



Florida Department of Transportation
District VII

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

for

**I-75 (SR 93) from Pasco/Hernando County Line to South of
US 98/SR 50/Cortez, Hernando County**

**Financial Projects Number(s): 411011-3-52-01
Federal Aid Project Number(s): 0751-188 I
Contract Number: E7I34**

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ATTACHMENTS

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

Project Advertisement

Design-Build Bid Blank (Form 375-020-17)

Design-Build Bid Proposal Form (Form 700-010-65)

Design-Build Bid or Proposal Bond (Form 375-020-34)

Design-Build Proposal Of (Form 375-020-12)

FHWA Required Contract Provisions (Form FHWA-1273) (May 2012)

Exempt Documents Request Form (Form 050-020-26)

Contamination Assessment Report Format

Contamination Impact Certification (June 2013)

Contamination Plan Notes

Division I Design-Build Specifications

Special Provisions

- Engineer's Field Office

Geotechnical Services Requirements/Specifications

- Contractor Quality Control General Requirements (SP1050813DB)
- Structures Foundations (SP4550000DB)

Value Added Specifications

- Section 475, Value Added Bridge Component

Draft Stormwater Management Facility & Floodplain Compensation Site Alternatives Report for Design

Highway Beautification Policy (May 2013)

ITS Construction Checklist (February 2013)

ITS Design Guidelines Checklist (February 2013)

ITS Minimum Technical Requirements (MTR)

ITS Facility Management System Forms

ITSFM029 Transportation Management Center Form Rev7-10

ITSFM030 Hub Equipment Site Form Rev7-10

ITSFM031 ITS Field Equipment Site Form Rev9-10

ITSFM032 Electrical Load Center Site Form Rev1-11

ITSFM033 Utility Service Demarcation Site Form Rev1-11

ITSFM034 Fiber Optic Concrete Vault Detail Rev9-10

ITSFM035 Fiber Optic Pullbox Detail Rev9-10

ITSFM036 Fiber Optic Cable & Equipment Form Rev7-10

ITSFM037 Fiber Optic Patch Panel Connection Form Rev1-11

ITSFM038 Wireless Communication Equipment Form Rev11-10

ITSFM039 Miscellaneous Communication Equipment Form Rev7-10

ITSFM040 Electrical Equipment Form Rev1-11

ITSFM041 Closed Circuit Television Form Rev9-10

ITSFM042 Vehicle Detection System Form Rev9-10

ITSFM043 Dynamic Message Sign Form Rev7-10

ITSFM044 Highway Advisory Radio Transmitter Form Rev9-10

ITSFM045 Roadway Weather Information System Form Rev7-10

ITSFM046 Electronic Feedback Speed Sign Form Rev7-10

ITSFM047 Warning Beacon Form Rev11-10

ITSFM048 Trail Blazer Form Rev7-10
ITSFM049 Signal Controller Form Rev11-10
ITSFM050 Cable Barrier Warning System Form Rev9-10
ITSFM051 Travel Time System Form Rev9-10
ITSFM052 Highway Advisory Radio Sign Form Rev9-10
Parcel Memo 105 and 800 (October 2013) and SMF (Pond) AB-1 Access Detail
Right of Way Acquisition Schedule and Right of Way Schedule Email (Nov 2013)
Right of Way Certification (Construction) (added by addendum)
Right of Way Certification (Initial Design-Build Certification)
Right of Way Maps (FPID 411011-3-52-01)
Road Weather Information System Simplified Installation Consideration Points
SIS Highway Component Standards and Criteria (September 2011)
Southwest Florida Water Management District ERP (October 2013)
US Army Corps of Engineers (added by addendum)
Traffic Information
Type 2 Categorical Exclusion (March 2007)
Type 2 Categorical Exclusion Re-evaluation (May 2013)
Final Preliminary Engineering Report (June 2007)
Crash Data Summary Report (November 2013)
Final Level II Screening Report for Preferred Pond Sites (June 2013)

REFERENCE DOCUMENTS

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

60% Drainage Design Documentation
Active Osprey Nest Location Map
Advanced Utility Coordination Documentation
 Duke Energy Transmission Markups (December 2013)
As-built Plans (SPN 14140-3403 & 08150-3401) (* Exempt document)
As-built Plans (SPN 14140-3411 & 08150-3410)
As-built Plans (SPN 14140-3407 & 08150-3406)
As-built Plans (FPID 422324-1-52-01)
As-built Plans (FPID 423464-1-52-01)
As-built Plans (FPID 425085-1-52-01)
As-built Plans (FPID 415065-1-52-01)
As-built Plans (SPN 08150-3402)
As-built Plans (Existing Bridge Plans 080012 & 080920)(*Exempt documents)
As-built Plans (FPID 421505-1-52-01)
Asbestos Survey Reports (added by addendum)
Bridge Inspection Reports (* Exempt document)
Bridge Load Rating Calculations (* Exempt document)

Bridge Pile Driving Records (* Exempt document)
Business of Beautification (Bold Vision for Florida's Highway Beautification Program)
PD&E-Preliminary & Support Data (Nov 2013)
Cattle Crossing Assessment 10x8 Box Culvert
Cattle Crossing Assessment 15x12 Box Culvert
Concept Plans – Roadway (February 2013)
Concept Plans – S&PM (December 2012)
Concept Plans – Structural (December 2012)
Design Variation – Border Width (Approved September 2012)
Design Variation – Bridge Shoulder Width (Approved April 2013)
Design Variation – Shoulder Cross Slope (Approved February 2013)
Design Variation – Stopping Sight Distance (Approved April 2013)
Embankment Resilient Modulus Pavement Design Memorandum (March 2008)
Geotechnical Data – Preliminary Bridge Report (September 2009)
Geotechnical Data – Pond Soil Survey Report (December 2012)
Geotechnical Data – Roadway Soil Survey Report (December 2012)
Groundwater Mounding Analysis (June 2013)
ITS Final Design Plans for I-75 (FPID 254677-1-52-31)
ITS Draft MTR (FPID 410909-4-52-01)
ITS Draft MTR (FPID 411014-2-52-01)
Lane Closure Analysis
Multi Purpose Survey Vehicle Data (November 2013)
Pavement Design Package Format
Pavement Design Report (December 2012)
Pavement Survey and Evaluation Report (November 2012)
Resilient Modulus Recommendation (Sept 2013)
Requirements Traceability Verification Matrix Example
RWIS Siting Guidelines (November 2008)
Subsurface Utility Engineering Data (If available)
Survey Information
SWFWMD and USACE (permit application)
Typical Section Package (September 2012)
Video Inspection Repair Report (August 2013) (* Exempt document)
Video Inspection Support Files (* Exempt document)
Utility Owner information (emails confirming involvement/non involvement)
Map of Withlacoochee River Electric Facilities (October 31, 2013)
CADD Files/Conceptual design-with survey (Nov. 13, 2013)
ICPR and ASAD files (Nov. 13, 2013)
Church-Lockhart Clearance Surveys (Nov. 13, 2013)
Duke Transmission email confirming involvement (Nov 2013)

*Requires Completed 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 improvements to I-75 (SR 93) from the Pasco/Hernando County Line to South of US 98/SR 50/ Cortez Boulevard in Hernando County. Improvements will include roadway, structures, drainage, geotechnical, traffic control, utilities, subsurface utility engineering, intelligent transportation systems and signing and pavement marking. Other associated efforts will include public involvement, hazardous materials, right-of-way, utility coordination and environmental permitting.

I-75 is currently a four-lane divided, rural principal arterial highway with design and posted speeds of 70 miles per hour. I-75 is part of the National Highway System, the Florida Intrastate Highway System (FIHS) and the Florida's Strategic Intermodal System (SIS), and is a designated hurricane evacuation route. I-75 is designated as Access Management Classification 1 ("Freeway").

The Department has established a Maximum Price of \$37,347,154.02 for FPID 411011-3-52-01. This amount is not the Department's official cost estimate for the work. Submission of a Bid Price Proposal under the Maximum Price is not a guarantee of contract award and cannot be interpreted as an appropriate or awardable bid amount.

For the purposes of bidding, all proposers should submit Bid Price Proposals that do not exceed the Cumulative Maximum Price of \$37,347,154.02. For this Contract, the Department may reject as nonresponsive any Bid Price Proposal in excess of this Cumulative Maximum Price. In the event that one or more responsible Bid Price Proposals are received that does not exceed the Cumulative Maximum Price amount the Department will consider only those Bid Price Proposal(s). The Adjusted Score methodology will be used to determine the winning Proposal. In the event that all Bid Price Proposals exceed the Cumulative Maximum Price of \$37,347,154.02, the Department reserves the right to determine (based on the availability of funds) whether to consider the Bid Price Proposals, and factor the Adjusted Scores based on those Bid Price Proposals. The Department will determine whether making an Award is in the best interest of the State.

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 December 12, 2013. 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 shall not be changed by the Design-Build Firms except as specifically modified by the RFP and associated addenda:

- Minimum Horizontal Bridge Clearance for all bridges

- Type 2 Categorical Exclusion (approved by the FHWA on March 13, 2007) and its subsequent reevaluations
- Commitments
- Minimum median width
- Requirement for median barrier on I-75
- Typical Section Package elements (lane widths, shoulder widths, travel lane pavement cross slopes, mainline design speeds, design life duration)
- Pavement Design Package parameters (design life duration and 18 kip ESAL analysis projections)
- Prohibition of the use of Mechanistic-Empirical Pavement Design Guide for pavement design
- Access Management and property access requirements
- Provisions for the future eight lanes and accommodating the ultimate ten lanes
- SMF/Ponds designed and offset from the proposed improvements to accommodate the ultimate ten lane section
- Reconditioning of the existing culverts that are to remain in accordance with the video inspection assessment
- Provide a clear ten foot mowing strip adjacent to the right of way.

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

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.
4. Compatibility with the Future Configuration, as defined by this RFP.

Description of Work

For clarity in communication, the following project/work description is broken down as follows:

- Overview
- Public Involvement
- Roadway
- Structures (Bridges, Walls, Miscellaneous Structures)
- Drainage
- Geotechnical
- Traffic Control
- Utility Coordination
- Right-of-Way
- Environmental Permits
- Signing and Pavement Marking
- Intelligent Transportation System
- Hazardous Materials
- Landscaping Design

Overview

The scope of work includes all investigations, design, permitting, coordination, final approved construction documents, and construction activities necessary for complete six laning and additional improvements specified herein. The project limits extend from the Pasco /Hernando County Line (MP 0.000) to south of SR 50 (MP 5.389).

The existing roadway is a four lane divided highway with depressed median and roadside ditches. The existing typical section includes 12-foot travel lanes, 8-foot inside shoulders (4-foot paved), 12-foot outside shoulders (10-foot paved) and a minimum 64-foot median within a minimum 300-foot right of way. The existing right-of-way varies between 300-feet and 542-feet.

The proposed improvements include widening the existing four lane divided rural interstate to a six lane divided rural section. Generally, the additional travel lanes will be added in the median as long as a minimum 26-foot median is maintained; otherwise, the additional travel lanes will be added to the outside. This was done except at the bridges that will stay in place, but will be replaced in the future eight-laning project. The proposed six lane typical section includes 12-foot travel lanes, 12-foot inside shoulders (10-foot paved), 12-foot outside shoulders (10-foot paved) and a minimum 26-foot median.

The six-laning is an interim improvement followed by eight-laning and ultimate ten lane project. Neither the future eight lane nor the ultimate ten lane interstate widening designs have a future letting year and neither is funded for construction. The Design-Build Firm shall provide supporting documentation (Roadway, Structures, Drainage, Traffic Control, etc.) that the six laning design is not inconsistent with, conflict with, or prohibit the efficient construction of the future eight laning or the ultimate ten laning concepts.

For the purposes of this RFP, the following typical section elements shall be utilized for the Future I-75 Corridor Configurations (future eight and ultimate ten lane sections).

- Future eight-lane section, as a minimum; 4-(12 foot) lanes in each direction separated by a 26' minimum median (with barrier), 12' (10 foot paved) inside and outside shoulders.
- Ultimate ten-lane section, as a minimum; 3-(12 foot) general use lanes, 12 foot (10 foot paved) outside shoulder, 2-(12 foot) HOV/Managed use lanes, 12 foot (10 foot paved) inside shoulder, separated by a (2 foot) median barrier and 2-(12 foot) paved shoulders in each direction with a 26 foot minimum median, for a total width of 260 feet.

The Department, under separate contract, has produced Concept Plans for this project. The Concept Plans are included in RFP package and are supplied to the Design-Build Firm to relay the intent of the project and are for informational purposes only. The Design-Build Firm, as Engineer of Record, is responsible for providing all final approved construction documents. In addition to final construction documents, the Design-Build Firm shall provide and furnish all construction activities, tools, equipment, supervision, labor, materials, rentals, subcontractors, profit, overhead and any other costs related to the project. The Concept Plans may not be consistent or in compliance with all the requirements of this RFP.

