monitoring shall be performed by an Operator experienced and proficient with the equipment. The Operator shall work under the supervision of a State of Florida Registered Professional Engineer. This Engineer must have been in responsible charge of the geotechnical foundation construction engineering and dynamic testing work on at least five (5) Department bridge projects, including at least one (1) Structures Design Category 2 bridge projects having driven pile foundations. This "responsible charge" experience shall include verifiable and successful dynamic pile load testing with signal matching, and WEAP computer program experience.

- The pile foundation installation shall be supervised and certified by the Geotechnical Foundation Design Engineer of Record. These services shall include providing CTQP-qualified Pile Driving Technicians in the numbers necessary to comply with Department specifications for recording pile driving records. Provide pile-driving logs to Department within twenty-four 24 hours of completing the driving of each pile. The Geotechnical Foundation Design Engineer of Record shall be responsible for addressing any foundation installation problems with the assistance and concurrence of the Engineer responsible for the dynamic testing.

3. Drilled Shaft Foundations for Bridges and Major Structures

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

- Use professional engineers registered in the State of Florida with at least three (3) years of post-registration experience in drilled shaft foundation design and construction. The Geotechnical Foundation Design Engineer of Record must have designed and worked on at least three (3) FDOT bridge projects, including at least one (1) FDOT Structures Design Category 2 bridge project with drilled shaft foundations. This "responsible charge" experience shall include verifiable and successful implementation of static, Osterberg Cell and/or Statnamic load test results, and evaluation of pilot hole data. All designs must be signed and sealed by the Geotechnical Foundation Design Engineer of Record.

- The drilled shaft installation shall be supervised and certified by the Geotechnical Foundation Design Engineer of Record. These services shall include providing CTQP-qualified Drilled Shaft Inspectors in the numbers necessary to comply with Department specifications for recording drilled shaft construction records.

Provide drilled shaft construction logs to FDOT within twenty-four (24) hours of completing the shaft.

- Use drilled shaft superintendents in responsible charge of drilling operations experienced in drilled shaft installation and testing in the State of Florida. This "responsible charge" experience shall include at least three (3) FDOT bridge projects, including at least one (1) FDOT Structures Design Category 2 bridge project with drilled shaft foundations.

4. Drilled Shaft Foundations for Miscellaneous Structures

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

- Use professional engineers registered in the State of Florida with at least 3 years of post-registration experience in drilled shaft foundation design and construction.

- The drilled shaft installation shall be supervised and certified by the Geotechnical Foundation Design Engineer of Record. These services shall include providing CTQP-qualified Drilled Shaft Inspectors in the numbers necessary to comply with Department specifications for recording drilled shaft construction records. Provide drilled shaft construction logs to FDOT within 24 hours of completing the shaft.

- Use drilled shaft superintendents in responsible charge of drilling operations experienced in drilled shaft installation and testing in the State of Florida. This "responsible charge" experience shall include at least three (3) Department projects with drilled shaft foundations of similar size and depth.

D. 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 Department is currently modifying the previously obtained Southwest Florida Water Management District ERP permit and potentially the US Army Corp of Engineers permit. Once the modification(s) are complete, the permits obtained by the Department will reflect the design as shown in the Conceptual Design Plans under "Other Documents". When issued, the modified permit(s) and agency approved plans will be distributed as an Addendum to this RFP. Previously obtained SWFWMD and US Army Corp of Engineers permits are provided as attachments.

The Design-Build Firm shall be responsible for modifying the issued permits as necessary to accurately depict the final design. The Design-Build Firm shall be responsible for any necessary 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 time extensions, for review and approval by the Department prior to submittal to the agencies. The Department shall have two weeks to review and provide comments on the draft submittals.

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

The Design-Build Firm will be required to pay all permit fees. Any fines levied by permitting agencies shall be the responsibility of the Design-Build Firm. A copy of any and all correspondence with any of the environmental permitting agencies shall be sent to the District Environmental Permits Office.

Wetland mitigation has been addressed in previously issued permits and was provided via 373.4137 F.S. If any permit applications completed by the Design-Build Firm propose to increase the amount of wetland impact that requires mitigation, the Design-Build Firm shall be responsible for providing to the Department an update on the amount and type of wetland impacts as soon as the impacts are anticipated (including temporary impacts and/or any anticipated impacts due to construction staging or construction methods). The Department will coordinate with the SWFWMD Mitigation Coordinator to determine if any additional impacts proposed by the Design Build Firm are able to be mitigated via 373.4137 F.S. If at any time the SWFWMD cannot provide mitigation via 373.4137 F.S. for some or all of the impacts resulting from this Project, it will be solely the responsibility of the Design Build Firm to locate, design, permit and construct appropriate mitigation for said impacts or purchase appropriate credits from a mitigation bank. **To date, the Department has paid the SWFWMD for mitigation as required in the issued permits. Any additional impacts proposed by the Design Build Firm that require mitigation and will be mitigated via F.S. 373.4137 shall be the responsibility of the Design Build Firm. 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 SWFWMD once invoiced for the mitigation.**

If gopher tortoise (GT) burrows are found, the Design-Build Firm shall stop work and immediately coordinate with the Department's District Environmental Permits Office. All practicable measures shall be employed to avoid impacts to gopher tortoise burrows. Should there be unavoidable impacts to gopher tortoise burrows, within Department right of way, the Department will provide all services related to gopher tortoise relocation, including but not necessarily limited to, filed reviews during plan development, burrow surveys and permit application submittals, relocation and exclusionary fence installations. The Design-Build Firm shall assist in permitting efforts as requested by the Department by providing project files (i.e. CADD files, aerials, etc.) for use in developing permit application documents. In addition, the Department may direct the Design-Build Firm to install exclusionary fencing where burrows may be allowed to remain during construction. Relocation by the Department shall be performed at a time as close as practicable to the start of construction activities at the site of the burrows. If new burrows are found after relocation, additional permitting efforts may be required to ensure their occupants will also be relocated. The Design-Build Firm shall in no way hold the Department responsible for the

duration of the gopher tortoise permitting and relocation process.

The Design-Build Firm shall note that the Department cannot obtain permits for gopher tortoise relocation for areas outside of the Department owned right of way (i.e. utility easements).

The Department will pay permit fees associated with the relocation of gopher tortoises. Any fines levied by permitting agencies during construction shall be the responsibility of the Design-Build Firm.

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

E. Railroad Coordination – N/A

F. Survey:

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

A design control survey, ground survey and topographic mapping survey (including LAMP) were substantially completed in 2006. Due to ongoing development in the existing corridor and adjacent roadway improvements, the design survey has been continuously updated through 2012. The Design-Build Firm shall be responsible for all necessary Project survey information. The current survey is provided for informational purposes only (see Other Documents).

G. Verification of Existing Conditions:

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

By execution of the contract, the Design-Build Firm specifically acknowledges and agrees that the

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

The Design-Build Firm shall take every precaution during construction to protect the existing roadway infrastructure, including existing signs, sign structures, signal heads and signal structures that are not to be replaced as part of this Project. If such items are damaged as a result of the Design-Build Firm's construction activities, the damaged items shall be replaced at the Design-Build Firm's expense.

The Design-Build Firm shall take into consideration existing subsurface utility, storm water and sanitary facilities, particularly where new bridge piers will be constructed.

H. Submittals:

1. Plans:

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

All plans submittals shall be provided in a fully electronic "smart file" format. In addition to any required hard-copies, all other documents that require Department review shall be submitted in an electronic medium acceptable to the Department Project Manager. All documents for Department review shall be processed through the Department's Electronic Review and Comment (ERC) system.

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

Category 1 and 2 bridge component submittals shall contain the following:

- Plan sheets for the component under review developed to the specified level of detail (i.e. 90% plans, Final plans, etc.),
- A complete set of the most developed plan sheets for all other major elements of the bridge. These sheets shall be marked "For Information Only" on the index sheet. In no case shall a plan sheet be less than 30% complete.
- Design documentation including a complete set of calculations, geotechnical reports, correspondence, etc. in support of the 90% and final component submittals.
- Category 2 bridges component submittals shall also include independent peer review documentation.

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

90% Component Plans

15 sets of 11" X 17" roadway plans
15 sets of 11" X 17" structure plans
15 sets of 11" X 17" each component set, except ITS plans
10 sets of 11" X 17" ITS plans
3 copies of Final Geotechnical Report
3 sets of documentation – roadway/drainage
3 set of documentation – structures
3 copies of Bridge Load Ratings
1 CD containing a pdf file for each of following: Technical Special Provisions, Specifications Workbook and Specifications Package
Independent Peer review documentation for 90% plan submittals in accordance with the Plans Preparation Manual

Final Component Plans

10 sets of 11" X 17" signed and sealed plans
10 sets of 11" X 17" copies of the signed and sealed plans
10 sets of final documentation
1 signed and sealed copy of Specifications Package
2 sets of electronic copies of Technical Special Provisions on CD
1 signed and sealed copy of the Bridge Load Ratings
Independent Peer Review documentation for 100% plan submittals in accordance with the Plans Preparation Manual

Construction Set:

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

Final signed and sealed plans shall be delivered to the Department's Project Manager a minimum of 5 working days prior to construction of that component. The Department's Project Manager will send a copy of a final signed and sealed plans to the appropriate office for review and stamping "Released for Construction". Only stamped signed and sealed plans are valid and all work that the Design-Build Firm performs in advance of the Department's release of Plans will be at the Design-Build Firm's risk.

Record Set:

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

- 1 set of 11" X 17" signed and sealed plans
- 2 sets of 11 "X 17" copies of the signed and sealed plans
- 1 signed and sealed copy of the Bridge Load Rating based on as-built conditions
- 2 sets of final documentation (if different from final component submittal)
- 2 (two) Final Project CD's
- Survey information

The Design-Build Firm's Professional Engineer in responsible charge of the Project's design shall

professionally endorse (signed and sealed and certified) the record prints, the special provisions and all reference and support documents. The professional endorsement shall be performed in accordance with the Department's Plans Preparation Manual.

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

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

2. Milestones:

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

- ITS Systems Engineering Master Schedule (SEMS)
- Project ITS Architecture (P-ITSA)
- Project Systems Engineering Management Plan (P-SEMP)
- 90% Design Submittal
- 90% Plan Review
- Requirements Traceability Verification Matrix (RTVM)
- Project Specifications
- Shop Drawings
- Shop Drawing Review
- Design Approval for Construction
- Material Acquisition
- Final Plans
- ITS Test Plans and Test Results
- As-Built Plans/Record Drawings

The Design-Build Firm shall submit the Project Systems Engineering Management Plan (P-SEMP) and Project ITS Architecture (P-ITSA) to the Department within 60 calendar days of Notice to Proceed. In addition, the Design-Build Firm shall be required to prepare a number of submittals (RTVM, Data Submittal Forms, etc.) throughout the duration of the Project to support the final design.

3. Railroad Coordination – N/A

I. Contract Duration:

The Design-Build Firm shall establish the contract duration for the subject Project. In no event shall the contract duration exceed 1350 calendar days. The schedule supporting the proposed contract duration will be submitted with the Technical Proposal and should identify if the work activity durations are based on calendar days or working days. The Proposed Contract Time (PCT) reflected in the schedule shall be the same as the contract duration submitted with the bid proposal.

J. Project Schedule:

The Design-Build Firm shall submit a Project schedule, in accordance with Subarticle 8-3.2 (Design-Build Division I Specifications), which supports the established contract duration submitted as part of the Proposal. The Design-Build Firm's schedule should allow for a fifteen (15) calendar day (excluding Holidays as defined in section 1-3 of the Specifications) review time for the Department's review of all submittals with the exception of Category 2 structures. The review of Category 2 structures requires Central Office involvement and the schedule shall allow twenty (20) calendar days (excluding Holidays as defined in section 1-3 of the Specifications) for these reviews.

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

- Anticipated Award Date
- Design Submittals
- Design Survey
- Design Reviews by the Department and FHWA
- Design Review / Acceptance Milestones
- Materials Quality Tracking
- Geotechnical Investigation
- Subsurface Utility Engineering
- Start of Construction
- Clearing and Grubbing
- Construction Mobilization
- Embankment/Excavation
- Environmental Permit Acquisition
- Utility Coordination
- 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
- Traffic Signal Design
- Traffic Signal Construction
- Intelligent Transportation System Design
- Intelligent Transportation System Construction
- Maintenance of Traffic Design
- 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

- Final As-Built Plans and Load Rating Submittal

The Design-Build Firm shall incorporate the ITS Systems Engineering Master Schedule into the Project baseline. The minimum such milestones are listed below.

- P-ITSA
- P-SEMP
- 90% and FINAL ITS Plans
- 90% and FINAL Fiber Optic Network Configuration Plan Submitted for Review
- Project Specifications
- RTVM
- ITS Test Plans
- Overhead truss span and overhead truss cantilever and ITS pole Foundation Design
- Overhead truss span and overhead truss cantilever and ITS pole Foundation Construction
- Intelligent Transportation System Design
- Intelligent Transportation System Construction
- ITS Field Element Roadway Placement
- ITS Field Element Integration and testing
- ITS Network Integration and testing
- ITS Final Acceptance Testing

K. Key Personnel/Staffing:

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

L. Meetings and Progress Reporting:

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

- Department technical issue resolution
- Permit agency coordination
- Local government agency coordination
- Scoping Meetings
- ITS Pre-integration meetings

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

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

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

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

The Design-Build Firm shall provide all documentation as required to support these meetings to include detailed functional narrative text, system and subsystem drawings and schematics. The Pre-Integration Meetings shall be held on mutually agreeable dates and locations within a specified number of calendar days after Notice to Proceed has been issued.

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

All items reviewed at the Pre-Integration Meetings shall be coordinated with the RFP to ensure contract compliance with all items. Approval of the Pre-Integration Meeting does not release the Design-Build Firm from overall responsibility to ensure that all design requirements, as specified, have been achieved in the final design and implementation.

M. Public Involvement:

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) will not be hired by the Department for this Project. The Design-Build Firm shall be responsible for the execution of the Public Involvement effort as described in this Section.

1. Community Awareness:

The Design-Build Firm shall prepare for Department review and approval a Community Awareness Program for the Project, which shall be implemented during the Design-Build process and shall include the following elements as a minimum.

- Fact Sheet (for internal Department use only): The Design-Build Firm shall create a fact sheet, for forwarding to District Public Information Office for their review and approval and posting on the District Seven Infonet.

- Project Brochure (for public distribution): The Design-Build Firm shall create an informational brochure for this Project.

- Elected Officials Design Phase Submittal Notification: The Design-Build Firm shall prepare for Department review and approval an email notification to be sent by the District Secretary to local elected officials at each design plans phase submittal.

- Construction Kick-off News Release: The Design-Build Firm shall write a press

release and forward to District Public Information Office for review and approval, for use with local media in the Project area announcing the start of the construction project and providing general project information and contact information during construction.

- Maintenance of Access Plan (business & residential): Access to the State Highway System shall be maintained. Local events shall be considered when implementing the traffic control plan. A list of driveways and the hours of operation for the businesses affected by this Project shall be provided. Blue business-specific signs shall be used.

- Special Events: A special events traffic control plan shall be provided as discussed in Section VI.

- Median Modification Letter/Postcard: The Design-Build Firm shall send median modification letters with aerials during design.

- Driveway Letters: The Design-Build Firm shall send driveway letters to each affected property owner, if driveway changes are anticipated.

- Right-of-Way Encroachment Letters: During design, the Design-Build Firm shall send encroachment letters reviewed and approved by the Department.

- Design Open House: The Design-Build Firm shall conduct a design open house. The Design-Build Firm shall prepare a roll plot with design overlay and a frequently-asked questions handout to be used at the open house.

- Construction Open House: The Design-Build Firm shall conduct a construction open house. The Design-Build Firm shall prepare a roll plot with design overlay and a frequently-asked questions handout to be used at the open house.

- Special Concerns List: The Design-Build Firm shall develop a special concerns list.

2. **Public Meetings:**

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

- Metropolitan Planning Organization (MPO) Citizens Advisory Committee Meetings (maximum of two meetings)
- MPO Transportation Technical Committee Meetings (maximum of two meetings)
- MPO Meetings (maximum of two meetings)
- Design or Construction Open Houses (one Design Open House and one Construction Open House)
- Elected and appointed officials (maximum of four meetings)
- Special interest groups (maximum of four meetings with private groups, homeowners associations, environmental groups, minority groups and individuals)

For any of the above type meetings, the Design-Build Firm shall provide all technical assistance, data and

information necessary 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.

3. **Public Involvement Data:**

The Design-Build Firm is responsible for the following:

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

The collection of public input occurs throughout the life of the Project and requires maintaining files, newspaper clippings, letters, and especially direct contacts before, during and after any of the public meetings.

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

N. Quality Management Plan (QMP):

1. **Design:**

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

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

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

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

2. **Construction:**

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

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

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

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

O. Liaison Office:

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

P. Engineers Field Office

The Design-Build Firm shall provide, furnish and maintain two (2) 1,200 square foot Engineer's Field Offices in accordance with Special Provision 109. These field offices shall be for FDOT use only.

Q. Schedule of Values:

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

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

R. Computer Automation:

The Project shall be developed utilizing computer automation systems in order to facilitate the

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

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

S. Construction Engineering and Inspection:

The Department is responsible for providing Construction Engineering and Inspection (CEI) and Quality Assurance Engineering.

The Design-Build Firm is subject to the Department's Independent Assurance (IA) Procedures.

T. Testing:

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

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U. Value Added:

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

- Roadway features
- Roadway drainage systems,
- Approach slabs
- Superstructure
- Substructure
- Concrete defects
- Structural steel defects

- Post-tensioning systems
- Specified ITS field elements and software not listed in the APL
- 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 features proposed by the Design-Build Firm.

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

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

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

V. Adjoining Construction Projects:

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

W. Use of Department Owned Right of Way

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

X. Design Issue Escalation:

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

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

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

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

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

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

- If the resolution does alter the original intent of the technical proposal/RFP then the EOR will develop the proposed solution, copy in the District Resident Engineer, and send it to the District Construction Office for review and response through the Department Project Manager. The District Construction Office will respond to the proposed solution within ten working days. The District Construction Office will either concur with the proposed solution or, if the District Resident Engineer has concerns, the issue will be escalated as described in the process below. Changes to the original intent of the technical proposal/RFP will require a contract change order and FHWA approval.

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

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

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

VI. Design and Construction Criteria.

A. General:

The Design-Build Firm shall be responsible for: detailed plan checking as outlined in the Plans

Preparation Manual (PPM); as described in the RFP; and the Design and Construction criteria package. This includes a checklist of the items listed in the PPM for each completed phase submittal. Structures submittals may be broken into foundation, substructure, superstructure and walls. Roadway submittals may be broken down into grading, drainage, ITS, signing & pavement marking, signalization, landscaping and final geometry components. The component design must be in conformity with the Design and Construction Criteria requirements, approved preliminary layout and concept as provided in the Technical Proposal.

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

Prior to submittal to the Department, all Category level 2 bridge plans shall have a peer review analysis by an independent engineering firm not involved with the production of the design or plans, prequalified in accordance with Chapter 14-75. The peer review shall consist of an independent design check, a check of the plans, and a verification that the design is in accordance with AASHTO and FDOT criteria. The independent peer review engineer's comments and comment responses shall be included in the 90% plans submittal. At the final plans submittal, the independent peer review engineer shall sign and seal a cover letter certifying the final design and stating that all comments have been addressed and resolved.

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

B. Geotechnical Services

Driven Pile Foundations for Bridges and Major Structures

The Design-Build Firm shall perform a subsurface investigation, analysis and design for all aspects of the Project in accordance with Department standards, policies and procedures. Existing subsurface information may be used. Supplemental subsurface investigation and testing will be required to ensure all aspects of the Project are covered.

The Design-Build Firm shall develop a Foundation Plan (FP) for the installation of piles and submit the proposed FP to the Department for review and approval. The FP is intended to establish process control standards and quality assurance for the installation of piles. Include in the FP:

(1) the pile installation plan as per section 455-10 of the Standard Specifications,

(2) the names of the CTQP qualified inspectors assigned to inspect the pile installation,

(3) the quality control processes that will be implemented to avoid that damaged piles are installed or that piles are damaged during installation,

(4) quality control processes to make sure that the required capacity is achieved in all piles. If driving criteria is used to accept piles, the FP shall include dynamic testing and analysis to verify

or adjust the driving blow count criteria when driving conditions change (such as unanticipated tip elevations, hammer modifications, presence of temporary piles and structures, preforming changes, etc.),

(5) the FP shall identify a single representative of the Design-Build Firm, independent of field operations personnel, to resolve to the Department's satisfaction conflicts in the driving procedures, the FP, and/or interpretations of the driving criteria. This person shall be available within four hours notice, and shall have the authority to refer issues to higher levels (corporate, if needed).

The Design-Build Firm shall determine whether the resistance factors used for pile design will be based on load testing. Before the resistance factors for load testing may be used for pile foundations, a minimum of one (1) successful load test shall be performed at each structure location approved by the District Geotechnical Engineer.

If the Design-Build Firm so desires, it may consider soil set-up. For Production Piles driven to less than the Nominal Bearing Resistance and accepted based on a set check performed more than seventy two (72) hours after initial drive, calculate the Nominal Bearing Resistance using the appropriate Resistance Factor from the table below titled "Resistance Factors for Pile Installation Using Soil Setup (all structures)".

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

1. Pile tip is deeper than the Minimum Penetration Elevation stated in this RFP.
2. End of Initial Drive (EOID) resistance exceeds 1.10 times the Factored Design Load for the pile bent/pier.
3. The Resistance Factor for computing Nominal Bearing Resistance is taken from the following table:

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

4. At least one (1) test pile is driven at each bent and one (1) of the following sets of dynamic load testing conditions are met:
    a. At least 10% of piles in bent/pier (round up to the next whole number), are instrumented, and all test piles & instrumented drives demonstrate pile resistance exceeds the Nominal Bearing Resistance within seven (7) days.
    b. At least 20% of piles in bent/pier (round up to the next whole number), are instrumented, and all test piles & instrumented drives demonstrate pile resistance exceeds the Nominal Bearing Resistance within twenty-one (21) days.

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

1. Selection of pile type.

2. Selection of test pile lengths and locations.

3. Selection of the hammer driving system(s).

4. Handling and driving piles without damage.

5. Performance of the test pile program, including dynamic load test personnel and equipment. All Concrete Test Piles shall be dynamically load tested using the Pile Driving Analyzer (PDA) and/or Embedded Data Collectors (EDC). The Department may observe the installation of test piles and all pile testing.

6. Selection of production pile lengths.

7. Selection of one of the following Production Pile acceptance options and notifying the Department of the selection before driving Test Piles:

   i. Standard pile driving criteria with PDA test pile(s), CAPWAP, and Wave Equation Analysis in accordance with the specifications.
   ii. Standard pile driving criteria with EDC monitored test piles, using tip and top gauges and Wave Equation Analysis in accordance with the specifications.
   iii. EDC monitoring of all Test Piles and all Production Piles (100%), using tip and top gauges.
   iv. PDA monitoring of all Test Piles and all Production Piles (100%), with CAPWAP analysis in at least ten (10) percent of the piles (rounded up to the nearest whole number) including at least one pile in each bent/pier

8. Development of the driving criteria in accordance with the specifications.

9. Development of a Foundation Plan (FP) for the Installation of Piles.

10. Upon completion of the test pile program, selection of the production pile lengths and driving criteria development, the Department shall be given one copy of the dynamic testing data, EDC data, engineering analysis and Production Pile acceptance criteria. At least two (2) working days prior to beginning production pile driving, submit the authorized pile lengths, authorized driving criteria, including EDC damping values, dynamic testing data and engineering analyses to the Department. Include the following electronic files (on Windows compatible 5-1/4 inch CD ROM or DVD) in the driving criteria submittal: PDA data, CAPWAP data and results, and Wave Equation data and results.

11. Driving piles to the required capacity and minimum penetration depth.

12. Recording the pile driving information, keeping a pile-driving log for each pile driven, providing pile driving logs to the Department within twenty four (24)

hours of completing the driving of each pile, performing dynamic load tests on production piles when required, and submitting results of all dynamic load testing performed to verify bearing has been achieved in accordance with the Specifications.