The Concept plans were developed to accommodate a future eight-lane widening throughout the project limits. The Concept Plans have addressed the future widening as follows:

- A design variation has been approved to modify the median shoulder cross slope to two percent to accommodate the future widening where the interim shoulder for the proposed six lane section will become the inside travel lane of the future eight lane section.
- An additional lane of pavement is shown in the Concept Plans from Station 1874+49 +/- to Station 1909+30.00 to accommodate transitioning from inside widening to outside widening. The

remaining pavement will be striped out and utilized in conjunction with the future eight lane widening.

- The Concept Plans provide full depth median shoulders to provide the same pavement structure as the I-75 mainline pavement so that the median shoulder would not have to be removed and then reconstructed in the future.
- Roadside ditches in the Concept Plans accommodate the future eight lane section.
- Crossdrains/box culverts in the Concept Plans are designed for the future eight lanes and all end treatments placed outside the clear zone accommodating the future eight lane section.
- Ponds in the Concept Plans are set back from the existing right of way accommodating for the ultimate ten lane design.
- Additional fill embankment from the ponds is distributed along the embankments in the Concept plans for use in the future eight-laning.
- Where walls/barriers are required, the Concept Plans detail them in their future location and place future full depth pavement and future shoulders between the six laning and the new walls/barriers.

The following sections describe the general work scope of this project. Additional requirements are listed in this RFP and MTR.

Public Involvement

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 here and in Section V.N of this RFP and shall coordinate all Public Involvement activities with the Department.

Roadway

The Design-Build Firm shall design and construct the following roadway improvements:

- The final typical section shall provide for a minimum median width of 26 feet.
- All through travel lanes shall be 12 feet wide.
- All existing through-lanes and shoulders that will remain at the completion of construction shall be, at a minimum, milled and resurfaced.
- Existing through-lanes shall be reconstructed or overbuilt as necessary to meet RFP and criteria requirements to achieve the required profile and pavement cross slope.
- The Design-Build Firm shall perform full construction and/or milling/resurfacing/widening of pavement within the following Construction (Not Project) limits:
 - SB I-75 Station 1667+28.52 to Station 1956+00.00
 - NB I-75 Station 1673+88.52 to Station 1956+00.00
- All existing motorist aid call boxes shall be removed and not replaced.
- I-75 work will include installation of a new barrier system in the median for the entire length of I-75 within the Project. The barrier may be concrete barrier wall or modified thrie-beam guardrail. If modified thrie-beam guardrail is selected, the existing thrie-beam guardrail may be allowed to be retained or reset upon the submission of supporting data by the Design-Build Firm and inspection/acceptance by the FDOT. The FDOT shall be the sole authority as to whether or not existing thrie-beam guardrail can be used, and these decisions cannot be appealed.
- Concrete Surface Finish Requirements shall comply with Structures Design Bulletin 13-03 / Roadway Design Bulletin 13-04.
- Construct a permanent median crossover on I-75 at Station 1925+00
- Remove the existing median crossovers on this project
- All existing limited access right of way fencing shall be removed and replaced with new fencing. The Design-Build Firm shall clear and grub to provide a clear ten foot mowing strip adjacent to

the right of way and replace with ten foot high Type A fencing. All Type A fence gates shall be tube type.

- The Department will consider a design for variation for longitudinal grade in superelevation transitions subject to the following criteria: In transition sections where the cross slope is less than 1.5 %, a minimum longitudinal grade of 0.5% shall be maintained, unless the outside edge of pavement maintains a minimum grade of 0.2% (0.5% for curb and gutter).
- At all locations throughout the Project, the Design-Build Firm shall maximize the preservation of existing trees and vegetation that are not in direct conflict with the construction of the project.
- All Curb & Gutter (9") along I-75 shall be removed and replaced with a flush shoulder and/or shoulder or in accordance with the Concept Plans.
- The Design-Build Firm shall provide a design in conformance with FDOT criteria.
- Conditional approval for variations/exceptions regarding vertical clearance and vertical alignment.
- Conditional approval for 17 variations/13 exceptions regarding vertical alignment for the following approximate station limits:

South Bound

1. 1679+50 to 1683+50
2. 1687+00 to 1699+00
3. 1701+50 to 1705+50
4. 1721+50 to 1726+50
5. 1734+50 to 1741+50
6. 1770+25 to 1782+25
7. 1789+00 to 1796+00
8. 1797+75 to 1811+75
9. 1814+75 to 1823+75
10. 1838+75 to 1853+75
11. 1860+00 to 1865+00

North Bound

12. 1680+00 to 1684+00
13. 1688+50 to 1697+50
14. 1703+00 to 1707+00
15. 1720+50 to 1725+50
16. 1733+50 to 1742+50
17. 1750+50 to 1758+50
18. 1766+75 to 1779+50
19. 1784+50 to 1791+50
20. 1796+25 to 1806+25
21. 1812+25 to 1821+25
22. 1836+25 to 1851+25
23. 1860+00 to 1865+00

South Bound & North Bound

24. 1867+75 to 1872+25
25. 1875+75 to 1891+75
26. 1897+50 to 1906+50
27. 1907+50 to 1918+50
28. 1926+00 to 1931+00
29. 1937+50 to 1944+50
30. 1947+50 to 1956+50

- A design variation for three lanes sloped in one direction will be considered. The Design-Build firms must submit the design variation for Department review and approval.

Structures

The Design-Build Firm shall design and construct the following structures:

- Extend cattle crossings and box culverts to accommodate the six lane section. The extensions shall not impede construction of the future eight and ten lane sections.
- Overhead sign structures
- Variable height barrier wall
- ITS Structures

Structural Assessments have been made for the two Cattle Crossings and are included in the RFP package.

If partial height walls are proposed, the Design-Build Firm must show they do not impede construction of the ultimate eight lane and ten lane sections. The use of gravity walls will not be allowed in the construction of partial height walls.

Proposed minimum vertical clearances at the bridges over I-75 (Church Rd. bridge #080012 – MP 1.069 and Lockhart Rd. bridge #080920 –MP 3.784) must be no less than existing vertical clearances or 16 feet, whichever is greater. Any Design-Build Firm proposing minimum vertical clearances less than PPM requirements must submit a Design Variation for approval. Pier protection barrier shall be provided as applicable.

Drainage

The Design-Build Firm shall incorporate the following criteria into design and construction of the drainage system:

- All pond areas shall be surrounded by six foot Type B Fence with slide type gates.
- Provide Black Type B Vinyl Chain Fence for (Parcel 108, Hickory Hills Land Company) SMF/Ponds D, E and F.
- Roadside ditches proposed under this contract shall be constructed within the right-of-way to minimize the throw away for the future eight-lane and ten lane sections.
- The box culvert extensions shall accommodate the six lane section and shall not impede construction of the future eight and ten lane sections.
- All stormwater management facilities and floodplain compensation sites shall be designed and constructed to meet the requirements of the project construction described in this RFP.

Geotechnical

The Department, under separate contracts, has produced soil borings. The soil borings are included in the RFP package and are supplied to the Design-Build Firm for informational purposes only. The Design-Build Firm is responsible for its own geotechnical investigations, reporting, and implementation.

Traffic Control

The Design-Build Firm will be responsible for developing a Traffic Control Plan (TCP) and executing it accordingly. The Design-Build Firm will be responsible for coordinating Traffic Control with the adjacent segments of I-75 (SR 93) FPID 411014-2-52-01 and 411011-4-52-01.

Utility Coordination

The Design-Build Firm shall be responsible for determining, through the use of non-destructive means, both the horizontal and vertical location of all existing utilities above and below ground within the project limits, and for coordinating with the Utility Agency/Owner(s) for any necessary relocation and/or adjustment of their facilities.

Right-of-Way

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

It is the Department's intent that all Project construction activities be conducted within the existing right-of-way and within the right of way the Department is in the process of acquiring per Right of Way Acquisition Schedule. The Design-Build Firm may submit a Technical Proposal that requires the acquisition of additional right-of-way that is not included in the Right of Way Acquisition Schedule. Any Technical Proposal that requires the acquisition of additional right-of-way will not extend the contract duration as set forth in the existing Request for Proposal 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 State funded projects, the additional right-of-way will be acquired by the Department in accordance with all applicable state laws. On Federally funded projects, 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 will 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 property, 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 will 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 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 of the additional right of way have been satisfied. Any remaining funds provided will be returned to the Design-Build Firm.

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

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

Right-of-Way Maps are provided in the RFP package.

Environmental Permits

The Department has applied for a Southwest Florida Water Management District ERP permit and US Army Corps of Engineers permit and both are pending. The Design-Build Firm shall be responsible for modifying the issued permits as necessary to accurately depict the final design.

Signing and Pavement Marking

The Design-Build Firm shall be responsible for developing an acceptable signing and pavement marking plan and implementing it accordingly. Specific features to be incorporated in the project are as follows:

- All signs on the project shall be new
- All sign supports and foundations shall be new
- Coordination with the adjacent projects including, but not limited to providing grading to accommodate the signs/structures associated with those projects.

Intelligent Transportation System

This project includes ITS Freeway Management for Tampa Bay SunGuide™ on I-75 (S.R. 93) that is a portion of an overall system that will provide ITS encompassing the I-75 corridor in Hillsborough, Pasco and Hernando County.

The Design-Build Firm shall design and prepare a complete set of construction plans, specifications

package, and technical special provisions for all ITS devices and supporting infrastructure and equipment within the scope of this project. Elements of work shall include providing: communications design, ITS software and hardware design, technical specifications, design plans, traffic control plans, engineer's cost estimates, quantity computation booklet, design documentation report, development of system test and acceptance procedures, and incidental items as applicable to this project.

Design and construction shall include the following:

1. Color Dynamic Message Signs (DMS) (1).
2. CCTV Cameras spaced at a minimum of one mile interval to obtain visual coverage of alignment.
3. Microwave Video Detection System (MVDS) spaced at one mile intervals
4. Highway Advisory Radio (HAR).
5. Record Keeping with FMT/ITS FM.
6. Required Traceability Verification Matrix (RTVM).
7. Project ITS Architecture (P-ITSA).
8. Project System Engineering Management Plan (P-SEMP).
9. Road Weather Information System (RWIS).

The Design-Build Firm shall closely coordinate with the adjacent project teams in placing ITS devices to maintain minimum device spacing. The design services provided by the Design-Build Firm shall include the following:

1. Preparation of complete Plans, Specifications & Estimates (PS & E) for the construction contract(s) to install the subsystems that are within the scope of the project.
2. Hardware configuration analysis and design including system architecture, interfaces, communications, equipment, devices, and computers. This design shall be consistent with STATEWIDE and DISTRICT SEVEN ITS projects.
3. Development of proper sequencing and coordination of the various subsystem deployments.
4. Development of system test and acceptance procedures.
5. ITS design coordination.
6. The Design-Build Firm shall review the District Seven ITS Construction Checklists and assist the Construction Engineering and Inspection (CEI) company to complete the checklists thoroughly and accurately.
7. Integration inclusive of the conversion of the system to communicate with Tampa Bay SunGuide™.

Hazardous Materials

Contamination has been identified on this project, which is addressed in the Design and Construction Criteria as well as associated documents provided as Attachments and Reference Documents.

Landscaping Design

The Design-Build Firm is not required to provide landscaping for this project, however, the Design-Build Firm is required to provide conceptual landscape plan sheets that include plant types and locations for future implementation of a bold landscape project for the project limits.

A. Design-Build Responsibility

The Design-Build Firm shall be responsible for all work necessary and incidental for the completion of this project unless otherwise noted herein. The Design-Build Firm shall be

responsible for designing and constructing this project in coordination with all on-going and planned construction projects that may impact the project, including but not limited to FPID No.'s 411014-2-52-01 (Widening of I-75 (SR 93) from N. OF SR 52 to the Pasco/ Hernando County Line) and 411011-4-52-01 and 411012-2-52-01 (Widening of I-75 (SR 93) from S. of US 98/SR 50/Cortez Blvd to the Sumter/Hernando County Line)

The Design-Build Firm shall be responsible for preparation of all documentation related to the acquisition of all permits not acquired by the Department, preparation of any and all information required to modify permits acquired by the Department if necessary to accurately depict the final design and for any necessary permit time extensions or re-permitting in order to keep the environmental permits valid throughout the construction period.

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

The Design-Build Firm shall 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.

Reference documents provided to the Proposers are considered as information only. In the event a Design-Build Firm wishes to utilize any of the information contained in any document so provided, such Design-Build Firm is solely responsible for verifying such information.

The Design-Build Firm shall be responsible for meeting all Project Requirements and Provisions for Work (Section V). The Design-Build Firm shall be responsible for maintenance of traffic, demolition, and construction on or before the date indicated in their proposal.

The Design-Build Firm shall be responsible for reviewing the approved Environmental Document of the PD&E Study (Type 2 CE contained in the Attachments). The Design-Build Firm is responsible for coordinating with the District Environmental Administrator (EA) any engineering and/or environmental information related to the District's preparation of any Environmental Reevaluations of the original Type 2 CE contained in the Attachments. The Design-Build Firm will not be compensated for any additional costs or time associated with Reevaluation(s) resulting from proposed design changes.