13. When EDC is selected as the dynamic testing method, installing and monitoring all EDCs.

14. Submitting the Foundation Certification Packages: Submit two copies of a certification of pile foundations signed and sealed by the Geotechnical Foundation Design Engineer of Record to the Department within one (1) week of finishing each foundation unit and prior to Pile Verification Testing. The Foundation Certification shall cover axial capacity, lateral stability, pile integrity, and that the foundation settlement will have tolerable settlements that will not affect the functionality of the structure. A foundation unit is defined as all the piles within one bent or pier for a specific bridge. Each Foundation Certification Package shall contain an original signed and sealed certification letter, and clearly legible copies of all pile driving logs, EDC records, all supplemental dynamic testing data and analyses for the foundation unit. The certification shall not be contingent on any future testing or approval by Department.

15. Within two (2) calendar days of receipt of the Foundation Certification Package, the Department will examine the certification package and determine whether piles in that foundation unit will be selected for dynamic verification testing. For bridge widening, the Department may select a maximum of 10% (minimum of two (2) per bridge) of the total number of piles (rounded up to the nearest whole number) for dynamic load testing. For new bridges, the Department may select a maximum of 10% (minimum one (1) per foundation unit) of the production piles (rounded up to the nearest whole number) for dynamic load testing.

16. For piles selected by the Department for verification testing, the Department shall provide the dynamic load test equipment and personnel for the Pile Verification Testing. The Design-Build Firm shall provide the driving equipment and pile driving crew(s) for the Pile Verification Testing and provide support as needed to prepare the piles for testing. The Department shall determine whether Verification Testing shall be accomplished by dynamic load testing during set check, over the shoulder review of the pile driving operation and/or other means acceptable to both the Design-Build Firm and the Department.

17. If the capacity or integrity of any pile is found to be deficient, the Design-Build Firm shall correct the deficiency (i.e. re-drive or replace) and/or modify the design to compensate for the deficient pile capacity. After the Design-Build Firm corrects the deficiency, the pile shall be retested. If the capacity or integrity of a verification pile is found to be deficient, an additional pile (not considered part of the 10% maximum) shall be verified by dynamic testing. This process shall continue until no more pile capacity or integrity deficiencies are detected and all previous deficiencies have been corrected and retested or the design is modified accordingly. Piles shall not be cut-off nor bent/pier caps placed prior to successful completion of the Pile Verification Testing Program for that foundation unit. In case of disagreement of PDA test results, the Department's

results will be final and will be used for acceptance.

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

The FP will be used to govern all piling installation. In the event that deviations from the FP are observed, the Department may perform Independent Verification Testing/Review of the Design-Build Firm's equipment, procedures, personnel and pile installation FP at any time during production pile driving. If dynamic testing is performed by the Department, the Department will provide the results within two working days. If, as determined by the Department, pile driving equipment, procedures and/or personnel for the FP is deemed inadequate to consistently provide undamaged driven piling meeting the contract requirements, the Design-Build Firm's FP approval may be withdrawn pending corrective actions. Production driving shall then cease and not restart until corrective actions have been taken and the FP re-approved.

Drilled Shaft Foundations for Bridges and Major Structures

The Design-Build Firm shall perform a subsurface investigation, analysis and design for all aspects of the Project in accordance with FDOT standards, policies and procedures. Existing subsurface information may be used. Supplemental subsurface investigation and testing will be required to ensure all aspects of the Project are covered. The Department reserves the right to observe and perform verification testing on any drilled shafts during any phases of the foundation operation.

The Design-Build Firm shall determine whether the resistance factors used for drilled shaft design will be based on load testing. Before the resistance factors for load testing may be used for drilled shafts, a minimum of one (1) successful load test shall be performed at each structure location approved by the District Geotechnical Engineer.

The Design-Build Firm shall develop a Foundation Plan (FP) for drilled shaft construction. The FP shall be reviewed and approved by the Geotechnical Foundation Design Engineer of Record before submitting to the Department. Submit the proposed FP to the Department for review and approval. The FP is intended to establish process control standards and quality assurance for drilled shaft construction. Include in the FP the items required in Specification 455-15.1.2 (Drilled Shaft Installation Plan), the equipment and procedures for visual inspection of drilled shaft excavations, and any additional methods to identify and remediate drilled shaft deficiencies. Include the names of the CTQP qualified inspectors assigned to inspect the drilled shaft installation. The FP shall identify a single representative of the Design-Build Firm, independent of field operations personnel, to resolve to the Department's satisfaction conflicts in the drilled shaft installation procedures. This person shall be available within four (4) hours notice, and shall have the authority to refer issues to higher levels (corporate, if needed). If the FP is updated based on the construction of the test shaft(s), or other changes in circumstances, the update will not be in effect until approved by the Department.

The FP will be used to govern all drilled shaft construction activities. In the event that deviations from the FP are observed, the Department may perform Independent Verification Testing/Review of the Design-Build Firm's equipment, procedures, personnel and drilled shaft construction FP at any time during production drilled shaft construction. If, as determined by the Department, drilled shaft construction equipment, procedures and/or personnel for the FP are deemed inadequate to consistently provide drilled shafts meeting the contract requirements, the Design-Build Firm's FP approval may be

withdrawn pending corrective actions. All drilled shaft construction activities shall then cease and not restart until corrective actions have been taken and the FP has been re-approved.

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

The Design-Build Firm shall determine whether the resistance factors used for drilled shaft design will be based on load testing. Before the resistance factors for load testing may be used for drilled shafts, successful load tests must be performed in representative locations for the Project.

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

- Evaluating geotechnical conditions and designing the foundations including the drilled shaft diameter and length, and construction methods to be used.

- Completing the subsurface investigation and drilling pilot holes prior to establishing the drilled shaft tip elevations and socket requirements.

- Determining the location of the test shaft(s) and the types of tests that will be performed on the test shaft(s).

- Providing test hole pilot boring results to the District Geotechnical Engineer at least 48 hours before beginning test shaft construction.

- Constructing the method shaft (test hole) successfully and conducting integrity tests on the shaft using both crosshole sonic logging and gamma-gamma density logging test methods. More than one test hole will be required when there are shafts both on land and in water. When there is more than one size of drilled shaft, perform a test hole for the largest diameter for each condition (land and water).

- Providing all personnel and equipment to perform a load test program on the test shaft(s). The frequency of static tests, Osterberg Cell tests or Statnamic tests will be dictated by the variability of the geology and the size of the Project. Provide sufficient instrumentation to determine side friction components in segments not longer than five ft and the end bearing component. Provide a caliper tool or system to measure accurately and continuously the actual shape of test shafts prior to placing concrete.

- Determining the production shaft lengths. Production shaft lengths may be based on the load transfer characteristics measured during the load test. End bearing characteristics may be based on load test results if the properties of the material below the tips of the production shafts meet or exceed the strength of the materials below the tip of the test shaft. If the theoretical bearing strength of the material below the tips of the production shafts is less than the theoretical bearing strength of the materials below the tip of the test shaft, the production shafts shall be extended to meet design capacity by side shear only, unless the end bearing resistance of the weaker material is verified by additional load testing.

- Documenting and providing a report that includes all test shaft data, analysis, and recommendations to the District Geotechnical Engineer. The report should include but not be limited to the following: results of the load testing program, crosshole sonic

logging, gamma-gamma density logging, pilot borings for all drilled shafts, and recommended production drilled shaft tip elevations and socket requirements. This report shall be signed and sealed by a Florida licensed Professional Engineer and shall be submitted to the District Geotechnical Engineer for review and approval at least five working days prior to beginning production shaft construction. Additional data or analysis may be required by the Engineer.

- Constructing all drilled shafts to the required tip elevation and socket requirements.

- Verifying level and clean hole bottom conditions and properties of the drilling fluid at the time of concrete placement.

- Furnishing and using an underwater television camera or any other approved Shaft Inspection Device to continuously videotape the inspection of each excavation for a drilled shaft bridge foundation after final cleaning. By audio or other means, recordings shall clearly identify the location and items being observed.

- Documenting and submitting the drilled shaft excavation and concreting logs to the District Geotechnical Engineer within 24 hours of concrete placement. The documentations shall include the drilled shaft installation procedures and sequencing as well as any problems encountered during construction and concrete placement.

- Allow three working days for the District Geotechnical Engineer to review the data before any further construction on the tested shafts.

- Thermal Integrity Testing

    - Access for Thermal Integrity Testing: Provide safe and secure access and assistance to the Engineer for the purpose of evaluating drilled shaft integrity via internal temperature measurements using the Thermal Integrity Test method as described herein. The Thermal Integrity Test method is based on measuring the heat generation of hydrating cement. The analysis of measured temperature profiles requires knowledge of the concrete mix used and soil profile for the purposes of determining heat generation and soil insulation parameters. For typical drilled shaft concrete mixes, thermal testing should be performed between one and two days after shaft concreting. Provide access to the Engineer for testing the shafts within 4 hours of the peak temperature generation, which is expected to occur between 24 and 48 hrs after shaft concrete placement. Provide access to the Engineer for testing all drilled shafts in bridge bents or piers considered non-redundant in the plans. Based on the observations during drilled shaft construction, the Engineer may test one or all drilled shafts in bridge bents or piers considered redundant in the plans. For drilled shaft foundations supporting miscellaneous structures, only drilled shafts selected by the Engineer will be tested.

    - Evaluation of Thermal Integrity Testing: The Engineer will evaluate the observations during drilled shaft construction and the Thermal Integrity Test results within three working days of testing the shaft. If the shaft is selected

for CSL testing, the evaluation will not be given to the Contractor before all CSL testing and analysis is complete and reported to the Engineer.

- Coring and/or Repair of Drilled Shafts: If the Engineer determines a drilled shaft is unacceptable based on the Thermal Integrity Testing, core the shaft to allow further evaluation and repair, or replace the shaft in accordance with the RFP. If repairs are required, assist the Engineer in retesting the shaft(s) as described in this section, and perform the testing required in the RFP."

- Performing Cross-Hole Sonic Logging (CSL) tests on all nonredundant drilled shafts supporting bridges. For redundant drilled shaft bridge foundations and drilled shaft foundations for miscellaneous structures, perform CSL on at least 30% of the shafts (rounded up to the next whole number) on shafts selected by the Department.

- Repairing all detected defects and conducting post repair integrity testing using 3D tomographic imaging and gamma-gamma density logging. Submitting all results to the Department within five days of test completion.

- Submitting the Foundation Certification Packages.

  - Each Foundation Certification Package shall contain an original signed and sealed letter certifying capacity and integrity of all drilled shafts, and clearly legible copies of all shaft excavation and concreting logs, video-tapes of visual shaft bottom inspections, all CSL reports and electronic data, slurry test data, supplemental testing data and analyses for the foundation unit. The certification shall not be contingent on any future testing or approval by the Department.

  - Submit two copies of the Foundation Certification Package signed and sealed by the Geotechnical Foundation Design Engineer of Record to the Department within thirty (30) days of finishing each foundation unit and prior to Verification Testing. A foundation unit is defined as all the shafts within one (1) bent or pier for each phase of each bridge.

- Providing safe access and needed equipment, and cooperating with and working with the Department in verification of the drilled shafts, both during construction of shafts and after submittal of the certification package.

  - The Department may verify the bottom cleanliness of all drilled shaft excavations prior to and at the time of concreting. The Department may verify bottom cleanliness by over the shoulder review of the Design-Build Firm's visual inspection methods and/or by independent means.

  - The Department may verify properties of drilling fluid at the time of concreting. The Department shall determine whether verification of drilling fluid properties shall be accomplished by over the shoulder review of the Design-Build Firm's slurry testing and/or by independent means.

Within two (2) working days of receipt of a Foundation Certification Package, the Department will examine the certification package and determine whether shafts in that foundation unit will be selected for Verification Testing. The Department may select every shaft for Verification Testing, if defects are suspected. The Department will provide equipment and personnel as needed for Verification Testing. Methods used for Verification Testing of a completed shaft are at the discretion of the Department and may include coring, cross-hole sonic logging, gamma-gamma density logging, low-strain dynamic integrity testing, or other methods.

After Verification Testing for a foundation unit is performed, the Department will provide the results within five (5) working days. Integrity testing access tubes shall not be grouted and construction of footings, caps, columns or any superstructure elements shall not occur until the Department has notified the Design-Build Firm that additional Verification Testing is not required.

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

Drilled Shaft Foundations for Miscellaneous Structures

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

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

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

- Evaluating geotechnical conditions and designing the foundations including the drilled shaft diameter and length, and construction methods to be used.

- Completing the subsurface investigation prior to establishing the drilled shaft tip elevations and socket requirements.