The Design-Build Firm may propose design changes which differ from the Project Development & Environment (PD&E) Study (the Type 2 CE and its design concepts). Proposed design changes must be coordinated through the Department's EA. If the Design-Build Firm's proposed design change is inconsistent, or potentially inconsistent with the PD&E Study, the Department will have the sole discretion in determining:

1. If the Department will support the proposed design change.
2. If the design change will require additional review.

3. The process by which the design change will be reviewed and processed.
4. The minimum schedule for the Department to perform the analysis and documentation, public involvement, and coordination with the FHWA and other agencies.

Design-Build Firm shall be responsible for collecting the necessary information and providing it to the Department so it can prepare any analyses and documentation required to satisfy requirements to obtain approval of the Department and, if applicable, FHWA for any reevaluation related purposes. Approved design change revisions may also be required to be included in the Reevaluation of the Type 2 CE document, per Section M (Environmental Services/Permits/Mitigation) of the RFP. Until and unless approval is obtained from the Department and all applicable agencies, the Design-Build Firm shall not conduct construction activities associated with the proposed design changes. The Design-Build Firm shall be responsible for any costs (planning, design, construction, delay, etc.) that may result from the above activities and approval processes. The Design-Build Firm will not be compensated for any additional costs or time resulting from the Design-Build Firm's proposed design changes.

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

Third party entities may submit permit applications to the Department for driveway connection permits, drainage connection permits, utility permits or right of way use permits. The Department will have sole discretion in approving third party permit applications. The Design-Build Firm shall perform the following activities with regard to third party permit applications received by the Department and approved permits resulting from said applications.

- Provide Project information to the Department as necessary to assist in the Department's review of permit applications.
- Review permit applications and provide input to the Department regarding the effect of a permit approval on the Project.
- Revise the construction plans to incorporate/accommodate any effects of permits that are approved by the Department.
- Construct the Project per those revised construction plans described above.
- Provide any coordination efforts associated with the activities described above.
- Perform all of the activities described above within the Design-Build Firm's lump sum bid price and the submitted schedule.

B. Department Responsibility

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

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

The Department will determine the environmental impacts and coordinate with the appropriate agencies during the preparation of any Reevaluations of the Type 2 CE. For federal projects, the Department will coordinate and process Reevaluations with the FHWA.

The Department will be responsible for paying the Utility Agency/Owners (UAO) for reimbursable relocation costs.

II. Schedule of Events.

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

Date	Event
<u>8-27-13</u>	Advertisement
<u>9-18-13</u>	Expanded Letters of Interest for Phase I of the procurement process due in District Office by 5:00 pm local time
<u>10-4-13</u>	Proposal Evaluators submit Expanded Letter of Interest Scores to Contracting Unit 5:00 pm local time
<u>10-8-13</u>	Contracting Unit provides Expanded Letter of Interest scores and Proposal Evaluators comments to Selection Committee 5:00 pm local time
<u>10-11-13</u>	Public Meeting of Selection Committee to review and confirm Expanded Letter of Interest scores 10:00 am local time
<u>10-17-13</u>	Notification to Responsive Design-Build Firms of the Expanded Letter of Interest scores 5:00 pm local time
<u>10-21-13</u>	Deadline for all responsive Design-Build firms to affirmatively declare intent to continue to Phase II of the procurement process 5:00 pm local time
<u>10-22-13</u>	Shortlist Posting 12:00 pm local time
<u>10-28-13</u>	Final RFP provided to Design-Build firms providing Affirmative Declaration of Intent to continue to Phase II of the procurement process
<u>10-31-13</u>	Pre-proposal meeting at 10:00 am local time at Florida Department of Transportation - District 7, 11201 N. McKinley Dr., Tampa, FL 33612. All impacted Utility Agency/Owners are to be invited to the mandatory Pre-Proposal meeting.
10-31-13	Utility Pre-Proposal Meeting facilitated by the District Utility Engineer at Florida Department of Transportation - District 7, 11201 N. McKinley Dr., Tampa, FL 33612, Pelican Conference Room
<u>11-8-13</u>	Deadline for Design-Build Firm to request participation in One-on-One Alternative Technical Concept Discussion Meeting No. 1
<u>11-11-13</u>	Deadline for Design-Build Firm to submit preliminary list of Alternative Technical Concepts prior to One-on-One Alternative Technical Concept Discussion Meeting No. 1
<u>11-14-13</u>	One-on-One Alternative Technical Concept Discussion Meeting No. 1. 90 Minutes will be allotted for this Meeting

<u>11-15-13</u>	Deadline for Design-Build Firm to request participation in One-on-One Alternative Technical Concept Discussion Meeting No. 2
<u>11-18-13</u>	Deadline for Design-Build Firm to submit preliminary list of One-on-One Alternative Technical Concepts prior to Alternative Technical Concept Discussion Meeting No. 2
<u>11-21-13</u>	One-on-One Alternative Technical Concept Discussion Meeting No. 2. 90 Minutes will be allotted for this Meeting.
<u>11-26-13</u>	Deadline for submittal of Alternative Technical Concept Proposals 5:00 pm local time.
<u>11-26-13</u>	Final deadline for submission of requests for Design Exceptions or Design Variations
<u>12-4-13</u>	Deadline for submittal of questions, for which a response is assured, prior to the submission of the Technical Proposal. All questions shall be submitted to the Pre-Bid Q&A website.
<u>12-16-13</u>	Deadline for the Department to post responses to the Pre-Bid Q&A website for questions submitted by the Design-Build Firms prior to the submittal of the Technical Proposal.
<u>12-23-13</u>	Technical Proposals due in District Office by 2:30 p.m. local time
<u>12-23-13</u>	Deadline for Design-Build for to "opt out" of Technical Proposal Page Turn meeting.
<u>1-7-14</u>	Technical Proposal Page Turn Meeting. Times will be assigned during the Pre-Proposal Meeting. 30 Minutes will be allotted for this Meeting.
<u>1-9-14</u>	Question and Answer Session. Times will be assigned during the pre-proposal meeting. One hour will be allotted for questions and responses.
<u>1-14-14</u>	Deadline for submittal of questions, for which a response is assured, prior to the submission of the Price Proposal. All questions shall be submitted to the Pre-Bid Q&A website.
<u>1-16-14</u>	Deadline for submittal of Written Clarification letter following Question and Answer Session 5:00 pm local time.
<u>1-21-14</u>	Deadline for the Department to post responses to the Pre-Bid Q&A website for questions submitted by the Design-Build Firms prior to the submittal of the Price Proposal.
<u>1-23-14</u>	Price Proposals due in District Office by 2:30 pm local time.
<u>1-23-14</u>	Public announcing of Technical Scores and opening of Price Proposals at 2:30 pm local time at Florida Department of Transportation - District 7, 11201 N. McKinley Dr., Tampa, FL 33612
<u>1-31-14</u>	Public Meeting of Selection Committee to determine intended Award
<u>1-31-14</u>	Posting of the Department's intended decision to Award
<u>2-7-14</u>	Anticipated Award Date
<u>3-3-14</u>	Anticipated Execution Date

III. Threshold Requirements.

A. Qualifications

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

B. Joint Venture Firm

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

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

C. Price Proposal Guarantee

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

D. Pre-Proposal Meeting

Attendance at the pre-proposal meeting is mandatory. Any affirmatively declared proposer failing to attend will be deemed non-responsive and automatically disqualified from further consideration. The purpose of this meeting is to provide a forum for the Department to discuss with all concerned parties the proposed Project, the design and construction criteria, Critical Path Method (CPM) schedule, and method of compensation, instructions for submitting proposals, design exceptions/variations, and other relevant issues. In the event that any discussions at the pre-proposal meeting require, in the Department's opinion, official additions, deletions, or clarifications of the Request for Proposal, the Design and Construction Criteria, or any other document, the Department will issue a written addendum to this Request for Proposals as the Department determines is appropriate. No oral representations or discussions, which take place at the pre-proposal meeting, will be binding on the Department. FHWA will be invited on oversight Projects, in order to discuss the Project in detail and to clarify any concerns. Proposers shall direct all questions to the Departments Question and Answer website: <https://www3.dot.state.fl.us/BidQuestionsAndAnswers/Proposal.aspx/SearchProposal>.

E. Technical Proposal Page-Turn Meeting

The Department will meet with each Proposer, formally for thirty (30) minutes, for a page-turn meeting. FHWA will be invited on FA Oversight Projects. The purpose of the page-turn meeting is for the Design-Build Firm to guide the Technical Review Committee through the Technical Proposal, highlighting sections within the Technical Proposal that the Design-Build Firm wishes to emphasize. The page-turn meeting will occur between the date the Technical Proposal is due and the Question and Answer session

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

F. Question and Answer Session

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

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

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

G. Protest Rights

Any person who is adversely affected by the specifications contained in this Request for Proposal must file a notice of intent to protest in writing within seventy-two hours of the posting of this Request for Proposals. Pursuant to Sections 120.57(3) and 337.11, Florida Statutes, and Rule Chapter 28-110, Florida Administrative Code, any person adversely affected by the agency decision or intended decision shall file with the agency both a notice of protest in writing and bond within 72 hours after the posting of the notice of decision or intended decision, or posting of the solicitation with respect to a protest of the terms, conditions, and specifications contained in a solicitation and will file a formal written protest within ten days after the filing of the notice of protest. The formal written protest shall be filed within ten

days after the date of the notice of protest if filed. The person filing the Protest must send the notice of intent and the formal written protest to:

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

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

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.

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

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

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

I. Waiver of Irregularities

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

1. Any design submittals that are part of a proposal shall be deemed preliminary only.
2. Preliminary design submittals may vary from the requirements of the Design and

Construction Criteria. The Department, at their discretion, may elect to consider those variations in awarding points to the proposal rather than rejecting the entire proposal.

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

J. Modification or Withdrawal of Technical Proposal

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

K. Department's Responsibilities

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

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

L. Design-Build Contract

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

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

**M. Financial Qualifications and Project Financial Plan
(Financial Proposal) - N/A**

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.

The Department is reporting to the Federal Highway Administration the planned commitments to use DBE's. This information is being collected through the Anticipated DBE Participation Statement.

B. DBE Supportive Services Providers:

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

C. Bidders Opportunity List:

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

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

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

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

1. Florida Department of Transportation Roadway Plans Preparation Manuals (PPM)
<http://www.dot.state.fl.us/rddesign/PPMManual/PPM.shtm>
2. Florida Department of Transportation Design Standards
<http://www.dot.state.fl.us/rddesign/DesignStandards/Standards.shtm>
3. Florida Department of Transportation Standard Specifications for Road and Bridge Construction (Divisions II & III), Special Provisions and Supplemental Specifications
<http://www.dot.state.fl.us/specificationoffice/Default.shtm>
4. Florida Department of Transportation Surveying Procedure
<http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/550030101.pdf>
5. Florida Department of Transportation EFB User Handbook (Electronic Field Book)
http://www.dot.state.fl.us/surveyingandmapping/doc_pubs.shtm
6. Florida Department of Transportation Drainage Manual
<http://www.dot.state.fl.us/rddesign/Hydraulics/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/StructuresManual/CurrentRelease/StructuresManual.shtm>
9. Florida Department of Transportation Current Structures Design Bulletins
<http://www.dot.state.fl.us/structures/Memos/currentbulletins.shtm>
10. Florida Department of Transportation Computer Aided Design and Drafting (CADD) Manual
<http://www.dot.state.fl.us/ecso/downloads/publications/Manual/default.shtm>
11. Florida Department of Transportation 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/collection_detail.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/Bulletin/Default.shtm>
 21. Florida Department of Transportation Utility Accommodation Manual
<http://www.dot.state.fl.us/specificationoffice/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/rddesign/PM/publicationS.shtm>
 24. Florida Department of Transportation Rigid Pavement Design Manual
<http://www.dot.state.fl.us/rddesign/PM/publicationS.shtm>
 25. Florida Department of Transportation Pavement Type Selection Manual
<http://www.dot.state.fl.us/rddesign/PM/publicationS.shtm>
 26. Florida Department of Transportation Right of Way Manual
<http://www.dot.state.fl.us/rightofway/Documents.shtm>
 27. Florida Department of Transportation Traffic Engineering Manual
<http://www.dot.state.fl.us/TrafficOperations//Operations/Studies/TEM/TEM.shtm>
 28. Florida Department of Transportation Intelligent Transportation System Guide Book
http://www.dot.state.fl.us/TrafficOperations/Doc_Library/Doc_Library.shtm

29. Federal Highway Administration Checklist and Guidelines for Review of Geotechnical Reports and Preliminary Plans and Specifications
<http://www.fhwa.dot.gov/engineering/geotech/pubs/reviewguide/checklist.cfm>
30. AASHTO Guide for the Development of Bicycle Facilities
https://bookstore.transportation.org/collection_detail.aspx?ID=116
31. Federal Highway Administration Hydraulic Engineering Circular Number 18 (HEC 18).
http://www.fhwa.dot.gov/engineering/hydraulics/library_arc.cfm?pub_number=17
32. Florida Department of Transportation Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways
<http://www.dot.state.fl.us/rddesign/FloridaGreenbook/FGB.shtm>
33. Florida Department of Transportation Project Development and Environment Manual, Parts 1 and 2
<http://www.dot.state.fl.us/emo/pubs/pdeman/pdeman1.shtm>
34. Florida Department of Transportation Driveway Information Guide
<http://www.dot.state.fl.us/planning/systems/sm/accman/pdfs/driveway2008.pdf>
35. AASHTO Highway Safety Manual
<http://www.highwaysafetymanual.org/Pages/default.aspx>
36. Florida Statutes
<http://www.leg.state.fl.us/Statutes/index.cfm?Mode=View%20Statutes&Submenu=1&Tab=statutes&CFID=14677574&CFTOKEN=80981948>
37. 29 CFR, Part 1910.1001 – Asbestos Standard for Industry, U.S. Occupational Safety and Health Administration (OSHA)
<http://www.ecfr.gov>
38. 29 CFR, Part 1926, 1101 – Asbestos Standard for Construction, OSHA
<http://www.ecfr.gov>
39. 40 CFR, Part 61, Subpart M – National Emission Standard for Asbestos, Environmental Protection Agency (EPA)
<http://www.ecfr.gov>
40. 40 CFR, Part 763, Asbestos, EPA
<http://www.ecfr.gov>
41. Ch. 469, F.S. – Asbestos Abatement, Florida Department of Business and Professional Regulation (DBPR)
<http://www.leg.state.fl.us/Statutes>
42. Ch. 62-257, F.A.C. – Asbestos Program, Florida Department of Environmental Protection (DEP)
<http://www.dep.state.fl.us/legal/Rules/mainrulelist.htm>
43. Model Guide Specifications – Asbestos Abatement and Management in Buildings, National Institute for Building Sciences (NIBS)
<http://nepis.epa.gov/Exe/ZyPURL.cgi?Dockkey=P100EM7S.txt>

44. Strategic Intermodal System Handbook (2012)
<http://www.dot.state.fl.us/planning/systems/mspi/pdf/SIS%20Handbook%20-%20Final%20Clean%20Copy.pdf>
45. Ch. 479, F.S – Outdoor Advertising
http://www.leg.state.fl.us/Statutes/index.cfm?App_mode=Display_Statute&URL=0400-0499/0479/0479.html
46. Florida Department of Transportation Drainage Handbooks
<http://www.dot.state.fl.us/rddesign/dr/files/BridgeHydraulicsHB.pdf>
<http://www.dot.state.fl.us/rddesign/dr/files/StormDrainHB.pdf>
<http://www.dot.state.fl.us/rddesign/dr/files/HydrologyHB.pdf>
<http://www.dot.state.fl.us/rddesign/dr/files/Opt-Pipe-HB.pdf>
<http://www.dot.state.fl.us/rddesign/dr/files/OpenChannelHB-11-09.pdf>
<http://www.dot.state.fl.us/rddesign/dr/files/StrmWtrMgmtFacHB.pdf>
<http://www.dot.state.fl.us/rddesign/dr/files/CulvertHB.pdf>
<http://www.dot.state.fl.us/rddesign/dr/files/TemporaryDrainageHB.pdf>
<http://www.dot.state.fl.us/rddesign/dr/files/Erosion-and-Sediment-Control-Manual-June-2007.pdf>
47. Florida Administrative Code
<https://www.flrules.org/gateway/Browse.asp?toType=r&Sort=ID>
48. FHWA Highway Safety Manual
<http://safety.fhwa.dot.gov/hsm/>
49. AASHTO Roadside Design Guide
https://bookstore.transportation.org/collection_detail.aspx?ID=105
50. AASHTO Highway Safety Manual
<http://www.highwaysafetymanual.org/Pages/default.aspx>
51. National ITS Architecture – Most current version
<http://itsarch.iteris.com/itsarch/>
52. Tampa Bay SunGuide Regional ITS Architecture – Most current version
<http://www.dot.state.fl.us/trafficoperations/ITS/ITS.shtm>
53. Florida Department of Transportation ITS Integration Guide Book
http://www.dot.state.fl.us/TrafficOperations/Doc_Library/Doc_Library.shtm
54. FDOT Guidelines for the Implementation of Part 940 in Florida
http://www.dot.state.fl.us/trafficoperations/its/Projects_Arch/SITSA.shtm
55. 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
56. **Topic** 425-000-005 Asbestos Management Program
<http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/425000005.pdf>

57. **Topic** 625-020-020 Asbestos on Bridges
<http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/625020020.pdf>
58. AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals
https://bookstore.transportation.org/item_details.aspx?ID=1319

B. Innovative Aspects:

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

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

1. Alternative Technical Concept (ATC) Proposals

The ATC process allows innovation, flexibility, time and cost savings on the design and construction of Design-Build Projects while providing the best value for the public. Any deviation from the RFP that the Design-Build Firms seeks to obtain approval prior to Technical Proposal submission is, by definition, an ATC. The proposed ATC shall provide an approach that is equal to or better than the requirements of the RFP, as determined by the Department. ATC Proposals which reduce scope, quality, performance, or reliability should not be proposed. A proposed concept does not meet the definition of an ATC if the concept is contemplated by the RFP.

The Department will keep all ATC submissions confidential prior to the Final Selection of the Proposer to the fullest extent allowed by law, with few exceptions. Although the Department will issue an addendum for all ATC Proposals contained in the list below, the Department will endeavor to maintain confidentiality of the Design-Build Firms specific ATC proposal. Prior to approving ATC's which would result in the issuance of an Addendum as a result of the item being listed below, the Design-Build Firm will be given the option to withdraw previously submitted ATC proposals. Any approved ATC Proposal related to following requirements described by this RFP shall result in the issuance of an Addendum to the RFP:

- Minimum Horizontal Bridge Clearance for all bridges
- Type 2 Categorical Exclusion (approved by the FHWA on March 13, 2007) and its subsequent reevaluations
- Commitments
- Minimum median width
- Requirement for median barrier on I-75
- Typical Section Package elements (lane widths, shoulder widths, travel lane pavement cross slopes, mainline design speeds, design life duration)
- Pavement Design Package parameters (design life duration and 18 kip ESAL analysis projections)
- Prohibition of the use of Mechanistic-Empirical Pavement Design Guide for pavement design
- Access Management and property access requirements
- Provisions for the future eight lanes and accommodating the ultimate ten lanes
- SMF/Ponds designed and offset from the proposed improvements to accommodate the ultimate ten lane section

- Reconditioning of the existing culverts that are to remain in accordance with the video inspection assessment
- Provide a clear ten foot mowing strip adjacent to the right of way.

The following requirements described by this RFP may be modified by the Design-Build Firm provided they are presented in the One-on-One ATC discussion meeting and submitted to the Department for review and approval through the ATC process described herein. The Department may deem a Proposal Non-Responsive should the Design-Build Firm include but fail to present and obtain Department approval of the proposed alternates through the ATC process. Department approval of an ATC proposal that is related to the items listed below will NOT result in the issuance of an Addendum to the RFP.

- All items not specifically listed above.

2. One-on-One ATC Proposal Discussion Meetings

One-on-One ATC discussion meetings may be held in order for the Design-Build Firm to describe proposed changes to supplied basic configurations, Project scope, design criteria, and/or construction criteria. Each Design-Build Firm with proposed changes may request a One-on-One ATC discussion meeting to describe the proposed changes. The Design-Build Firm shall provide, by the deadline shown in the Schedule of Events of this RFP, a preliminary list of ATC proposals to be reviewed and discussed during the One-on-One ATC discussion meetings. This list may not be inclusive of all ATC's to be discussed but it should be sufficiently comprehensive to allow the Department to identify appropriate personnel to participate in the One-on-One ATC discussion meetings. The purpose of the One-on-One ATC discussion meeting is to discuss the ATC proposals, answer questions that the Department may have related to the ATC proposal, review other relevant information and when possible establish whether the proposal meets the definition of an ATC thereby requiring the submittal of a formal ATC submittal. The meeting should be between representatives of the Design-Build Firm and/or the Design-Build Engineer of Record and District/Central Office staff as needed to provide feedback on the ATC proposal. Immediately prior to the conclusion of the One-on-One ATC discussion meeting, the Department will advise the Design-Build Firm as to the following related to the ATC proposals which were discussed:

- The Proposal meets the criteria established herein as a qualifying ATC Proposal; therefore an ATC Proposal submission IS required, or
- The Proposal does not meet the criteria established herein as a qualifying ATC proposal since the Proposal is already allowed or contemplated by the original RFP; therefore an ATC Proposal submission is NOT required.

3. Submittal of ATC Proposals

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

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

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

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

4. Review and Approval of ATC Submittals

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

Approved Design Exceptions or Design Variations required as part of an approved ATC submittal will result in the issuance of an addendum to the RFP notifying all Shortlisted Design-Build Firms of the approved Design Exception(s) or Design Variation(s). Such a change will be approved by FHWA, as applicable. Prior to approving ATC's which would result in the issuance of an Addendum as a result of a Design Exception and/or Design Variation, the Design-Build Firm will be given the option to withdraw previously submitted ATC proposals.

The Department reserves the right to disclose to all Design-Build Firms, via an Addendum to the RFP, any errors of the RFP that are identified during the One-on-One ATC meetings, except to the extent that

the Department determines, in its sole discretion, such disclosure would reveal confidential or proprietary information of the ATC.

ATC's are accepted by the Department at the Department's discretion and the Department reserves the right to reject any ATC submitted. The Department reserves the right to issue an Addendum to the RFP based upon a previously denied ATC Proposal, without regard to the confidentiality of the denied ATC Proposal.

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

5. Incorporation of Approved ATC's into the Technical Proposal

The Design-Build Firm will have the option to include any Department Approved ATC's in the Technical Proposal. The Proposal Price should reflect any incorporated ATC's. All approved ATC's that are incorporated into the Technical Proposal must be clearly identified in the Technical Proposal Plans and/or Roll Plots. The Technical Proposal shall also include a listing of the incorporated, approved ATCs.

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

C. Geotechnical Services:

1. General Conditions:

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

D. Department Commitments:

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

- No commitments for the limits of this project recommended by the Type 2 Categorical Exclusion or Re-evaluation.
- Provide two 24 foot slide gates for Parcel 105/800.
- Provide Black Type B Vinyl Chain Fence for (Parcel 108, Hickory Hills Land Company) SMF/Ponds D, E and F.
- Clearing and grubbing shall be minimized.
- Provide the ability to implement the "Bold" landscaping initiative in a future landscaping project.

E. Environmental Permits:

1. Storm Water and Surface Water:

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

2. Permits:

The Department has applied for a Southwest Florida Water Management District Environmental Resource Permit and a US Army Corps of Engineers permit and both are pending. The permits obtained by the Department will reflect the design as shown in the Concept Plans under "Reference Documents". When issued, the permits and agency approved plans will be distributed as an Addendum to this RFP.

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

All applicable data shall be prepared in accordance with Chapter 373 and 403, Florida Statutes, Chapters 40 and 62, Florida Administrative Code; Rivers and Harbors Act of 1899, Section 404 of the Clean Water Act, 23 CFR 771, 23 CFR 636, and parts 114 and 115, Title 33, Code of Federal Regulations. In addition to these Federal and State permitting requirements, any dredge and fill permitting required by local agencies shall be prepared in accordance with their specific regulations. Preparation of all documentation related to the acquisition of all applicable permits will be the responsibility of the Design-Build Firm. Preparation of complete permit packages will be the responsibility of the Design-Build Firm. The Design-Build Firm is responsible for the accuracy of all information included in permit application packages. As the permittee, the Department is responsible for reviewing, approving, and signing, the permit application package including all permit modifications, or subsequent permit applications. This applies whether the project is Federal or state funded. Once the Department has approved the permit application, the Design-Build Firm is responsible for submitting the permit application to the environmental permitting agency. A copy of any and all correspondence with any of the environmental permitting agencies shall be sent to the District Environmental Permits Office. If any agency rejects or denies the permit application, it is the Design-Build Firm's responsibility to make whatever changes necessary to ensure the permit application is approved. The Design-Build Firm shall be responsible for any necessary permit extensions or re-permitting in order to keep the environmental permits valid throughout the construction period. The Design-Build Firm shall provide the Department with draft copies of any and all permit applications, including responses to agency Requests for Additional Information, requests to modify the permits and/or requests for permit extensions, for review and approval by the Department prior to submittal to the agencies.