- Constructing the method shaft (test hole) successfully and conducting integrity tests on the shaft using crosshole sonic logging. When there is more than one size of drilled shaft, perform a test hole for the largest diameter.

- Determining the production shaft lengths.

- Documenting and providing a report that includes all data, analysis, and recommendations to the Department. The report should include but not be limited to the following: results of pilot borings for all drilled shafts, and recommended production drilled shaft tip elevations and socket requirements. This report shall be signed and sealed by a Florida licensed Professional Engineer and shall be submitted to the Department for review and approval at least seven (7) calendar days prior to beginning production shaft construction Additional data or analysis may be required by the Engineer. Constructing all drilled shafts to the required tip elevation and socket requirements.

- Verifying level and clean hole bottom conditions and properties of the drilling fluid at the time of concrete placement.

- Documenting and submitting the drilled shaft construction logs to the Department within twenty-four (24) hours of concrete placement. The documentations shall include the drilled shaft installation procedures and sequencing as well as any problems encountered during construction and concrete placement. Allow two (2) working days for the Department to review the data before any further construction on the shafts.

- Performing Cross-Hole Sonic Logging (CSL) tests on shafts selected by the Department on at least 30% of the shafts (rounded up to the next whole number).

- Thermal Integrity Testing

    - For drilled shaft foundations supporting miscellaneous structures, only drilled shafts selected by the Engineer will be tested. For these selected shafts, the requirements of Section VI.B, Drilled Shaft Foundations for Bridges and Major Structures, Thermal Integrity Testing will apply.

- Repairing all detected defects and conducting post repair integrity testing using 3D tomographic imaging and gamma-gamma density logging. Submitting all results to the Department within seven (7) calendar days of test completion.

- Submitting the Foundation Certification Packages.

    - Each Foundation Certification Package shall contain an original signed and sealed letter certifying capacity and integrity of all drilled shafts, and clearly legible copies of all shaft excavation and concreting logs, all CSL reports and electronic data, slurry test data, supplemental testing data and analyses for the foundation unit. The certification shall not be contingent on any future testing or approval by the Department.

    - Submit two copies of the Foundation Certification Package signed and sealed by the

Geotechnical Foundation Design Engineer of Record to FDOT within thirty (30) days of finishing each foundation unit and prior to Verification Testing. A foundation unit is defined as all the shafts within one (1) intersection/interchange or for each phase of an intersection/interchange.

- Providing safe access and needed equipment, and cooperating with and working with the Department in verification of the drilled shafts, both during construction of shafts and after submittal of the certification package.

    - The Department may verify the bottom cleanliness of all drilled shaft excavations prior to and at the time of concreting. The Department may verify bottom cleanliness by over the shoulder review of the Design-Build Firm's inspection methods and/or by independent means.

    - The Department may verify properties of drilling fluid at the time of concreting. The Department shall determine whether verification of drilling fluid properties shall be accomplished by over the shoulder review of the Design-Build Firm's slurry testing and/or by independent means.

Within two (2) calendar days of receipt of a Foundation Certification Package, the Department will examine the certification package and determine whether shafts in that foundation unit will be selected for Verification Testing. The Department may select every shaft for Verification Testing, if defects are suspected. The Department will provide equipment and personnel as needed for Verification Testing. Methods used for Verification Testing of a completed shaft are at the discretion of the Department and may include coring, cross-hole sonic logging, gamma-gamma density logging, low-strain dynamic integrity testing, or other methods.

After Verification Testing for a foundation unit is performed, the Department will provide the results within seven (7) calendar days. Integrity testing access tubes shall not be grouted and construction of caps, columns or any superstructure elements shall not occur until the Department has notified the Design-Build Firm that additional Verification Testing is not required.

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

C. Utility Coordination

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

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

3. Knowledge of Department agreements, standards, policies, and procedures.

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

1. Ensuring that all utility coordination and activities are conducted in accordance with the requirements of the Contract Documents.
2. Identifying all existing utilities and coordinating any new installations. Reviewing proposed utility permit application packages and recommending approval/disapproval of each permit application based on the compatibility of the permit as related to the Design-Build firm's plans.
3. Scheduling utility meetings, keeping and distribution of minutes of all utility meetings, and ensuring expedient follow-up on all unresolved issues.
4. Distributing all plans, conflict matrixes and changes to affected utility owners and making sure this information is properly coordinated.
5. Identifying and coordinating the execution and performance under any agreement that is required for any utility work needed in with the Design-Build Project. Reviewing, approving, signing and coordinating the implementation of all Utility Work Schedules.
6. Resolving utility conflicts.
7. Obtaining and maintaining all appropriate Sunshine State One Call Tickets.
8. Performing Constructability Reviews of plans prior to construction activities with regard to the installation, removal, temporary removal, de-energizing, deactivation, relocation, or adjustment of utilities.
9. Providing periodic Project updates to the Department Project Manager and District Utility Office as requested.
10. Coordination with the Department on any issues that arise concerning reimbursement of utility work costs.

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

UA/O	Eligible for Reimbursement (Y/N)
Florida Gas Transmission	Y for facilities within the easements (O.R. 3294 page 487 and O.R. 3282 page 454) in the vicinity of 16th St. N. and SR 694/Gandy Blvd
Verizon	N
Fiberlight, LLC	N
FPL Fibernet	N
Verizon Business/MCI	N
TECO/People's Gas	N
Progress Energy Distribution	N
Pinellas County Highway	N
Progress Energy Florida, Inc.	Y for facilities within the easement (O.R. 1749

Transmission	page 57) in the vicinity of 16th St N. and Gandy Blvd. Yes for facilities within the implied easement (O.R. 1382 page 108 and O.R. 1240 page 731) unless otherwise installed via permit.
AT&T Communications	N
Progress Energy B/A Oil Pipeline	Y
Bright House Networks	N
City of St. Petersburg	Y (only within limits of City maintained right of way)
Telecove	N
Knology Broadband of Florida, Inc.	N
MCI – Investigations	N
Pinellas County Utilities	N
WTOG/TV	N
City of Pinellas Park	N

The Department has conducted limited advanced utility coordination with the UA/O's listed above. Information pertaining to this coordination is included in the Other Documents under "Advanced Utility Coordination Documentation". Subsurface Utility Engineering (SUE) of the existing utilities has been conducted for the Conceptual Design Plans - Roadway (see "Other Documents").

D. Roadway Plans:

General:

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

Design Analysis:

The Design-Build Firm shall either utilize the signed and sealed Typical Section Package and Pavement Design Package already approved (see Attachments) and comply with the same, or develop and submit such revised items for review and concurrence by the Department (and FHWA on Federal Aid Oversights Projects). The use of the Mechanistic-Empirical Pavement Design Guide (MEPDG) for pavement design shall be not allowed, as the Department has not fully accepted this method for use in Florida.

Any deviation from the Department's design criteria will require a design variation and any deviation from AASHTO will require a design exception. All such design variations and exceptions must be approved. See the variation(s) already approved for this Project under "Other Documents". The Pavement Design Package (see Attachments) will require a variation for base clearance water elevation.

If new packages are prepared, they shall include the following:

1. **Typical Section Package:**

- Transmittal letter
- Location Map
- Roadway Typical Section(s)

1. Minimum milling depth
2. Identify if ARMI layer is required
3. Minimum lane, shoulder, median widths
4. Slopes requirements
5. Cross slope requirements

- Bridge Typical Section(s)
  1. Minimum lane, shoulder and median widths
  2. Cross slope requirements
- Data Sheet
- Design Speed

2. **Pavement Design Package:**

1. Minimum design period
2. Minimum ESAL's
3. Minimum design reliability factors
4. Roadbed resilient modulus
5. Minimum structural asphalt thickness
6. Cross slope
7. Identify the need for modified binder
8. Pavement coring and evaluation

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; Federal Aid Policy Guide 23 CFR 650A; and the requirements of the regulatory agencies. Ponds shall at a minimum meet the SWFWMD 25 year-24 hour attenuation criteria. One foot of freeboard shall be provided in the ponds from the SWFWMD 25 year-24 hour design high water stage to top of the berm. 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 Design-Build Firm shall prepare drainage plans in accordance with Department criteria. Also, for the preliminary locations of drainage facilities refer to the conceptual drainage design contained in the Conceptual Design Plans-Roadway. Both open (e.g. ditches) and closed (e.g. storm sewer) drainage systems are anticipated. The conceptual design includes seven (7) basins and fifteen (15) alternative stormwater management facilities, which are currently permitted. There are also seven (7) cross drains on the Project, including box culvert extensions. All permitted ponds are wet. All ponds were required to ensure post-condition nitrogen and phosphorus discharges do not exceed those of the existing condition. Due to soil conditions and the high groundwater table, the ponds shall be designed as wet ponds and shall meet nutrient loading requirements using wet treatment systems, except for the locations listed below. Furthermore all ponds shall be designed to accommodate the ultimate configuration inclusive of the six lane main-line, frontage roads, and ramps. Refer to the drainage basin maps listed under "Other Documents" (Drainage Permitting basin map 1 Basin1100, Drainage_ Permitting basin map 2 Basin, and Drainage_ Permitting basin map 3 Basin800).

Dry retention will only be allowed in the mainline median in areas where the bottom of treatment is at least two (2) ft. above the SHWT with the following requirements:

1. Clean fill with a hydraulic conductivity of 12 ft/day will be utilized under the entire width of the treatment area. The conductivity will be verified via certified geotechnical lab results.

2. Wet detention criteria of one inch over the directly connected impervious area will be required.

3. Recovery calculations utilizing a factor of safety of two for the hydraulic conductivity (6 ft/day) shall be provided that demonstrate recovery of the treatment volume to one ft below the bottom of the base at the edge of travel lane within 24 hours.

4. Calculations that demonstrate the design meets standard SWFWMD recovery criteria shall be provided.

5. Calculations that demonstrate that 100-year stages do not encroach on the travel lanes shall be provided.

The area of Oak Street immediately adjacent to and north of Gandy Blvd experiences frequent flooding. The City of St. Petersburg has provided drainage basin maps and plans listed under "Other Documents". The Design-build firm should verify the contributing basin limits with survey or other methods, coordinate with the City of St. Petersburg and incorporate offsite flow into the Gandy system or provide an adequate by-pass. The drainage system in the Conceptual Design Plans incorporates offsite flow through a proposed 24-inch cross drain at STA 1216+00; however this system may need to be upsized or other stormwater management systems utilized to ensure that the 10-year event does not encroach into the Oak St. travel lanes. Preliminary ICPR existing and proposed condition models utilizing the City provided boundaries are included under "Other Documents" for reference (Drainage_Oak Street_Gandy Model Pre vs Post, Drainage Oak Street_City Oak St plans, and Drainage Oak Street_City drainage map). The Design Build Firm shall be responsible for any permit modifications resulting from the Oak Street drainage analysis.

The exact numbers of drainage basins, outfalls, cross drains, water management facilities (retention/detention areas, weirs, etc.), and Impaired Water Body and Outstanding Florida Waters designations shall be the Design-Build Firm's responsibility to determine.

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

Permits for the US Army Corps of Engineers and the Southwest Florida Water Management District have been obtained and are in accordance with the Conceptual Design Plans and documentation provided (see "Other Documents"). The Design-build Firm shall be responsible for modifying the issued permits as necessary to accurately depict the final design. It should be noted that the permits reflect the regulations and conditions present at their date of issuance and the Design-Build Firm is responsible for accommodating any changes therein. Joint-use ponds or alternative stormwater management alternatives can be considered; however the Design-Build Firm is responsible for all associated coordination, costs, permitting fees and fines, as well as any time extensions. The Design-Build Firm shall design appropriate treatment and attenuation in accordance with Southwest Florida Water Management District and Department criteria for each existing basin outfall.