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

Required wetland mitigation based on the Concept Plans is being addressed in the permit applications submitted by the Department, and will be the responsibility of the Department. If any permit applications completed by the Design-Build Firm propose to increase the amount of wetland impact that requires mitigation, the Design-Build Firm shall be responsible for providing to the Department an update on the amount and type of wetland impacts as soon as the impacts are known (including temporary impacts

and/or any anticipated impacts due to construction staging or construction methods). The Department will direct the use of a mitigation site, private mitigation bank or the use of the FDOT Mitigation Plan per 373.4137 F.S. The mitigation costs of additional impacts proposed by the Design-Build Firm shall be the responsibility of the Design-Build Firm. If the Department directs use of a private mitigation bank, the Design-Build Firm shall pay the appropriate fee directly to the bank. If the Department directs use of 373.4137, F.S., the Design-Build Firm shall provide appropriate funds to the Department at the time of permit issuance and the Department will then transfer the mitigation funds to the SWFWMD, administrator of the FDOT Mitigation Plan.

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

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

F. Railroad Coordination: N/A

G. Survey:

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

H. Verification of Existing Conditions:

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

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

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

I. Submittals:

1. Plans:

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

All plans submittals shall be provided in a fully electronic “smart file” format in compliance with the CADD Production Criteria Handbook. 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 Comments (ERC) system.

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

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

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

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

90% Component Plans

- 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
- 10 sets of 11” X 17” ITS plans
- 3 copies of Final Geotechnical Report
- 3 copies of Final Bridge Hydraulic Report (if applicable)
- 3 sets of documentation – roadway/drainage
- 3 set of documentation - structures

CD(s)/DVD(s) containing a PDF file for each of the following: Technical Special Provisions, Specifications Workbook and Specifications Package
3 copies of Bridge Load Ratings
Independent Peer review documentation for 90% plan submittals in accordance with the Plans Preparation Manual, and all other 90% Component Plans noted above in PDF format.

Final Component Plans

10 sets of 11” X 17” signed and sealed plans
10 sets of 11” X 17” copies of 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 90% plan submittals in accordance with the Plans Preparation Manual
CD(s)/DVD(s) containing all Final Component Plans noted above in PDF format

The design documentation for each ITS plan submittal shall include voltage drop calculations.

Construction Set:

1 set of 11”X 17” copies of the signed and sealed plans for the Department to stamp “Released for Construction”

Final signed and sealed plans will be delivered to the Department’s Project Manager prior to construction of any component. The Department’s Project Manager will send a copy of final signed and sealed plans to the appropriate office for review and comment. Once all comments have been satisfactorily resolved as determined by the Department, the Department’s Project Manger will initial, date and stamp each submittal as “Released for Construction”. Only signed and sealed plans which are stamped “Released for Construction” by the Department’s Project Manager are valid and all work that the Design-Build Firm performs in advance of the Department’s release of Plans will be at the Design-Build Firm’s risk. To work at risk, the Design-Build Firm must submit signed and sealed plans and can begin working prior to the Department’s Project Manager providing stamped “Release for Construction” plans. The Design-Build Firm shall notify the Department five (5) days prior to starting work at risk. 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)/DVD(s)
- Survey Information including electronic files and field books

The Design-Build Firm's Professional Engineer in responsible charge of the Project's design shall professionally endorse (sign and seal) 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 do a review of the record set prior to final acceptance in order to complete the record set.

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

2. Milestones:

Component submittals, in addition to the plan submittals listed in the previous section will be required. In addition to various submittals mentioned throughout this document the following ITS related milestone submittals will 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 Design Submittal
- Final Plan Review
- 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 after issuance 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

J. Contract Duration:

The Department has established a Contract Duration of 750 calendar days for the subject Project.

K. Project Schedule:

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

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

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

- N/A

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

- Anticipated Award Date
- Design Submittals
- Shop Drawing Submittals
- Design Survey
- Submittal Reviews by the Department and FHWA
- Design Review / Acceptance Milestones
- Materials Quality Tracking
- Geotechnical Investigation
- Start of Construction
- Clearing and Grubbing
- Construction Mobilization
- Embankment/Excavation
- Environmental Permit Acquisition
- Foundation Design
- Foundation Construction
- Substructure Design
- Substructure Construction
- Superstructure Design
- Superstructure Construction
- Walls Design
- Walls Construction
- Roadway Design
- Roadway Construction
- Signing and Pavement Marking Design
- Signing and Pavement Marking Construction
- Intelligent Transportation System Design
- Intelligent Transportation System Construction
- Maintenance of Traffic Design
- Permit Submittals

- Maintenance of Traffic Set-Up (per duration)
- Erosion Control
- Holidays and Special Events (shown as non-work days)
- Additional Construction Milestones as determined by the Design-Build Firm
- Final Completion Date for All Work
- Utility Coordination
- Subsurface Utility Engineering
- 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
- Ground Results
- ITS/FM (FMT)
- Materials both on and off the APL (Specification 603-7)
- ITS Field Element Roadway Placement
- ITS Field Element Integration and testing
- ITS Network Integration and testing
- ITS Final Acceptance Testing

L. Key Personnel/Staffing:

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

M. Meetings and Progress Reporting:

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

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

- System Integration Meetings

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

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

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

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

System Integration Meetings will be held on mutually agreeable dates.

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

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

N. Public Involvement:

1. General:

Public involvement is an important aspect of the Project. Public involvement includes communicating to all interested persons, groups, and government organizations information regarding the development of the Project. A Public Involvement Consultant (PIC) 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 described in this Section. The Design-Build Firm shall coordinate all Public Involvement activities with the Department.

At the Department's discretion, the Public Involvement for the Project may be incorporated, either partially or completely, into a corridor Public Involvement program. If the Department elects to conduct a corridor Public Involvement program, the Design-Build Firm shall assist and conduct all appropriate Public Involvement activities associated specifically with the Project.

2. 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 project construction and shall include the

following as a minimum:

Fact Sheet (internal use only): A fact sheet will be created by the Design-Build Firm, forwarded to District Public Information Office and posted on the District Construction SharePoint site.

YES NO - Explain: _____

Project Brochure (public distribution): An informational brochure will be created for this project by the Design-Build Firm and posted on District Construction SharePoint site. If the project is an interstate project a copy will also be posted to the mytbi interstate website.

YES Not Applicable

Elected Officials Design Phase Submittal Notification:

An email notification will be sent from the District Secretary to local elected officials at each phase. The Design-Build Firm shall assist the Department in preparing notifications to elected officials and other public officials that the project is beginning.

YES NO - Explain

Maintenance of Access Plan (business & residential): - Access to the State Highway System will be maintained.

Blue business specific signs will be used for all driveways affected during construction.

YES NO - Explain: No Driveways due to Limited Access Right of Way

Local events will be considered when implementing the MOT plan.

This Project Is Located Near:

Raymond James Stadium	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	Ybor City	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
Tropicana Field	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	Plant City	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
Downtown Tampa	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	Gulf Blvd. in Pinellas Cnty	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
Downtown St. Pete	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	Florida State Fairgrounds	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO

If YES to any of the above implement Special Event Matrix.

Detour will be needed. NO YES If YES please provide details: Church St. Bridge

Median Modification:

A Virtual Public Hearing will be held for all new medians or changes to existing medians that affect current turning movements at least 180 days prior to final design. All affected property owners and tenants will be notified. Graphics including aerial overlays will be created and included in the notification. These graphics will also be used during the public hearing. YES

The team will be responsible for notification of the public in accordance with the District 7 Community Awareness Guidelines. District 7 public meeting notification schedule will be followed for the open house.

Construction Open House Meetings will be held prior to construction activities beginning. Yes**Roll Plot w/Design Overlay:**A roll plot with design overlay will be created and used at the open house. YES NO**Frequently Asked Questions Handout:**A frequently asked questions handout will be created and used at the open house. YES NO**Driveway Letters:**

Driveway letters will be sent to each property owner if changes are planned. (Certified)

 YES NO - Explain: Limited Access**Encroachment Letters:**

If appropriate, encroachment letters will be sent prior to construction.

3. Public Meetings:

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

- Kick-off or introductory meeting
- MPO Transportation Technical Committee Meetings (maximum of two meetings)
- MPO Meetings (maximum of two meetings)
- Public Information Meetings, Construction Open House and/or Corridor Open House
- Elected and appointed officials (maximum of two meetings)
- Special interest groups (maximum of four meetings with private groups, homeowners associations, environmental groups, minority groups and individuals)
- Metropolitan Planning Organization (MPO) Citizens Advisory Committee Meetings (maximum of two meetings)

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

The Design-Build Firm shall attend the meetings with an appropriate number of personnel. The Design-Build Firm shall inform the Department of any meetings with individuals that occur without prior notice.

4. Public Workshops, Information Meetings:

The Design-Build Firm shall provide all the support services listed in item No. 3 above. All legal/display ads and mailings announcing workshops, information meetings, public meetings and public hearings (if required by the Department) will be prepared and paid for by the Design-Build Firm.

5. 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 these 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. Articles such as those mentioned shall be provided to the Department for their use and records.

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

O. Quality Management Plan (QMP):

1. Design:

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

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

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

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

2. Construction:

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

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

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

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

P. Liaison Office:

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

Q. Engineers Field Office

The Design-Build Firm will provide, furnish and maintain two (2) 1200 square foot Engineers Field Offices in accordance with Special Provision 109. The field office shall be located in an area that has access to high speed internet.

R. Schedule of Values:

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

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

S. Computer Automation:

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

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

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

T. Construction Engineering and Inspection:

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

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

U. Testing:

The Department or its representative will perform verification and resolution sampling and testing activities at both on site, as well as, off site locations such as pre-stress plants, batch plants, structural steel and weld, fabrication plants, etc. in accordance with the latest Specifications.

V. Value Added:

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

- 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.

W. Adjoining Construction Projects:

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

The Design-Build Firm shall consider and include in the Construction Plans and Bid Price Proposal, any and all temporary detours or diversions required to facilitate traffic movements into and out of the project limits; notwithstanding the alignment, lane positioning and/or grade differences of traffic conditions on those adjacent projects.

X. Design Issue Escalation:

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

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

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

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

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

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

- If the resolution does alter the original intent of the technical proposal/RFP then the EOR will develop the proposed solution, copy in the Resident Engineer, and send it to the District Construction Office for review and response through the Department Project Manager. The District Construction Office will respond to the proposed solution within ten (10) calendar days (excluding weekends and Department observed holidays). The District Construction Office will either concur with the proposed solution or, if the Resident Engineer has concerns, the issue will be escalated as described in the process below. Changes to the original intent of the technical proposal/RFP will require a contract change order and FHWA approval.
- The Department has established the issue escalation process for construction questions and conflict resolution that the Design-Build Firm shall follow unless revised by the Partnering agreement. All issues are to be directed to the Department Project Manager. If the issue cannot be resolved at this level the Department Project Manager shall forward the issue to the next level in the process. The escalation process begins with the District Construction Engineer, followed by the Director of Transportation Operations, and finally to the District Secretary. Each level shall have a maximum of three (3) calendar days (excluding weekends and Department observed holidays) to answer, resolve or address the issue. The three (3) calendar days (excluding weekends and Department observed holidays) period is a response time and does not infer resolution. Questions may be expressed verbally and followed up in writing. The Department Project Manager will respond in a timely manner but not to exceed three (3) calendar days (excluding weekends and Department observed holidays). The Design-Build Firm shall provide any available supporting documentation.

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

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

VI. Design and Construction Criteria.

A. General:

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

Before construction activities can begin for a specific component, signed and sealed design plans and calculations supporting the design for that component must be reviewed by the Department. Component submittals shall be complete submittals along with all the supporting information necessary for review.

The work must represent logical work activities and must show impacts on subsequent work on this Project. Any modification to the component construction due to subsequent design changes as the result of design development is solely the Design-Build Firm's risk. Upon review by the Department, the plans will be stamped "Released for Construction" and initialed and dated by the reviewer. Any construction initiated by the Design-Build Firm prior to receiving signed and sealed plans stamped "Released for Construction" shall be at the sole risk of the Design-Build Firm.

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

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

B. Geotechnical Services

Driven Pile Foundations for Bridges and Major Structures

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

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

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

Drilled Shaft Foundations for Bridges and Miscellaneous Structures

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

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

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

Spread Footings Foundations

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

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

Auger Cast Piles for Sound Barrier Walls

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

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

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, preparing and distributing minutes of all utility

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

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

UA/O	Eligible for Reimbursement (Y/N)
AT&T	Yes
Withlacoochee River Electric Cooperative	Yes
Duke Transmission	Yes

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

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 develop and submit a signed and sealed Typical Section Package, Pavement Design Package and Drainage Analysis Report for review and concurrence by the Department and FHWA on Federal Aid Oversight Projects.

The Design-Build Firm may either utilize the signed and sealed Typical Section Package already approved (see Reference Documents) and comply with the same, or develop and submit a revised package for review and concurrence by the Department (and FHWA on Federal Aid Oversight Projects). Specific

design elements that shall not be changed from the approved Typical Section Package are as follows: Lane Widths, Shoulder Widths, Travel Lane Pavement Cross Slopes, Mainline Design Speed, Design Life Duration.

The Design-Build Firm shall develop and submit a Pavement Design Package for review and concurrence by the Department (and FHWA on Federal Aid Oversight Projects). Specific design elements in the Pavement Design Package that shall be utilized per the Pavement Design Package Parameters (see Attachments) are as follows: Design Life Duration and 18 kip Equivalent Single Axle Load (ESAL) Analysis Projections.

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

The project opening year shall be 2014 and the design year shall be 2034. Design criteria shall be "New Construction / Reconstruction".

1. **Roadway Design:**

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

2. **Typical Section Package:**

- Transmittal letter
- Location Map
- Roadway/Bridge Typical Section(s)
 1. Pavement Description (Includes milling depth)
 2. Minimum lane, shoulder, median widths
 3. Slopes requirements
 4. Barriers
 5. Right of Way
- Data Sheet
- Design Speed

3. **Pavement Design Package:**

- Pavement Design
 1. Minimum Design period
 2. Minimum ESAL's
 3. Minimum Design reliability factors
 4. Resilient modulus for existing & proposed widening (Show assumptions)
 5. Roadbed resilient modulus
 6. Minimum structural asphalt thickness
 7. Cross slope
 8. Identify the need for modified binder
 9. Pavement coring and evaluation
 10. Identify if ARMI layer is required
 11. Minimum milling depth

Where existing pavement is widened, the widening structural course top lift shall extend one foot horizontally into the existing pavement section. Additional milling of the existing pavement may be required to achieve the one-foot of structural course overlap.

4. **Drainage Analysis:**

The Design-Build Firm shall be responsible for designing the drainage and stormwater management systems. All design work shall be in compliance with the Department's Drainage Manual; Florida Administrative Code, chapter 14-86; Federal Aid Policy Guide 23 CFR 650A; and the requirements of the regulatory agencies. This work will include the engineering analysis necessary to design any or all of the following: cross drains, underdrains, 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. Both open (e.g. ditches) and closed (e.g. storm sewer) drainage systems are anticipated. The conceptual design includes 10 basins, 10 Stormwater Management Facilities (SMF) and 2 floodplain compensation sites listed below and are permitted by SWFWMD and USACE for the Ultimate Configuration of I-75.

Name	Location (Station)	LT/ RT
FPC A	1670 to 1682	LT
SMF (Pond) AB-1	1684 to 1689	LT
SMF (Pond) AB-2	1689 to 1696	RT
SMF (Pond) C	1746 to 1756	LT
SMF (Pond) D-1	1785 to 1788	LT
SMF (Pond) D-2	1781 to 1788	LT
SMF (Pond) E	1824 to 1834	RT
SMF (Pond) F	1871 to 1875	LT
FPC F	1865 to 1872	LT
SMF (Pond) G	1889 to 1897	LT
SMF (Pond) H-1	1930 to 1935	RT
SMF (Pond) H-2	1930 to 1944	RT

There are also cross drains, including box culverts, on the Project that may require extensions. The box culvert extensions shall accommodate the six lane section and shall not impede construction of the future eight and ten lane sections. All stormwater management facilities and floodplain compensation facilities are currently permitted to accommodate the Ultimate Configuration. The Ultimate Configuration for I-75 in this context is defined as: water quality treatment, attenuation, and floodplain compensation to accommodate an impervious area for a 300-foot width, in the limits of the 300-foot right-of-way.

All stormwater management facilities and floodplain compensation sites shall be designed and constructed to meet the requirements of the project construction described in this RFP utilizing the control elevations established in the currently issued ERP permit. Any additional volume created in the stormwater management facilities and floodplain compensation sites due to the additional suitable material required only for this project shall be summarized clearly in the drainage design documentation and in the SWFWMD and USACE permit modification application for the future widening of the interstate. The design shall accommodate treatment, detention and retention volumes as required per basin characteristics for the runoff from contributing pavement areas, including the pavement areas which are co-mingled due to the roadway geometry. The criteria used to calculate the treatment volume, dry or wet, shall be per currently issued ERP permit.

Compensatory treatment, detention or retention shall not be allowed within each basin. However, the design can consider existing roadway impervious areas which are parallel to the new impervious pavement areas and in the same local drainage basin. An existing roadway impervious area equivalent to the new impervious pavement area including the pavement areas which are comingled due to the roadway geometry, may be directed to the basin's SMF/Pond as long as the area directed to the SMF/Pond extends the entire length of the drainage basin associated with each SMF/Pond included in the concept plans. All floodplain compensation sites shall be sized for the floodplain impacts resulting from this Project. Treatment, attenuation, and floodplain compensation shall be provided in the stormwater management facilities and floodplain compensation sites permitted for each basin and not within the limits of the 300-foot right-of-way. At locations where any pavement drains to the median, the median drainage shall accommodate the runoff for the ultimate condition.

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

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

Any proposed drainage shall comply with the Concept Design Plans under "Reference Documents". Any proposed design shall accommodate the ultimate design condition, including the 300-foot paved width assumption shown in the Concept Design Plans and their associated permit, and shall make provisions for future cross drain extensions and replacement as detailed in the Concept Design Plans, to avoid future lateral pipe crossings of the roadway. Furthermore, the design shall accommodate ultimate condition pipe sizes, pond sizes, weir sizes and appropriate design high waters. Furthermore, lateral pipe crossings detailed in the Concept Design Plans and their associated maximum flow line and minimum pipe size must be maintained to avoid future lateral crossings of the mainline. Any deviations from these must be approved by the District Drainage Engineer.

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

Inclusion of minor losses shall be included in the computation of the design hydraulic gradient for all storm drain systems. The minimum Manning's n value of 0.012 shall be used in the computation of all storm drains. All pipe dimensions shown in the construction plans shall be the inside diameter and shall correspond with the dimensions in the storm drain hydraulic analysis. Storm drain systems shall be designed and constructed to accommodate the Future Configuration. The runoff from all bridge ends shall be collected by inlets to eliminate flowing from the roadway pavement to the embankment.

Shoulder gutter limits shall match guardrail limits at a minimum, where embankment slopes are steeper than 1:4 and at bridge ends where concentrated runoff flow from the bridge deck would otherwise run down the fill slope. Refer to Figure 3-4, in the 2012 FDOT Storm Drain Handbook for the shoulder gutter typical section. Erosions mats shall be provided on all slopes steeper than 1:3.

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 pipe size 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 inlets in a sag shall have a flanking inlet; the minimum inlet grate area shall be six square feet and inlets shall be sized and spaced based on an assumed 50 percent blockage. Orifice flow and pipe flow shall be considered to ensure the hydraulic grade line is kept at or below the grate elevation.

The Design-Build Firm shall verify that all existing cross drains and storm sewers that are to remain have adequate hydraulic capacity and material 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 material design life, they shall 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 Section 431-4-3 shall be allowed for pipe repair.

Except where in conflict with the Design-Build Firm's proposed design, the following measures shall be included in the Project. (See Existing Cross Drain Table)

Existing Cross Drain Table

Cross Drain	Station	Size	Side of Baseline	Minimum Measure Required
3 & 5 (A-2 & A-4)	1680+85	4' X 4' CBC	Lt/Rt	De-silt entire length of culvert
			Lt/Rt	Extension, structures & rubble per Conceptual Plans
6 & 8	1703+07	36" RCP	Lt/Rt	De-silt entire length of culvert
15 & 18	1729+83	24" RCP/ 30" RCP	Lt/Rt	Remove endwalls
			Lt/Rt	Plug & fill pipe
19 & 23 (C-4 thru C-7)	1733+83	30" RCP	Lt/Rt	De-silt entire length of culvert
			Lt/Rt	Extension, structures & rubble per Conceptual Plans
36 & 39 (C-11 thru C-13)	1747+63	42" RCP	Lt/Rt	De-silt entire length of culvert
			Lt/Rt	Extension & structures per Conceptual Plans
44 & 47 (C-20 thru C-22)	1758+81	48"/42" RCP	Lt/Rt	De-silt entire length of culvert
			Lt/Rt	Extension, structures & rubble per Conceptual Plans
50 & 51 (C-27 & C-28)	1777+00	3' X 3' CBC	Lt	De-silt entire length of culvert
			Lt	Extension, structures & rubble per Conceptual Plans
51A & 51B	1776+20	24" RCP	Rt	Plug & fill pipe
52 & 54 (D-20 thru D-21)	1783+50	3' X 3' CBC/ 36" RCP	Rt	De-silt entire length of culvert
			Rt	Extension & structures per Conceptual Plans

55 & 56 (D-8 & D-9)	1787+62	3' X 3' CBC	Lt	De-silt entire length of culvert
			Lt	Extension & structures per Conceptual Plans
64 (D-24 & D-25A)	1792+74	3' X 3' CBC	Rt	De-silt entire length of culvert
			Rt	Extension & structures per Conceptual Plans
67 & 68 (D-16 & D-17)	1796+09	3' X 3' CBC	Lt	De-silt entire length of culvert
			Lt	Extension & structures per Conceptual Plans
73 & 75 (E-5 thru E-7)	1816+80	10' X 4' CBC	Lt/Rt	De-silt entire length of culvert
			Lt/Rt	Extension & structures per Conceptual Plans
88 – 91 (F-15, F-17 & F-18)	1864+06	42 RCP	Lt/Rt	De-silt entire length of culvert
			Lt/Rt	Extension & structures per Conceptual Plans
98 & 99 (G-14 & G-15)	1899+54	4' X 3' CBC	Lt/Rt	De-silt entire length of culvert
			Lt/Rt	Extension & structures per Conceptual Plans
113 & 114 (H-12 thru H-14)	1939+00	(2) 42" RCP	Lt/Rt	De-silt entire length of culvert
			Lt/Rt	Extension & structures per Conceptual Plans

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

- The casing shall extend the entire length from drainage structure to drainage structure. The entire length of the casing run from drainage structure to drainage structure shall have a uniform diameter, wall thickness and material type.
- The casing shall meet Standard Specification Sections 556-2.1 and 556-4.2, which require any welded joints to be air tight. Air pressure test(s) shall be required for each casing run.
- Casing welds shall be inspected utilizing the magnetic particle test and an ultra sound test.
- Casing wall thickness calculations which support the jack and bore or micro-tunneling operation shall be provided. These calculations shall consider, at a minimum, the fill height over the casing and any installation requirements.
- A pitting analysis and soil boring(s) at each location shall be provided as part of the casing pipe service life estimator calculations.
- Structure to structure liners (Standard Specification Section 431-4.3) shall be required if completed casing welds are determined to not be air tight.
- The Department shall require a two-year 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 pipe shall be required for jack and bore and micro-tunneling operations that utilize concrete pipes.

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 shall 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 Summary of

Drainage Structures Sheets. The Design-Build Firm shall only use one type of pipe material on pipe runs between drainage structures.

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 shall 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.

In the event of a leak at a pipe joint, hydrostatic calculations shall be submitted by the Design-Build Firm to demonstrate that the joint(s) 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 have resilient connectors. The Design-Build Firm shall include the type of resilient connectors, any required pipe adaptors, and the pipe material for each structure in the drainage structure shop drawing submittals.

Masonry sealing of pipe connections will be allowed where the pipe to drainage 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 Department's District Drainage Engineer for review and approval. Justification shall include a demonstration that avoidance of the following conditions is not practical. The conditions where resilient connectors will not be required are as follows:

- a. The pipe skew angle at the connection to the drainage structure is greater than 15 degrees, in either the horizontal or vertical direction.
- b. The drainage structure and all connections fall outside the 1:2 roadway template control line for the Future Configuration as per Standard Index 505.
- c. The remaining beam height of the single precast unit, from the top of that segment to the crown of selected pipe, 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 District Drainage Engineer. The purpose of this meeting is to provide information to the Design-Build Firm that will better coordinate the Preliminary and Final Drainage Design efforts. This meeting is Mandatory and is to occur fifteen (15) calendar days (excluding weekends and Department observed holidays) prior to any submittals containing drainage components.

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

- Comprehensive narrative
- Existing conditions drainage pattern discussion and existing drainage map
- Proposed conditions drainage pattern discussion and proposed drainage map
- Outfall and boundary conditions
- Tailwater conditions and supporting documentation
- Design criteria
- Supporting documentation which shows that the interim design will not conflict with the Future Configuration drainage design or adjacent projects
- Provide documentation demonstrating that drainage structures constructed in the median will accommodate and be salvageable for the Future Configuration
- Cross drain analysis
- Floodplain/floodway encroachment and compensation analysis
- Stormwater quality analysis, including volume recovery calculations
- Stormwater quantity analysis, including ICPR (or equivalent software) input and output
- A link-node diagram for the existing and proposed drainage conditions overlaid on contoured aerial photography shall be provided for all modeling. The diagram shall include, at a minimum, names, link names, and overall drainage divides and areas.
- The drainage areas, Tc, CN, and other supporting data
- Control structure analysis, including skimmer and bleeder calculations
- Storm drain analysis (in approved format), including grate capacity
- Ditch conveyance analysis
- Pavement drainage analysis (sheet flow, gutter flow, hydroplane, special gutter grades)
- Culvert service life analysis
- Structure and liner flotation analysis
- Temporary drainage during construction
- Supporting data for the above items
- Relevant correspondence

All calculations shall require District Drainage Engineer approval to ensure the drainage design meets all Department criteria. The drainage documentation shall not reference any previously prepared design

documentation or existing permit information as support for the Project design. All pertinent information from any previously prepared information by others may be incorporated into the corresponding sections of the Project design documentation. An attachment of entire previously prepared documents will not be accepted.