Existing Permit 43011339.007 was modified by the Department to remove Ponds 800D and 900D from

the Progress Energy corridor. In addition the permit was modified to remove liners from Ponds 600B, 600D, 800D and 900D. The permit modification was issued on July 5, 2012. The intent of the liners was to mitigate high groundwater levels and lower the control elevation in the ponds. SWFWMD approved removing liners but retaining the current pond configuration in regards to pond bottom elevation and control structures. The Department performed calculations to meet applicable groundwater criteria, including demonstrating negligible drawdown of the water table at the right-of-way and groundwater seepage over the weir of less than 100,000 gpd. The permit modification Plans and documentation are provided as Attachments. Any additional modifications, if necessary, will be the responsibility of the Design-Build Firm. This permit modification does not include the replacement of the box culvert at Tinney Creek. The Design-Build Firm shall be responsible for all permitting requirements associated with this box culvert. This box culvert is a full in-kind end-to-end replacement, and other options such as rehabilitation will not be considered. The Tinney Creek box culvert is greater than 20 ft wide and is tidal. As such, any alternative replacement that does not match exactly the width, length, dimensions, cross-sectional area, inverts and material will be required to meet the requirements for a cross drain as noted in the FDOT Drainage Manual. These include, but are not limited to:

1. Providing calculations in HDS5, HEC-RAS or other acceptable programs that demonstrate no-rise in the 50-year, 100-year, and overtopping or 500-year event upstream of the culverts.

2. Developing tailwater conditions and flows via ICPR or other acceptable methods.

3. Preparing a report that details findings and clearly states all assumptions. All supporting calculations should be provided in the report.

4. All calculations, flows and tailwater conditions are subject to review and approval by the Department's District Drainage Engineer.

The Design-build firm shall prepare the design and generate construction plans documenting that the permitted systems function to criteria.

The Design-build firm shall ensure that any proposed sound barrier walls do not impact offsite or onsite drainage. Sound barrier wall openings (Index 5204) for conveyance of the offsite drainage may require a special design if the invert of the opening provided by the standard sound barrier is not at the elevation which meets the drainage requirements. If the sound barrier walls impact any permitted storm drain facilities, it will be the responsibility of the Design-build firm to obtain any permit modifications required.

If deck drains are required on proposed bridges, they shall be closed systems with no direct discharge to highway facilities below the bridge. All deck drains dimensions and pipe sizes shall be in accordance with Department criteria. The minimum size pipe for the deck drain conveyance system shall be 8 inches in diameter. In addition, any pipes running along the bridge deck to the piers should have a minimum slope of two percent, any scuppers in the mainline sag shall have a flanking inlet, the minimum grate area should be six square feet and scuppers should be sized and spaced based on an assumed 50 percent blockage. Orifice flow and pipe flow should be considered to ensure the hydraulic grade line is kept at or below the grate elevation. Vertical pipes at MSE walls shall be required to have a concrete thrust block at the base of the pipe and a resilient connector at the base of the inlet.

Spread on the mainline SR 694 shall not encroach into the travel lanes based on a rainfall intensity of 4 inches per hour.

The Design-Build Firm shall verify that all existing cross drains and storm sewers that are to remain have adequate hydraulic capacity and design life. Flood flow requirements will be determined in accordance with the Department's procedures. If any of these existing cross drains or storm sewers are found to be hydraulically inadequate or found to have insufficient design life, they must be replaced or supplemented in accordance with the drainage requirements of this RFP. If any existing cross drains or storm sewers require repairs but otherwise would have sufficient remaining design life, repairs shall be made in accordance with the requirements of this RFP. Only pipe liner as specified in Standard Specifications Sections 431-4.3 shall be allowed for pipe repair excluding the Tinney Creek box culvert as discussed above.

Jack and bore casing pipes can be utilized as a carrier pipe in accordance with the following criteria:

- The casing shall extend from structure to structure.
- The casing shall meet specifications 556-2-1 556-4.2, which require any welded joints to be air tight.
- Welds are to be inspected utilizing the magnetic particle test and an ultra sound test.
- Pipe thickness calculations which support the jack and bore or micro-tunneling operation will need to be provided.
- A pitting analysis and soil boring at each location will need to be provided as part of the pipe service life estimator calculations.
- Structure to structure liners (431-4.3) will be required if welds are not air tight.
- The Department shall require a warranty if the casing is used as a carrier pipe.
- Video inspection shall be required at the completion of each casing installment.

Class V concrete pipes will be required for micro-tunneling operations.

The Design-Build Firm shall consider optional culvert materials in accordance with the Department's Drainage Manual Criteria and the following:

The minimum RCP class shall be class II. The minimum HDPE pipe class shall be class II. The Design-Build Firm can only use the optional pipe materials tabulated for a given structure and the documentation supporting the optional pipe material including the Culvert Service Life Estimator Program analysis shall be submitted to the Department with the 90 percent plan submittal. Pipe material type installed on the projects shall be indicated on the as-built drawings. The Design-Build Firm shall only use one type of pipe materials on pipe runs between structures. Dissimilar materials shall be constructed in accordance with the Standard Indexes. Pipe video inspection shall be per attached Special Provision 430-4.8.

A2000 PVC (ASTM F 949) shall not be used in areas exposed to direct sunlight for extended periods of time, such as above ground, unshaded installations, endwalls, and mitered end sections. Additional requirements are as follows:

a. PVC pipe shall be manufactured from PVC compound having no less than 1.0 part of Titanium Dioxide per 100 parts of PVC resin, by weight.

b. PVC pipe shall be installed within 2 years from the date of manufacture. Pipe more than 2 years of age may not be used unless it can be demonstrated to the satisfaction of the Engineer that the pipe has been adequately protected from direct exposure to sunlight.

Water tight joints shall be required for all pipe connections as stated in Section 430 of the Department's Standard Specifications for Road and Bridge Construction. In the event of a leak, hydrostatic calculations shall be submitted by the contractor which demonstrates that the joints are water tight per FDOT Standard Specifications. Field measurement of the ground water elevation shall be required at the location of the leak to perform the required calculations.

All precast storm sewer manholes and inlets shall be provided with resilient connectors as specified in Article 942-3 of the FDOT Standard Specifications for Road and Bridge Construction. It is the responsibility of the Design-Build Firm to communicate the type of pipe chosen and the type of resilient connector to be used, to the precastor, prior to the fabrication of any applicable structures. It is recommended that the contractor includes the type of resilient connectors and any required pipe adaptors for each structure in the drainage structure shop drawing submittal.

Masonry sealing of pipe connections will be allowed where the pipe to structure connections meet any of the conditions listed below. The Design-Build Firm shall submit the supporting documentation which provides the justification for elimination of the resilient connectors to the Project Administrator. The exceptions where resilient connectors will not be required are as follow:

a. The interface angle of connection between the structure and pipe is greater than 15 degrees, in either the horizontal or vertical direction.
b. The structure and all connections which fall outside the 1:2 roadway template control line as per Index 505 of FDOT Design Standard.
c. The remaining beam height of the single precast unit, from the top of that segment to the existing crown of pipe chosen, is less than 8 inches.
d. Where elliptical pipes are specified on the plans.

Prior to proceeding with the drainage design, the Design-Build Firm shall meet with the Department's 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 shall occur 15 working days prior to any submittals containing drainage components.

The Design-Build Firm shall provide to the Department's District Drainage Engineer a signed and sealed Drainage Design Report. It shall be a record set of all drainage computations, both hydrologic and hydraulic. The engineer shall include all necessary support data. The Drainage Report shall include, at a minimum, pond routing calculations in ICPR or equivalent software, with justifications of all tail waters utilized, a clear description of the overall stormwater management system, storm tabulations in FDOT format to ensure pipes are adequately sized to meet FDOT drainage criteria, pond recovery calculations, hydraulic spread calculations, special gutter grade calculations, structure and liner flotation calculations, ditch conveyance calculations, a node-reach diagram superimposed on FDOT drainage maps, skimmer calculations, cross drain calculations and other calculations relative to drainage or any changes or additions to the provided plans. All calculations shall require District Drainage Engineer approval to

ensure the drainage design meets all FDOT criteria.

E. 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.

F. Design Documentation, Computations and Quantities:

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

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

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

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

G. Structure Plans:

1. **Bridge Design Analysis**:

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

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

c. The Design-Build Firm shall "Load Rate" all bridges and bridge culverts in accordance with the Department's Bridge Load Rating Manual and the Structures Manual. The design bridge load rating shall be signed and sealed by a Professional Engineer licensed in the State of Florida and shall be submitted to the Department for review with the 90% superstructure submittal. A new, signed and sealed copy of the Bridge

Load Rating, updated for the as-built conditions, shall be submitted to the Department's Project Representative with the as-built bridge plans. This as-built load rating shall be provided to the Department before any traffic is placed on the bridge.

d. 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, false works systems, etc.) to ensure compliance with the contract plan requirements and intent.

2. **Criteria**

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

a. All plans and designs shall be prepared in accordance with the governing regulations listed in Section V-A and direction from the State Structures Design Engineer and/or the District Structures Design Engineer as applicable.

b. Environmental classification for all bridges is as follows:

Superstructure:
All Bridges: Slightly Aggressive

Substructure:
Bridge Nos. 150276 and 150277: Slightly Aggressive
Bridge Nos. 150278 and 150279: Moderately Aggressive (Resistivity = 640 ohm-cm)
Bridge Nos. 150280 and 150281: Extremely Aggressive (pH = 4.8)
Bridge Nos. 150282 and 150283: Moderately Aggressive (Resistivity = 2600 ohm-cm)

c. Critical Temporary Retaining Walls: Whenever the construction of a structural component (such as a wall, footing, or other such component) requires excavation that may endanger the public or an existing structure that is in use the Design-Build Firm must protect the existing facility and the public. If a critical temporary retaining wall is, therefore, required during the construction stage only, it may be removed and reused after completion of the work. 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 a Professional Engineer licensed in the State of Florida.

d. Open expansion joints in bridge decks are not permitted.

~~e.~~ All permanent retaining walls shall be full height walls. Fill slopes

greater than five feet or partial height walls such as perched walls (walls located within a slope between the toe of slope and the top of slope) and toe-walls (short walls that eliminate only a small portion of sloped embankment at the bottom of the slope) are not permitted. A minimum berm width of *10 feet shall be provided in front of all retaining walls (excluding gravity walls) located adjacent to slopes or right-of-way lines. *Minimum 4 feet at 16th Street N. from Station 15+00 Rt. to 17+00 Rt.

f. Exposed (visible) portions of permanent retaining walls shall be concrete construction.

g. A silicone acrylic concrete sealer, instead of a Class 5 surface finish, shall be applied to the following surfaces:
Superstructure: Sides and top of traffic railing barriers, copings, bottom of deck overhangs and fascia surface and bottom of exterior concrete beams
End Bents: All exposed surfaces except top of cap and front face of backwall.
Cheek walls: All exposed surfaces of cheek walls
Piers: All exposed surfaces except top of pier cap
Approach slabs: Sides and top of traffic railing barriers and copings over walls
Retaining walls: Sides and top of traffic railing barriers and copings. Exposed surfaces of concrete facing panels.

h. Surface treatment for concrete facing panels for permanent MSE walls (except panels with graphics) shall be vertical fractured fin finish. For additional information, please see Section VI.V. ("Additional Design Criteria By The City of St. Petersburg").

i. Cheek walls shall be provided at exposed ends of all end bents and piers.

j. With the exception of the span over MLK Street and the span over 4th Street, exterior girders on all spans of multi-span bridges shall be the same type and height.

k. Lightweight concrete will not permitted for any pretensioned concrete superstructure elements.

l. Piers in the median of crossing streets are permitted outside of the Progress Energy and Florida Gas Transmission corridors if appropriate sight lines, constructability, maintenance of traffic, and offsets to roadside barriers and crash cushions are maintained or achieved, and fracture critical elements and applicable future deck widening to 6 lanes are appropriately addressed.

m. Pile/shaft intermediate bents are not permitted. Bridge piers are required for intermediate supports.

n. Visibility of all bridge drainage conveyance systems shall be minimized

by placing them between beams in the superstructure. The conveyance systems (piping) may be embedded in the piers or attached to the exteriors of piers. If attached to the exteriors of piers, the locations must be unobtrusive and the conveyance systems must be painted in accordance with Section 22.3.1.E of the FDOT Structures Detailing Manual.

o. Two (2) – 2" diameter conduits with expansion fittings and pull boxes Type "B" in accordance with Design Standard Index 21210 shall be installed in all new traffic railings mounted on bridges and retaining walls.