The drainage documentation shall include a discussion which clearly states how the Project design is consistent with the previously permitted condition. Where the Project design is not consistent with the previously permitted condition, the documentation shall clearly describe the location of the change, the nature of the change and the permitting activities required to address the change. An existing basin map shall be provided at the beginning of the supporting documentation for each SMF design, showing the boundaries with areas of the permitted conditions for all basins. The maps shall include an aerial background, basin divides, basin areas, permitted SMFs identified with control elevation, DHW, permit number, and outfall location. Similarly, basin maps shall be provided for the projects proposed conditions.

Drainage Plans shall include, at a minimum, the following items.

- Drainage Map and Regional Drainage Map
- Interchange Drainage Map
- Box Culvert Data Sheet
- Summary of Drainage Structures
- Optional Pipe Materials Sheet
- Roadway Plan / Profile Sheets (include all drainage structures)
- Drainage Structure Sections
- SMF and FPC Sheets (Plan, Typical Section, Control Detail)
- Lateral Ditch Plan / Profile
- Lateral Ditch Cross Sections
- Drainage Detail Sheets

E. Geometric:

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

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

F. Design Documentation, Calculations, and Computations:

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

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

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

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

G. Structure Plans:

1. Bridge Design Analysis:

- a. The Design-Build Firm shall submit to the Department final signed and sealed design documentation prepared during the development of the plans.
- b. The Design-Build Firm shall insure that the final geotechnical and hydraulic recommendations and reports required for bridge design are submitted with the 90% bridge plans.
- c. The Design-Build Firm shall "Load Rate" all bridges in accordance with the Department Procedure 850-010-035 and the Structures Manual. The bridge load rating shall be submitted to the Department for review with the 90% superstructure submittal. The as-bid load rating (based on the 90% design plans) shall be provided to the Department before any traffic is placed on the bridge. The as-bid load rating shall be signed and sealed by a Professional Engineer licensed in the State of Florida. A final, signed and sealed copy of the Bridge Load Rating, updated for the as-built conditions shall be submitted to the Department's Project Representative and the District Structures Maintenance Engineer with the as-built bridge plans.
- d. The Design-Build Firm shall evaluate scour on all bridges over water using the procedures described in HEC 18.
- e. Any erection, demolition, and any proposed sheeting and/or shoring plans that may potentially impact the railroad must be submitted to and approved by the railroad. This applies to areas adjacent to, within and

over railroad rights of ways.

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

2. Criteria

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

- a. All plans and designs are to be prepared in accordance with AASHTO LRFD Bridge Design Specifications, Department Standard Specifications, Structures Manual, Plans Preparation Manual, Department Standard Drawings, Supplemental Specifications, Special Provisions, and directions from the State Structures Design Engineer, Temporary Design Bulletins, Structures Design Office and / or District Structures Design Engineer.
- b. Bridge Widening: In general, match the existing as per the Department Structures Manual.
- c. Critical Temporary Retaining Walls: Whenever the construction of a structural component (such as a wall, footing, or other such component) requires excavation that may endanger the public or an existing structure that is in use the Design-Build Firm must protect the existing facility and the public. If a critical temporary retaining wall is, therefore, required during the construction stage only, it may be removed and reused after completion of the work. Such systems as steel sheet pilings, soldier beams and lagging or other similar systems are commonly used. In such cases, the Design-Build Firm is responsible for designing detailing the wall in the set of contract plans. These plans must be signed and sealed by the Structural Engineer in responsible charge of the wall design.
- d. Open expansion joints in bridge decks are not permitted.
- e. Exposed (visible) portions of permanent retaining walls shall be concrete construction.
- f. A minimum berm width of 10 feet shall be provided in front of all retaining walls (excluding gravity walls) located adjacent to right of way lines.
- g. Alternate materials for the use of backfill of MSE walls shall not be permitted. MSE Wall Backfill shall meet the requirements of the FDOT Standard Specifications.
- h. Lightweight concrete will not be permitted for any structural applications.
- i. For bridges over navigable waterways, establish the required pier strengths using the MathCadd program furnished by the Department if no specific pier strength is listed in the Design and Criteria Package. The MathCadd program furnished by the Department allows for the proposed bridge geometry to be input by the Engineer. Other parameters such as

water traffic, waterway characteristics, etc. may not be changed. This assures that all Design-Build Firms are designing on the same assumptions other than the specific bridge layout that each is proposing.

3. Existing Cross Drain Repairs

Construct repairs to all existing cross drains as indicated in the Cross Drain Repair Tables attachment. The repair codes listed in the Cross Drain Repair Tables shall be the minimum level of repair at each location identified. The repair tables are coordinated with the video inspection reports, which are also attachments. A description of the repair procedures is listed below. All repairs shall be done in the dry condition.

ECI – Epoxy Crack Injection

Structural (longitudinal) cracks in the existing concrete greater than or equal to 0.02” in width shall be epoxy injected in accordance with Specification Section 411. Non-structural (circumferential) cracks greater than or equal to 0.07” in width shall be sealed as stated above or chemical grout injected in accordance with Specification Section 431-3.

CRP – Concrete Repair Procedure

Restore concrete spalls and holes using approved materials in accordance with Specification Sections 926 and 930. Finish repair materials flush with and to the original concrete surface. Cure repair materials as necessary to prevent shrinkage cracks. Cracked repairs will not be considered satisfactory and shall be removed and replaced.

If reinforcing steel is exposed, remove rust by abrading to “near white metal condition” and prepare surfaces in accordance with the International Concrete Repair Institute (ICRI) Technical Guide No. 310.1R-2008. If existing reinforcing steel has greater than 40% section loss due to corrosive deterioration or damage, supplement reinforcing with additional reinforcing. Where concrete depth exceeds 2”, also install galvanized welded wire fabric (WWF). Field bend WWF to conform to the shape of repair and tie to existing reinforcement with galvanized ties.

Lining – Restore Concrete Surface

The lining is to increase durability and service life and is not considered a structural strengthening method. Lining repairs may include, but is not limited to, epoxy-based surface repair, sprayed urethane repair, and cured-in-place-pipe (CIPP) lining. An epoxy-based surface repair may be used for scale less than 1” in depth using a Type F-1 or Type F-2 epoxy repair mortar. If a sprayed urethane repair or CIPP lining is utilized, the repair must be performed on the entire surface area of the cross drain for its entire length.

If conditions differing from those identified in the inspection reports and Cross Drain Repair Tables are encountered, notify the Engineer in accordance with Section 4-3.7 of the Specifications. In addition to the repairs described above, the cross drains will require desilting including clearing and grubbing at the both ends. Where erosion has occurred, restore and stabilize the approach side slopes and ditches to their original grade.

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 Supplemental Specifications from the Specifications Workbook in effect at the time the Bid Price Proposals were due in the District Office. The Specifications Package shall be prepared, signed and sealed by the Design-Build Firms Engineer of Record who has successfully completed the mandatory Specifications Package Preparations Training.

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

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

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

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

To work at risk, the Design-Build Firm must submit signed and sealed specifications and can begin working prior to the Department's Project Manager providing stamped "Release for Construction" specifications. The Design-Build Firm shall notify the Department five (5) days prior to starting work at risk. All work that the Design-Build Firm performs in advance of the Department's release of Specifications will be at the Design-Build Firm's risk.

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 Standard Specifications for Road and Bridge Construction and 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.
6. The Design-Build Firm's schedule shall be coordinated with the Right of Way Acquisition Schedule.

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 Department's Project Development and Environment Manual and Florida Department of Environmental Protection (FDEP) Rule 62-621.300(4)(a) for information in regard to the SWPPP. The SWPPP and the Design-Build Firm's Certification (FDEP Form 62-621.300(4)(b) **NOTICE OF INTENT (NOI) TO USE GENERIC PERMIT FOR STORMWATER DISCHARGE FROM LARGE AND SMALL CONSTRUCTION ACTIVITIES**) shall be submitted for Department review and approval. Department approval must be obtained prior to beginning construction activities. A copy of the NPDES Notice of Intent and SWPPP shall be sent to the District Environmental Permits Office.

L. Temporary Traffic Control Plan:

1. **Traffic Control Analysis:**

The Design-Build Firm shall design a safe and effective Temporary Traffic Control Plan to move

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

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

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

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

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

For significant Projects a TMP will consist of three components:

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

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

2. Temporary Traffic Control Plans:

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

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

The Design-Build Firm shall maintain a median barrier on I-75 during all phases of construction.

The Design-Build Firm shall use only paint for temporary pavement markings on asphalt pavement. Low profile reflective pavement markers shall not be allowed.

The Design-Build Firm shall obliterate conflicting existing pavement markings by water-blasting only. Any damage to the pavement due to water-blasting shall be repaired. Finished roadway surfaces including existing pavements that will remain upon completion of the project, shall not be water-blasted.

Throughout the milling operations, the Design-Build Firm shall use a self-contained vacuum type mobile broom for cleanup of milled dust material.

The final pavement lift of any temporary paving operation, including any temporary overbuilding of existing shoulders, shall be constructed with a paving machine to insure adequate rideability.

The Design-Build Firm shall ensure that street name signs are visible in order to facilitate emergency vehicle traffic.

The Design-Build Firm shall provide a dedicated crew for the installation, maintenance and removal of the traffic control devices (i.e. barricades, signs arrow boards, etc.). This crew shall consist of at least three members of the contractor's work force whose sole responsibility will be the maintenance of traffic control. The Contractor shall furnish a work vehicle to aid in maintaining the control devices.

3. **Traffic Control Restrictions:**

The Design-Build Firm shall maintain the existing number of lanes on all roadways at all times, except during permissible lane closures, paving operations and detours. There shall be **NO LANE CLOSURES ALLOWED** between the hours of **6:00 AM to 9:00 PM**. A lane may only be closed during active work periods. Paving operations will be allowed during the approved lane closure hours. All lane closures, including ramp closures, paving operations and detours must be reported to the local emergency agencies, the media and the District Seven Public information officer a minimum of seven days in advance of the activity. 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 twenty (20) minutes.

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

- N/A

Any detours shall be included in the Temporary Traffic Control Plans and approved by the Department. The Design-Build Firm shall obtain written approval from local agencies for detours that utilize or otherwise impact roadways that are under the jurisdiction of those local agencies.

M. Environmental Services/Permits/Mitigation:

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

All coordination by the Design-Build Firm with the Department regarding gopher tortoises shall be completed through the District Environmental Permit Office.

If the Department has determined that suitable gopher tortoise habitat exists in the project area, then the Design-Build Firm shall be responsible for the potential gopher tortoise burrow survey that could be impacted by the Project including any areas to be used for construction staging. The habitat shall be systematically surveyed according to the current “Gopher Tortoise Permitting Guidelines” published by the Florida Fish and Wildlife Conservation Commission (FWC). The Department must verify the completeness and accuracy of the assessment prior to any permitting or construction activities. The Department shall have fifteen (15) days to verify the assessment once submitted by the Design-Build Firm.

Any areas where the Design-Build Firm proposes to protect burrows to remain on-site with “exclusionary fencing” shall be reviewed and approved by the Department. The Design-Build Firm shall submit an “exclusionary fencing” plan for review prior to any “exclusionary fencing” installation. The Department shall have fifteen (15) days to review the “exclusionary fencing” plan once submitted by the Design-Build Firm.

If there are unavoidable impacts to gopher tortoise burrows, the Design-Build Firm shall be responsible for acquisition of a gopher tortoise relocation permit. Preparation of complete permit packages will be the responsibility of the Design-Build Firm. As the permittee, the Department is responsible for reviewing and approving the permit application package including all permit modifications, or subsequent permit applications. This applies whether the project is Federal or state funded. The Design-Build Firm shall submit permit applications 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.

Once the permit is obtained, the Design-Build Firm shall notify the Department at least one week prior to the relocation of gopher tortoises. If relocations are phased throughout the construction, the Design-Build Firm shall notify the Department at least one week prior to each relocation phase. The Department will provide oversight of the relocations and ensure permit compliance.

The Design-Build Firm shall be responsible for any necessary time extensions or re-permitting in order to keep the relocation permit valid throughout the construction period. The Design-Build Firm shall provide the Department with draft copies of requests to modify the permits and/or requests for time extensions, for review and approval by the Department prior to submittal to the agencies. The Department shall have fifteen (15) days to review and provide comments on the draft submittals.