p. Structures Design Bulletin C12-02 ("Implementation of Requirements for use of Uncoated Weathering Steel and Coating Systems for Steel Bridges") and C12-08 ("Clarified requirements for the use of Uncoated Weathering Steel and Coating Systems for Steel Bridges") shall be incorporated on this Project. Uncoated weathering steel may be used for interior steel girders and diaphragms/cross frames, subject to the site condition limitations for the use of uncoated weathering steel specified in the Bulletin. Comply with the requirements of the Bulletin regarding the use of special details for uncoated weathering steel bridges. At steel bridge locations where uncoated weathering steel cannot be used, paint interior steel girders and diaphragms/cross frames with an Inorganic Zinc Coating System. At all steel bridge locations, paint the outside face and bottom of exterior steel girders (fascia girders at both sides of the bridge) with a High Performance Coating System. The color of the finish coat shall conform to Federal Standard No. 595, Color No. 33522.

q. The design and construction of bridge abutments using Geosynthetic Reinforced Soil (GRS) in lieu of pile-supported or shaft-supported abutments is prohibited.

r. Bridge Nos. 150280, 150281, 150282 and 150283: These bridges shall be capable of being widened to the inside in the future in order to provide one additional 12-foot lane and one 10-foot inside shoulder. The clear dimension between copings of adjacent bridges to be built under this contract shall be a minimum of 48'-11" in order to accommodate this future widening. The Design-Build Firm shall provide conceptual details in the Technical Proposal demonstrating the bridges can be widened to accommodate the future requirements and comply with minimum vertical and horizontal clearance criteria.

s. Bridge Nos. 150280, 150281, 150282 and 150283: In order to facilitate the future installation of foundations through MSE wall soil reinforcement, place sand-filled casings in the locations of the future piles or shafts and construct full height MSE walls in the median area between the bridges.

t. Bridge Nos. 150280 and 150281: No bridge foundations, substructure components or permanent retaining walls shall be constructed within the

limits of the Progress Energy and Florida Gas Transmission corridors. Such corridors are defined as the limits of those facilities' easements, plus an area bounded by a straight line extension of those easement limits through (across) the Department's SR 694 right-of-way. The Design-Build Firm shall also comply with requirements for work within these corridors as shown in the Advanced Utility Coordination Documentation. The requirements include, but are not limited to, limitations on installation of temporary sheet pile walls, vibrations, stockpile of materials, use of construction equipment and maximum temporary loads. A minimum vertical clearance of 15 feet shall be maintained over the Progress Energy and Florida Gas Transmission corridor.

u. The level of aesthetics for the bridges shall be Level 2.

v. Integral bridge abutments shall not be allowed.

w. Due to corrosion deterioration, the existing three-barrel concrete box culvert (bridge culvert) that carries SR 687/4th St. N. over Tinney Creek (existing Structure Number 150025 at Milepost 6.634 on Roadway ID 15090-000) shall be completely replaced. The hydraulic configuration of the new culvert shall not alter the existing hydraulic characteristics of the creek. The existing alignment and widths of the roadway and sidewalks as well as the traffic barrier configuration shall be maintained. The environmental clssification shall be considered Extremely Aggressive. The existing pedestrian handrails shall be replaced with Steel Pedestrian/Bicycle Railing (Index 852). See Other Documents for the Tinney Creek As-Built Plans and Culvert Inspection Report.

x. If the Conceptual Design Plans are utilized, the Design-Build Firm is not required to design or construct sound barriers walls for this project.

H. Specifications:

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

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

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

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

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

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

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

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

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

I. Shop Drawings:

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

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

J. Sequence of Construction:

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

1. Maintain or improve, to the maximum extent possible, the quality of existing traffic operations, both in terms of flow rate and safety, throughout the duration of the Project.
2. Minimize the number of different Traffic Control Plan (TCP) phases, i.e., number of different diversions and detours for a given traffic movement.
3. Take advantage of newly constructed portions of the permanent facility as soon as possible when it is in the best interest of traffic operations and construction activity.
4. Maintain reasonable direct access to adjacent properties at all times, with the exception in areas of limited access right-of-way where direct access is not permitted.
5. Proper coordination with adjacent construction projects and maintaining agencies, including, but not limited to, FP ID 427162-1-52-01 and FP ID 429060-1-52-01. No

additional compensation shall be made to the Design-Build Firm for coordination activities. All costs to coordinate with adjacent projects and maintaining agencies shall be included in the bid price of this Project.

K. Stormwater Pollution Prevention Plans (SWPPP)

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

L. Temporary Traffic Control Plan:

1. Traffic Control Analysis:

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

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

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

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

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

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

For significant projects a TMP will consist of three components:

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

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

The Design-Build firm shall maintain at least three lanes of through traffic on SR 694/Gandy Blvd in each direction from the western project limit at I-275 to MLK St. N., two lanes of through traffic in each direction on SR 694/Gandy Blvd from MLK St. N. to the eastern project limit near Brighton Bay Blvd, two lanes of through traffic in each direction on MLK St. N. Existing through lane capacity will be maintained on all major cross roads and side streets, including two lanes of through traffic in each direction on 4th Street N.

Local events and the Project's impact on these events (lane closures) shall be considered in the development of the Temporary Traffic Control Plan. Such events include, but are not limited to, those at/in the Tampa Bay Times Forum, Tropicana Field, Downtown St. Petersburg, Raymond James Stadium, and Mac Dill Air Force Base.

2. Temporary Traffic Control Plans**:**

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

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

The Design-Build Firm shall provide temporary lighting during all phases of construction, either by using the existing lighting where practical or by providing new temporary lighting when the roadway reconstruction affects the existing lighting.

Only paint shall be used for temporary traffic markings.

The Design-Build Firm shall maintain all existing traffic signals during all phases of construction. Temporary signals are anticipated at 16th Street, 9th Street, 4th Street, and Roosevelt Blvd.

3. **Traffic Control Restrictions:**

There shall be NO WEEKDAY LANE CLOSURES ALLOWED between the hours of **7:00** AM and **10:00** AM, and between the hours of **3:00** PM and **8:00** PM (between **6:00** AM and **10:30** PM within 600 feet of a signalized intersection**).** Weekend lane closures or detours will be allowed between the hours of **8:00** PM Friday evening and **5:00** AM Monday morning (**10:30** PM Friday and **6:00** AM Monday within 600 feet of a signalized intersection). The number of weekend lane closures permitted will be a cumulative maximum of eight (8) weekends. The other requirements in this RFP governing lane closures and detours still apply. A lane may only be closed during active work periods. Rolling barricades will be allowed during the approved lane closure hours. All lane closures, including ramp closures, must be reported to the local emergency agencies, the media and the Department's District 7 Information Officer. Also, the Design-Build Firm shall develop the Project to be able to provide for all lanes of traffic to be open in the event of an emergency or if the lane closure causes a driver delay greater than 20 minutes.

Special events for this Project (Specification 8-6.4, "Suspension of Contractor's operation – Holidays and Special Events") include:

- Gasparilla – SR 694 /Gandy Blvd between 4th Street N. and Dale Mabry Highway
- Guavaween - SR 694/Gandy Blvd between 4th Street N. and Dale Mabry Highway
- MacDill Air Force Base Air Show - SR 694/Gandy Blvd between 4th Street N. and Dale Mabry Highway
- Tampa Bay Rays Home Games - Tropicana Field - SR 694/Gandy Blvd between US 19 and Dale Mabry Highway
- St. Petersburg Grand Prix - SR 694/Gandy Blvd between US 19 and Dale Mabry Highway

M. Environmental Services/Permits/Mitigation:

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

N. Signing and Pavement Marking Plans:

The Design-Build Firm shall prepare signing and pavement marking plans in accordance with Department criteria. Also refer to the Conceptual Design Plans - Signing and Pavement (see "Other Documents") for preliminary locations for signing and markings.

- On concrete bridge decks, all pavement markings shall be permanent preformed tape (per Standard Specifications Section 713) or Traffic Stripes and Markings - Two Reactive Components (per Standard Specifications Section 709).
    - For preformed tape: Longitudinal markings (edge lines and skip lines) shall be high performance tape. White skip lines, arrows and pavement messages shall have black preformed border. Transverse lines, arrows, and pavement messages shall be permanent standard tape.
    - For Traffic Stripes and Markings – Two Reactive Components: Use black paint to provide contrast. Skip stripes shall be alternating skip. Use black paint contrasting borders for arrows and pavement messages. Submit shop drawings with fully dimensioned details of arrows and pavement messages for Department review and approval prior to installation.
- On concrete pavement (non-bridge decks), all skip lines, arrows and pavement messages shall be preformed tape (per Standard Specifications Section 713) or Traffic Stripes and Markings – Two Reactive Components (per Standard Specification Section 709). All solid lines (edge lines, lane lines and transverse lines) shall be paint (per Standard Specifications Section 710).
    - For preformed tape: Skip lines shall be permanent high performance tape. Arrows and pavement messages shall be permanent standard tape with black preformed borders.

- For Traffic Stripes and Markings – Two Reactive Components: Use black paint to provide contrast. Skip stripes shall be alternating skip. Use black paint contrasting borders for arrows and pavement messages. Submit shop drawings with fully dimensioned details of arrows and pavement messages for Department review and approval prior to installation.

- Pavement markings on asphalt surfaces shall be paint (per Standard Specifications Section 710).

- The Design-Build Firm shall coordinate with the Department's District Traffic Operations Office to develop suitable advance warning for the proposed traffic signal at the North Frontage Road at the Frontage Road Connector. Advance warning shall be approved by the District Traffic Operations Office and may include, but is not limited to, additional ground mounted signing, additional overhead signing and/or flashing beacon signs that are tied into the traffic signal controller.

- All overhead signs shall be lighted.

O. Signalization Plans:

The Design-Build Firm shall prepare Signalization plans in accordance with Department criteria. Unless otherwise approved through the ATC Proposal process, signal work shall be required at the following intersections (also refer to the Concept Design Plans - Signalization Plans in "Other Documents"):

- I-275 Exit Ramp at SR 694/Gandy Blvd
- 94th Avenue (South Frontage Road West) at 16th Street
- North Frontage Road at Frontage Road Connector
- MLK St. N. at Executive Center Drive
- MLK St. N. at South Frontage Road
- MLK St. N. at North Frontage Road
- MLK St. N. at 102nd Avenue
- South Frontage Road at SR 686/Roosevelt Blvd
- North Frontage Road at SR 686/Roosevelt Blvd.
- 4th Street N. at South Frontage Road/South Frontage Road Transition
- 4th Street N. at North Frontage Road
- SR 694/Gandy Blvd at Brighton Bay Blvd

Rigid supports shall be provided for proposed traffic signals within the boundaries defined by the Mast Arm Boundary Maps prepared by the Department's Traffic Engineering and Operations Office.

The existing communication infrastructure for the City of St. Petersburg's coordinated traffic signal system consists of leased telephone lines. The Design-Build Firm shall maintain traffic signal connectivity to the City of St. Petersburg's Traffic Control Center via leased telephone lines throughout all phases of construction and at Project completion.

The Design-Build Firm shall coordinate with the Department's District Traffic Operations Office to develop suitable advance warning for the proposed traffic signal at the North Frontage Road and the Frontage Road Connector. Advance warning must be approved by the District Traffic Operations Office, and may include, but is not limited to, supplemental signal heads and associated signal supports and/or

flashing beacon signs that are tied into the traffic signal controller.

There are three monitoring sites (count stations) which will replace existing Portable Traffic Monitoring Sites (PTMS):

- PTMS Site 15 5506 at Sta. 1125+00 (Preliminary Baseline of Construction)
- PTMS Site 15 5087 at Sta. 1180+00 (Preliminary Baseline of Construction)
- PTMS Site 15 4141 on 4th Street N., south of Gandy Blvd (loop/sensor replacement only).

P. Lighting Plans:

The Design-Build Firm shall prepare and provide lighting plans in accordance with the Department's Lighting Design Criteria outlined in the Plans Preparation Manual Volume I Chapter 7 Table 7.3.1, by providing 1.5 footcandles average initial, with a maximum-to-minimum uniformity ratio of 9.5:1 or less, an average-to-minimum uniformity ratio of 4:1 or less and a veiling luminance ration of 0.3: 1 or less.

- The roadway lighting design shall utilize conventional flat-lens cut-off cobra-head luminaires for roadways and underdeck luminaires for the underpasses.

- Provide lighting calculations for the roadway, underdeck and lighted signs.

- The light poles may need to be steel, depending on the wind loading calculations and their respective mounting height above grade.

- The existing light poles shall be removed.

- Provide temporary lighting during all phases of construction to maintain illumination of the existing roads.

- Coordinate with the power company on the electrical points of service. Replace existing service point load centers with new ones.

See the Lighting Design Analysis Report under "Other Documents".

Q. ITS Plans:

The Design-Build Firm shall prepare ITS plans in accordance with Department criteria. Also refer to the Conceptual Design Plans-ITS (see "Other Documents").

1. The Design-Build Firm shall be responsible for designing an entire ITS that is fully integrated into the existing Tampa Bay SunGuide® Program. The Department has developed one integrated and readily scalable system configuration for future District-wide ITS deployments. The ITS shall be designed to operate from the Tampa Bay SunGuide® Regional Transportation Management Center (RTMC) and to incorporate such functional capabilities as Incident Detection System; Network Surveillance; Traffic Information Dissemination; and Data Storage, Retrieval, and Analysis. The ITS shall encompass a myriad of advanced technologies, including MVDS, CCTV cameras, DMS, wireline (fiber optic) communications network, and hardware and software integration.

2. The ITS elements shall include, but not be limited to, infrastructure, structures, power drops, ITS cabinets, UPS assemblies, encoders, end communications equipment, and fiber optic communications media to establish an Ethernet-based center-to-field devices communications network.

3. The DMS signs, CCTV cameras and MVDS's shall be interconnected to the Department's Regional SunGuide Management Center via connectivity to the Department's existing communications backbone running north-south along I-275, and shall operate under the SunGuide Central Software.

4. The Design-Build Firm shall prepare the ITS plans package. This work effort shall include the design of a complete ITS.

5. The Conceptual Design Plans-ITS interconnect all ITS devices to Pinellas County's Primary Control Center via fiber optic cabling along the SR 694 corridor and wireless connectivity to Pinellas County's communications backbone; however that concept is hereby revised as follows: Interconnect all ITS devices to the FDOT Regional Traffic Management Center via an existing communications backbone running north-south along I-275. Interconnect all applicable traffic signals (controller cabinets) within the Project to the City of St. Petersburg's Traffic Control Center via the existing fiber optic connection on I-275 at 9th Avenue North. The Conceptual Design Plans-ITS are provided for general information purposes. The Design-Build Firm shall make any use of those plans at its own risk.

6. DMS signs should be located on cantilever structures or co-located on trusses used for static signs; however, DMS signs shall be centered over the center through lanes. DMS signs shall be full size, color, and provide information to motorists on incidents, roadway closures, evacuations, and other information valuable to the motorist. Sign placement at strategic locations along the corridor shall consider the driver's ability to read and react to the provided information, as well as separation with existing and/or proposed static signs.

7. CCTV cameras, DMS signs and MVDSs can share ITS cabinets, end communications equipment and UPS assembles, as deemed conducive by close proximity of applicable devices.

8. CCTV cameras should be installed along the corridor to provide full surveillance coverage of the SR 694 corridor and crossing arterial streets. At a minimum, a CCTV camera should be placed close to each interchange to enable the viewing of the diversion traffic, the traffic signal operations at the ramp termini, and the DMS sign message. Lowering devices shall be provided for all CCTV cameras.

9. MVDS's should be installed on static guide sign structures, DMS uprights, or steel ITS poles used for CCTV cameras along SR 694. MVDS's can also be installed on exclusive concrete poles, as needed, to provide the desired one-half mile interval placements. MVDS's should be placed based on the requirements of the speed and/or occupancy-based incident detection algorithm and design characteristics of detection device. A maximum of ½ -mile distance between each VDS is generally required for traffic monitoring and incident detection.

10. The Design-Build Firm shall perform all surveys, site visits, utility coordination, utility owner agency coordination, electrical service coordination, subsurface utility engineering (SUE) services, geotechnical services, foundation design, and traffic control plan development as necessary, including coordination with other elements of the Project for the complete design of the proposed ITS.

11. ITS communications conduit, splices, pull boxes, splice boxes, power poles, cabinets and devices shall be placed as close as possible to right-of-way line, to reduce future relocation or replacement without affecting existing system operation.

12. The Design-Build Firm shall establish the necessary electrical power service, meter addresses, and accounts on behalf of the Department. The associated costs, including the monthly power service bills, for any new power service established shall be paid by the Design-Build Firm until Final Acceptance of the Project.

13. The Design-Build Firm shall procure and install all new equipment, field elements, communications infrastructure and associated components. The equipment to be procured shall meet the requirements of the NTCIP protocol (if applicable) versions supported by the SunGuide® software. The Design-Build Firm shall be responsible for ensuring the proposed ITS field elements are on the Approved Product List (APL) and are 100 percent compatible with the SunGuide® software at the time of deployment.

14. The Design-Build Firm shall submit to the Department for acceptance cut sheets for all proposed technologies/products that are to be procured for the Project, as well as selection alternatives and the reasons for selection. The Department or its representative may request additional information and/or demonstration of the equipment for approval, and the Department reserves the right to reject any equipment that in its discretion is determined to be non-compliant with the Department's design standards, specifications or the requirements of this Project.

15. The Design-Build Firm may request the Department's review and release of an individual subsystem design to allow advanced procurement of equipment that requires a longer lead time; however the Department reserves the right to evaluate this request based on the requirements included in this RFP, the impact to minimum system functionality or maintainability, and the needs of the traveling public. The Department's decision shall be final and the Design-Build Firm shall solely bear any associated costs or delays.

16. All components, equipment and subsystems furnished and installed by the Design-Build Firm shall be tested to determine conformance with Project requirements and Contract Documents. The Design-Build Firm shall provide an ITS Inspection and Testing Plan (part of the P-SEMP) to the Department for review prior to conducting any testing or inspection services. The ITS Inspection and Testing Plan shall include test requirements, procedures and conditions; acceptance criteria and the specific element of the Design Criteria requiring the test; and the associated necessary resources and those responsible for each type of test. Independent factory acceptance testing by the Design-Build Firm shall not be

required for any proposed field elements included on the Approved Product List (APL).

17. The Design-Build Firm shall be responsible for the integration of all field Layer 2 ITS and communications subsystems to establish field device communication (DMSs, CCTVs, and MVDS's). The Department's Regional Traffic Management Center shall be responsible for the integration of all Layer 3 routers and communications subsystems to communicate with Layer 2 switches installed and configured by the Design-Build Firm.

18. The Design-Build Firm shall coordinate with the Tampa Bay SunGuide® ITS Operations Contractor for the Project's applicable IP addressing schema. The Design-Build firm shall provide all equipment, parts, and configuration data necessary to integrate the ITS and communications subsystems.

19. The Design-Build Firm shall provide complete and comprehensive documentation of all elements of this Project.

20. The Design-Build Firm shall prepare design plans and provide necessary documentation for the procurement and installation of the ITS. The Design-Build Firm shall submit 90% and Final (100%) design plans and technical specifications packages to the Department for review and approval.

21. The construction plan sheets identifying the final design shall include, but not be limited to:

- Title sheet
- Tabulation of Quantities, with reference to FDOT Pay Item Numbers
- General Notes and Pay Item Notes
- Legend
- Pole Data Sheet
- Project Layout/Overview sheets outlining the locations of ITS field elements
- Fiber optics communications and outside plant facilities and routing index sheets
- Fiber optics splice diagrams in a format to be specified by the Department
- Plan sheets providing details on ITS field device locations and interface with the wireless and fiber optics communications media, fiber optic cable routing and outside plant facilities, including pull boxes, cabinets, fiber optic vaults, outlying structures and roadways, etc.
- Roadway cross-sections at ITS field device locations
- Detail sheets for all field elements included in the final design, such as mounting details, cabinet wiring diagrams, electrical wiring diagrams, grounding and surge protection diagrams, etc.
- SUE and geotechnical information supporting ITS foundation and structure design.

22. The Design-Build Firm shall prepare, submit, and seek Department approval for all the required Plans, schematic diagrams, cabling/wiring diagrams, splice diagrams, and other pertinent information related to the equipment, materials and incidentals for furnishing, testing, installing, and integrating (as applicable) all ITS elements prior to the commencement of the installation phase. The ITS elements shall include, but not be limited to, ITS cabinets, UPS assembly, CCTV cameras, DMS's, MVDS's, end communications equipment, infrastructure, structures, fiber optic cabling, electrical power service and distribution, etc.

23. The Design-Build Firm shall prepare detailed Special Provisions, as needed and/or identified during the Project design phase.

24. The Design-Build Firm shall be responsible for the integration of all Layer 2 ITS and communications subsystems to establish field device communication (DMSs, CCTVs, and MVDS's). The Department's Regional Traffic Management Center shall be responsible for the integration of all Layer 3 routers and communications subsystems to communicate with Layer 2 switches installed and configured by the Deign–Build Firm.

The submittal of ITS field element specifications and equipment product sheets shall be in accordance with the Project Specifications. Printed Literature (cut-sheets, etc.), if utilized to satisfy some or all of the requirements, shall include no statements within the literature that conflicts with this RFP or the Design-Build Firm's written technical proposal or creates interpretation challenges for the Department. Any such conflicting statements or data shall be crossed off and initialed by the Design-Build Firm, and an appropriate statement shall be attached clearly indicating how the requirements of the RFP will be fulfilled. Submittals which are, in the judgment of the Department, insufficient to permit proper evaluation shall be rejected.

R. Hazardous Materials:

1. The Department has performed contamination assessment activities based on the Conceptual Design Plans (see "Other Documents"). Based on these plans, no soil or groundwater contamination has been identified by the Department.

2. The Design-Build Firm shall be responsible for contamination assessment activities associated with any design changes that are outside the Project's right-of-way, based on the Conceptual Design Plan (see "Other Documents"). Assessment activities performed by the Design-Build Firm shall be performed by a contractor in accordance with the FDOT Project Development and Environment Manual (PD&E), Part 2, Chapter 22.

   The Department shall review and approve the Design-Build Firm's assessment contractor prior to them performing the assessment activities. The Design-Build Firm shall submit to the Department a draft report reflecting their contamination assessment activities within two months of completing their work. Reports generated by the Design-Build Firm shall follow the report format provided (see "Other Documents"). The Department shall have up to two separate comment and review periods of 20 calendar days each, to review the Design-Build firm's draft report. The second draft report and the final report shall reflect the Department's comments of the prior submitted report. Once approved, the Design-Build Firm shall provide a final report to the Department.

If contamination is identified, the Design-Build Firm shall refer to and follow the Contamination Addendum (see "Other Documents").

3. Remediation of identified and unidentified areas of contamination will be completed by the Department's contamination assessment/remediation contractor (CAR).

4. The Design-Build Firm shall secure the services of a Florida licensed asbestos consultant to perform comprehensive asbestos containing materials (ACM) surveys on existing bridge structures, as necessary on the Project. The survey shall include sampling of all suspect ACM. The Design-Build Firm shall also perform paint surveys as necessary, on existing bridge structures on the Project. The Design-Build Firm shall submit the associated survey reports (including an operation and maintenance (O&M) plan for any asbestos and hazardous paint identified) to the Department at a minimum of two months prior to any necessary ACM abatement activities.

5. If ACM is identified, asbestos abatement activities will be performed by the CAR, as necessary.

   I. The Design-Build Firm shall provide written notification to the Department Engineer no more than two months and no less than one month prior to the date as to when the CAR can proceed with asbestos abatement activities. If the Design-Build Firm changes the date to one different than what is on the notification, the Design-Build Firm shall notify the Department Engineer immediately and the notification procedure stated above shall be followed again using a two week written notice for the CAR to proceed.

   II. The Department Engineer shall provide a copy of each notification to the CAR within three business days of being notified.

   III. The contractor and CAR shall coordinate with each other to provide the CAR ample and reasonable time, as well as staging and work areas necessary, for the CAR to perform asbestos abatement activities.

6. The Design-Build Firm is responsible for obtaining their own national pollutant discharge elimination system (NPDES) permit and to discharge produced groundwater from uncontaminated sites.

   I. The Design-Build Firm shall not utilize the CAR's treatment system and/or disposal services to discharge water from uncontaminated areas.

   II. If groundwater sample results collected by the Design-Build Firm fail NPDES permit criteria for the discharge of produced groundwater from any non-contaminated site activity, the Design-Build Firm shall provide copies of their sample results and sample locations to the CAR within one business day of receiving their sample results. The CAR shall perform confirmation groundwater sampling to verify the Design-Build Firm's results. The CAR will notify the Department Engineer and Design-Build Firm of the results as soon as practical.

   If it is necessary for the CAR to treat and discharge and/or dispose of produced groundwater based on the verified sample results, reasonable time shall be allowed for the CAR to obtain necessary discharge permit(s). Historically, the CAR has obtained discharge permits within approximately four months of receiving their sample results.

However, the time frame to obtain discharge permits and the permissible discharge flow rate per discharge location is dependent on the agency providing the permit and the permit itself. Sanitary sewer permits obtained in the past by the Department typically allowed a maximum discharge flow rate of 200 gallons per minute per discharge location.

For each location where groundwater support services are required by the CAR, the CAR requires a staging area measuring 50 feet by 90 feet. For every additional 200 gallons per minute in excess of a base 200 gallons per minute on any site requiring groundwater treatment and/or disposal services by the CAR, the Design-Build Firm shall provide an additional staging area of approximately 50 feet by 90 feet for use by the CAR. Staging areas for the CAR's services shall be within close proximity to the dewatering discharge location.

7. Unless otherwise provided for in the Project construction plans, the CAR will provide replacement backfill for all areas of contaminated soil removal in the form of FDOT-select fill at a 1 to 1 ratio (e.g. ton-for-ton) except at those sites where the contaminated soil is replaced with flowable fill by the contractor.

8. The Design-Build Firm shall provide one month written notification to the Department engineer prior to any requests for each relocation of a treatment system.

   The Design-Build Firm shall make every effort to complete work in areas where groundwater treatment systems are being used until the system is no longer required, prior to commencing work in other areas of the Project that require groundwater treatment prior to discharge.

9. For any necessary sanitary sewer connections and other dewatering discharge locations, in support of the Design-Build Firm's efforts required by the CAR, access and connection shall be maintained by the Design-Build Firm throughout the construction phase of this Project unless directed otherwise by the Department Engineer.

10. All the above conditions and requirements shall also pertain to all utility work included in, associated with, or affected by the Project. They shall also pertain to any contaminated areas discovered after preparation of these plans.

11. The Design-Build Firm shall list the items identified in the plan notes (see "Other Documents") into the general notes of the Project plans.

S. Access Management:

The a Conceptual Design Plans (see "Other Documents") propose a frontage road system to maintain local traffic circulation and access needs. The Design-Build Firm shall ensure that the final design shall accommodate all local traffic circulation and access needs during and after construction. The Design-Build Firm shall incorporate access management standards for the Project in coordination with the Department's District 7 Access Management Review Committee. All proposed median modifications shall be approved by the Committee.

T. Transit:

The Pinellas Suncoast Transit Authority (PSTA) has bus transit facilities and routes through the Project area. The Design-Build Firm shall coordinate in advance with PSTA to design and construct as requested their proposed, feasible and ADA-compliant bus landing pads, rider shelter pads and incidental universal sidewalk connections, etc. All contact with PSTA shall be coordinated in advance with the Department's Public Transit Coordinator. The Design-Build Firm shall coordinate all transit agency contact in advance with the Department's District 7 Public Transit Coordinator.

U. Landscaping

Guided by the Department's "Bold Vision for Florida's Highway Beautification Program" (see "Other Documents"), the Design-Build Firm shall allocate a minimum of 1.5 percent (%) of its bid price for highway landscaping, which includes any *vegetation, mulches, irrigation systems, and site amenities, such as street furniture, decorative paving, fences, and lighting (except public utility street and area lighting). An irrigation system shall be included, which will be operated and maintained by the City of St. Petersburg (COSP). Early and close coordination with the COSP shall be undertaken, including the preparation of concept plans and cost estimates for concept review by COSP officials. *Grass and sodding (separate pay items) shall not count toward the minimum landscaping amount.

Prior to proceeding to final analysis and plans, the Design-Build Firm shall prepare conceptual landscape plans and a technical memorandum to describe the proposed concepts, including construction cost estimates. The Concept Plans shall be prepared in roll plot form at a Scale of 1" = 100 ft. minimum for the presentation to COSP review staff and City Council members. The Design-Build Firm shall submit the roll plot and memorandum to the Department and the COSP for review and comments. The Design-Build Firm is encouraged to meet with the COSP and the Department during concept development.

Following the approval of the landscape approved concept, complete landscape and irrigation plans for the Project shall be prepared by a licensed State of Florida registered Landscape Architect. Plans shall be prepared according to Chapter 9 of the FDOT Plans Preparation Manual and shall be in accordance with the governing FDOT Design Standards and Standard Specifications for Road and Bridge Construction identified for the roadway project. Particular attention shall be paid to compliance with the requirements of Standard Indexes 544 – Landscape Installation, 546 – Sight Distance at Intersections, 700 – Roadside Offsets and applicable 600 – Traffic Control through Work Zones series indexes.

V. Additional Design Criteria by the City of St. Petersburg (COSP)

The Design-Build Firm shall incorporate aesthetic treatments into the bridge piers, surface finishes and colors that are consistent with the design of the SR 682 Pinellas Bayway Structure C Project (FP ID 256903-1-52-01). Selected plans sheets from that project are included as "Other Documents". The Design-Build Firm shall coordinate with COSP in preparing a graphic design package for the Mechanically Stabilized Earth (MSE) walls. The graphic concept shall incorporate one image each of a minimum of three Florida Endangered/Threatened Species (Bald Eagle, Florida Panther and Florida Manatee). Graphics and wall textures are to be similar in nature to the US 19 overpass at 118th Avenue North/Bryan Dairy Road (FP ID 257070-1-52-01). Selected plans sheets from that project are included as "Other Documents". The Design-Build Team shall submit a preliminary graphics design package prior to the Phase III (90%) submittal for concept approval by the Department and for review by the COSP. The final graphics design package shall be submitted to the Department and to the COSP Engineering Department for COSP City Council review at the Phase III (90%) plan stage and at all other required submittals.

Use of City of St. Petersburg (COSP) owned Right of Way by the Design-Build Firm for the purpose of equipment or material storage, lay-down facilities, pre-cast material fabrication sites, or batch plants for the production of asphalt, concrete or other construction related materials, etc. shall NOT BE permitted.

Use of COSP-owned Right of Way by the Design-Build Firm for the purpose of Maintenance of Traffic and Traffic Detours shall require advance approval by the COSP.

For all work proposed by the Design-Build Firm within COSP Right of way, the Design-Build Firm shall acquire a COSP Permit. The costs of the permit fees and inspections required by the COSP City Code for all such improvements shall be paid by the Design-Build Firm to the COSP.

Elected Officials to be Notified and Plan Review Contacts:

City Council Members:
Leslie Curran, Chair (Dist 4)
Wengay "Newt" Newton, Vice Chair (Dist. 7)
Charlie Gerdes (Dist. 1)
Jim Kennedy (Dist. 2)
Bill Dudley (Dist. 3)
Steve Kornell (Dist. 5)
Karl Nurse (Dist. 6)
Jeff Danner (Dist. 8)

Mailing Address:
PO Box 2842
St. Petersburg, FL 33731

Phone: 727-893-7117

The following COSP staff members should be provided copies of all design plans and specifications:

Joseph Kubicki	727-892-5272	Transportation, Traffic Sign and Striping Review
William Foster	727-893-7478	Traffic Signal Plans Review
Brendan Lynch	727-892-5381	90% and Final for Utility Review
Nancy Davis	727-893-7863	Final Plans for Right-of-Way Permitting
Sharon Heal-Eichler	727-892-5304	Landscape and Irrigation Plans for Review

Mast arm signal structures shall be in accordance with Department Design Standards and criteria. The color shall conform to Federal Standard No. 595, Color No. 20040 (dark bronze).

VII. Technical Proposal Requirements

A. General:

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

B. Submittal Requirements:

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

A copy of the "Written Technical Proposal" must also be submitted in electronic format on a CD. The format shall be in Microsoft Word and the file saved in pdf format and must include Bookmarks for each Section. No macros will be allowed. Minimum font size of ten (10) shall be used. Times New Roman shall be the required font type. Internet loading of the Technical Proposal shall take place in 15 seconds or less.

The maximum number of pages for the Technical Proposal shall be 40 pages, which includes text, graphics, tables, charts and photographs, or any combination thereof, and can be dispersed among Sections 1-3 as desired. This page limitation does not include Section 4 Design Support Documents and Section 5 Preliminary Plans. Paper size shall be 8½" x 11", additional larger charts and graphs may be provided if folded neatly to 8½" x 11"

Submit one (1) original, seven (7) hard copies and eight (8) CD copies of the Technical Proposal, to: John D. Ellis, 11201 N. McKinley Dr., Tampa, FL 33612.

The minimum information to be included:

Section 1: General

- Paper size: 8½" x 11" or larger if folded neatly to 8½" x 11"
- Describe the Design-Build Firms approach to the following:
    1. Maintainability
    2. Value Added
    3. Schedule
    4. Design and Geotechnical Services
    5. Maintenance of Traffic
    6. Utility Coordination
    7. Environmental Considerations and Aesthetics
    8. Construction Methods

Section 2: Proposed Schedule

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

Anticipated Award Date
Design Schedule, including review time
Design Reviews by the Department
Geotechnical Investigations
Permitting
Start of Construction
Construction Milestones
Construction Phasing and major MOT shifts

Utility Relocations
Structure Completion Date
Final Completion Date for all Work

Section 3: Value Added

- Paper size: 8½" x 11"

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

Section 4: Design Support Documents

- Paper size: 8½" x 11"

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

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

Section 5: Preliminary Plans

- Paper size: 11" x 17". Plan and Profile views of the proposed improvements may be submitted as roll-plot files saved on a disc and printed for inclusion in the Technical Proposal. The maximum width of the roll-plots shall be 36".

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

Roadway

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

Structures

- General Notes
- Typical Sections
- Plan and elevation
- Begin and end bridge stations
- Proposed Foundation Types and Location
- Proposed Foundation Testing requirements
- Span lengths
- Minimum vertical and horizontal clearances
- Location of expansion and fixed bearings
- Wall limits and types
- Basic material properties (concrete strengths, classifications)
- Typical pier(s) and abutment details
- Cross section of proposed superstructure showing type, size and locations of structural elements
- Proposed means and methods of construction
- Proposed method of removal of the existing structure and approaches and final disposition
- Technical special provisions
- Variations and factual check of provided documentation
- Aesthetic considerations

C. Evaluation Criteria:

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

Item	Value
1. Maintainability	15
2. Value Added	5
3. Schedule	5
4. Design and Geotechnical Services	15
5. Maintenance of Traffic	15
6. Utility Coordination	5
7. Environmental Considerations	5
8. Construction Methods	15
Maximum Score	**80**

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

1. Maintainability (15 points)

Credit will be given for a design that minimizes periodic and routine maintenance. The following elements should be considered: access to provide adequate inspections and maintenance, maintenance of navigational system lighting, access to structure's lighting system, and quality of construction materials.

Credit will be assigned for exceeding minimum material requirements to enhance durability of structural components.

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

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

3. **Schedule (5 points)**

Credit will be given for a comprehensive and logical schedule. Proper attention should be provided to the Project's critical path elements.

4. **Design and Geotechnical Services (15 points)**

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

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

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

5. **Maintenance of Traffic (15 points)**

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

6. **Utility Coordination (5 points)**

Credit will be given for minimizing impacts to UA/Os throughout all phases of design and construction.

7. **Environmental Considerations (5 points)**

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

8. **Construction Methods (15 points)**

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

D. Final Selection Formula:

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

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

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

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

The Department reserves the right to consider any proposal as non-responsive if any part of the Technical Proposal does not meet established codes and criteria. Also, if PCT is greater than Maximum Allowable Contract Time (MCT) (1350 days) the proposal will be considered non-responsive.

E. Final Selection Process:

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

F. Stipend Awards - *N/A*

VIII. BID PROPOSAL REQUIREMENTS

A. Bid Price Proposal:

Bid Price Proposals shall include all required documents: Bid Blank form, Bid Price Proposal, Design Build Proposal Of, Design Build Bid Bond. The Bid Blank form and Bid Price Proposal 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, all reimbursable utility relocation costs, wetland mitigation costs,

Design/Build Firm's quality plan, construction of that portion of the Project, and all other work necessary to fully and timely complete that portion of the Project in accordance with the Contract Documents, as well as all job site and home office overhead, and profit, it being understood that payment of that amount for that portion of the Project will be full, complete, and final compensation for the work required to complete that portion of the Project. The Price Proposal shall be hand delivered in a separate sealed package to the following:

John D. Ellis
11201 N. McKinley Drive
Tampa, FL 33612

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