The Design-Build Firm shall provide the appropriate reports as required by the permit conditions, including closing out the permit. The Department shall have fifteen (15) days to review any reports developed by the Design-Build Firm prior to submittal to FWC.

The Design-Build Firm shall note that permits for gopher tortoise relocation for areas outside of the Department owned right of way (i.e. utility easements, license agreements) cannot be obtained with the Department as the “permittee”, per FWC requirements. Should permits in areas outside of the right of way be required, the Department will still perform the oversight of the process as described above.

The Design-Build Firm shall be required to pay all permit fees including any and all fees associated with the relocation of gopher tortoises. Any fines levied by permitting agencies shall be the responsibility of the Design-Build Firm.

Bridges and culverts located in the project limits appear to favor bat habitation. Bats are

protected by state law through Chapters 68A-4.001 and 68A-9.010 of the Florida Administrative Codes. Since bridge bat colonies are protected, the Design Build Firm may be required to take steps to protect the bats from potential harm or taking depending on the construction activities and means and methods associated with any bridge or culvert work.

The Design-Build Firm shall be responsible for acquisition of any required bat exclusion approvals. Once approvals are obtained, the Design-Build Firm shall notify the Department at least one week prior to any exclusion of bats. The Department will provide oversight of the exclusion(s) and ensure compliance.

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

1. Cultural Resources
2. Section 4(f) (federal projects only)
3. Contaminated Materials
4. Southwest Florida Water Management District ERP
5. US Army Corps of Engineers
6. Florida Fish and Wildlife Conservation Commission – Gopher Tortoise & Bats

N. Signing and Pavement Marking Plans:

The Design-Build Firm shall prepare signing and pavement marking plans in accordance with Department criteria. All interchange advance guide signs (placed at 1mile, 1/2mile in advance of the physical gore area and gore area sign) shall be installed overhead within the applicable travel lanes. All overhead guide signs shall be either sign-mounted lighting or high intensity reflective sheeting. The Design-Build Firm shall provide documentation demonstrating that the design meets illumination levels and uniformity ratios at the sign panel face per Volume 1, Table 7.3.3 of the Plans Preparation Manual.

O. Lighting Plans: N/A

P. Intelligent Transportation System Plans

1. General

The Design-Build Firm shall prepare Intelligent Transportation Plans in accordance with Department and FHWA criteria.

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

- Project Layout / Overview sheets outlying the locations of field elements
- Detail sheets on:
 - DMS Structure, DMS attachment, DMS display/layout
 - Fiber optic splice and conduit
 - Power Service Distribution
 - Wiring and connection details

- Conduit, pull box, and vault installation
- Communication Hub and Field Cabinets
- System-level block diagrams
- Device-level block diagrams
- Field hub/router cabinet configuration details
- Fiber optic Splicing Diagrams
- System configuration/Wiring diagram/Equipment Interface for field equipment at individual locations and communications hubs.
- Voltage drop calculations for electrical wire sizing

Anticipated DMS features and details:

DMS Feature	Approximate Location	Direction	Notes
Full color matrix DMS	Centered over approach lanes	NB	DMS shall not be installed on a structure supporting a static guide sign installed for traffic in the same direction of travel. The selected structure location shall be such that it provides unhindered access for maintenance.

The Design-Build firm is responsible for ensuring project compliance with the Regional ITS Architecture and 23 CFR Part 940 as applicable. This includes, but is not limited to, the development or update of a concept of operations, the development or update material matrix, the development or update of a system engineering master plan (SEMP), and requirement traceability verification (RTVM) as well as coordination of document review.

1. The Design-Build Firm shall be responsible for designing the entire ITS to be 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 incorporate such functional capabilities as an Incident Detection System, Vehicle Detection System, advanced traveler information system, advanced traffic management system, and data storage, retrieval and analysis. The ITS shall encompass a myriad of advanced technologies including hardware integration, MVDS, CCTV cameras, DMS, RWIS, HAR and fiber optic and wireless communications systems.
2. The Design-Build Firm shall prepare the ITS plans package. This work effort shall include the design of a complete ITS utilizing a Microwave Vehicle Detection System (MVDS) subsystem, Closed-Circuit Television (CCTV) Camera subsystem, Highway Advisory Radios (HAR) subsystem, Road Weather Information System (RWIS), Dynamic Message Signs (DMS), and fiber optic and wireless communications subsystems
3. Freeway DMS and associated sign supports shall be referenced in the static guide sign plans.
4. Freeway DMS are to be located on overhead truss spans. The Freeway DMS shall be centered over the center through lanes.

5. The MVDS may be installed on overhead static guide sign structures and steel camera poles along the mainline. The MVDS may also be installed on concrete poles, as necessary, to provide the desired one mile interval placements.
6. The Design-Build Firm shall perform all surveys, site visits, utility coordination, electrical service coordination, subsurface utility engineering (SUE) services, geotechnical services, foundation design and maintenance of traffic plan development that are necessary, including coordination with other elements of the project, for the complete design of the proposed ITS.
7. ITS communications conduit, splices, pull boxes, splice boxes, power poles, cabinets and devices shall be placed within 10 feet of the Right-of-Way line, or as close as possible, unless otherwise noted (see the ITS MTR for more information), to reduce future relocation or replacement without affecting existing system operation.
8. The Design-Build Firm shall also establish the necessary electrical power service, meter addresses, and accounts on behalf of the Department. Submit letters of request to acquire electrical power service from the power company to the Department Project Manager and/or Operations Manager for approval from District ITS, Maintenance and CEI. 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.
9. The Design-Build Firm shall procure and install all new equipment, field elements, communications infrastructure and the associated components. The equipment to be procured shall meet the requirements of the NTCIP protocol (if applicable) versions supported by the SunGuide™ software specified in the ITS MTR. The Design-Build Firm is 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.
10. The Design-Build Firm shall submit shop drawings for all proposed technologies/products that are to be procured for the project, along with selection alternatives and the reasons for selection, to the Department for acceptance. 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. The Design-Build Firm shall not submit large volume of shop drawings (not in bulk) at one time. Shop drawings shall be submitted independently as they are prepared by the Design-Build Firm in order for the Department to have adequate time to review prior to making recommendations.
11. The Design-Build Firm may request review and release by the Department of an individual subsystem design in order 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.

12. 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 and witness 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). See the ITS MTR for more information on ITS testing requirements.
13. The Design-Build Firm shall be responsible for the integration of all ITS and communications subsystems between the existing hubs at either end of the project. Once the Design-Build Firm has installed and supplied the power and communications interconnect to each ITS device as stated in the plans and specifications and approved by the CEI, the Design-Build Firm shall integrate each device into the passive communications network built as part of Financial Projects identified in Section I of this RFP. The Design-Build Firm shall coordinate with the Department Project Manager and/or Operations Manager a schedule of installation and integration. Once the Design-Build Firm has completed the installation of fiber plant and devices and receives acceptance by the CEI, the Design-Build Firm shall then field integrate the ITS devices/cabinets in accordance with the approved schedule. The Design-Build Firm shall verify that all ITS devices are in the correct locations and are functioning properly at each location at the time of installation and integration. The Design-Build Firm shall verify communications between all ITS devices as designed, between each ITS device location, and between all communications hubs. The Design-Build Firm shall install and integrate all active layer 2 communications components and layer 2 communications equipment in all communications hubs. This shall include, but is not limited to, field switches, video encoders, device servers, UPSs, remote power management devices, RWIS controllers, DMS controllers, HAR controllers, elevator phone interfaces, alarm interfaces, and all cables and connectors necessary for the successful operation of the communications system. Excluded is modification of any existing or new Core Switches/Routers operating at Layer 2 or Layer 3. Such devices shall be configured by the DEPARTMENT or other DEPARTMENT CONTRACTOR. Mutual testing shall occur of system field device communications. The Design-Build Firm shall provide a Field Integration Checklist indicating that all integration tasks have been completed and are documented. DEPARTMENT or other DEPARTMENT contractor will perform configuration of the existing Hub switch and SunGuide™. (see the ITS MTR for more information).
14. The Design-Build Firm shall provide all equipment, parts, and configuration data necessary to integrate the ITS and communications subsystems RTMC. The Design-Build Firm shall integrate Layer 2. Layer 3 shall be integrated by the Design Build Firm in coordination with District RTMC Staff. (see the ITS MTR Section 4.3.1 for more information).

15. The Design-Build Firm shall provide complete and comprehensive documentation of all elements of this project as specified in the ITS MTR.
16. The Design-Build Firm shall be responsible to provide locates throughout the corridor for both Sunshine and non-Sunshine subscribers for any portion(s) of the proposed system for the duration of the project when requested by the Department or third parties authorized to work within the project limits.
17. 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.
18. 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
 - Plan sheets providing details on ITS field device locations and interface with the fiber optics communications cables, fiber optic cable routing and outside plant facilities including pull boxes, cabinets, fiber optic vaults, outlying structures and roadways, etc.,
 - Roadway cross-sections at ITS field device locations
 - Detail sheets for all field elements included in the final design such as mounting details, cabinet wiring diagrams, electrical wiring diagrams, power network, conduit, grounding array and surge protection diagrams, etc.
 - Geotechnical information supporting ITS foundation and structure design.

The above-referenced sheets shall be included as a minimum at the 90% submittal phase. Each subsequent submittal shall include additional information which advances the design.

19. 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 the installation of ITS cabinets, CCTV cameras, DMS, MVDS, HAR, RWIS communications network equipment, distribution conduit facilities, cabling, electrical power service and distribution, etc., prior to the commencement of the installation phase. (See the ITS MTR for more information on design requirements.)

20. The Design-Build Firm shall prepare detailed Modified Special Provisions and Technical Special Provisions, as needed and/or identified during the project design phase, that will expand on the minimum requirements included in the ITS MTR.
21. The Design Build Firm will use all efforts in order to avoid existing ITS facilities.
22. The Design Build Firm will coordinate with the Department for existing facility identification in accordance with Sunshine Law.
23. ITS contact representative; Ramona Burke or William Reynolds, or Terry Hensley at 813-615-8600.
24. The Design Build Firm will be responsible for maintaining locates once provided by the Department.
25. The Design-Build Firm shall utilize the ITS Design and Construction Checklist referenced in the MTR. (See Attachments)

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

2. Design and Engineering Services:

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

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

3. Construction and Integration Services:

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

4. Testing and Acceptance:

All equipment furnished by the Design-Build Firm shall be subject to monitoring and testing to determine conformance with all applicable requirements. The Design-Build Firm is responsible for the coordination and performance of material inspection and testing, field acceptance tests, and system acceptance tests. The times and dates of tests must be accepted in writing by the FDOT Project Manager. The Design-Build Firm shall conduct all tests in the presence of the FDOT Project Manager or designated

representative.

Q. Hazardous Materials

The Department is currently performing an asbestos survey on structures 080012 and 080920 and will be provided to the Design-Build Firm prior to when the technical proposals are due. The asbestos surveys shall be considered a Reference Document.

If asbestos is identified, the Department's Contamination Assessment/Remediation Contractor (CAR) contractor shall perform asbestos abatement activities during construction, as necessary.

- a. 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. The Department Engineer shall provide a copy of each notification to the CAR within three business days of being notified.
- b. The Design-Build Firm 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.

Asbestos reports shall be kept by the Design-Build Firm on the construction site and be available for review upon request.

The Department has performed contamination assessment activities based on the Concept Plans (CP) provided in this RFP's "Reference Documents." Contamination has been identified by the Department and is addressed in the attached "Contamination Plan Notes". The Design-Build Firm shall comply with the items outlined in the attached "Contamination Plan Notes". The attached "Contamination Plan Notes" shall be included in the General Notes of the Roadway Plans. All other plans that involve subsurface construction or structure work, shall include a general note that refers to the Contamination Notes in the Roadway Plans.

The Design-Build Firm shall be responsible for contamination assessment activities at stormwater management facilities (SMF) and floodplain compensation (FPC) locations that are different than those proposed in the CP as well as with any design changes to the CP that are outside the existing and proposed right of way, as shown in the CP of which have a hazardous ranking of a "medium" or "high" according to the applicable Environmental Reevaluation. Assessment activities performed by the Design-Build Firm shall be performed by a contractor in accordance with FDOT Project Development and Environment Manual (PD&E), Part 2, Chapter 22.

The Department shall review and approve the Design-Build Firm's contamination 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 two months after completing their work. Reports generated by the Design-Build firm shall follow the format, as provided in the attached, "Contamination Assessment Report Format". The Department shall have up to two, separate comments and review periods of 15 calendar days each, of the Design-Build Firm's draft report. The second draft report and the final draft report shall reflect the Department's comments of the prior submitted report. Once approved by the Department, the Design-Build Firm shall provide a final report to

the Department.

If contamination is identified, the contamination area shall be considered an additional identified contamination site to those identified in the attached "Contamination Plan Notes" of which the Design-Build Firm shall refer to and follow.

Remediation of contamination areas will be completed by the Department's CAR during construction.

Pond Sites (SMF sites and FPC sites) that have or are adjacent to areas of identified groundwater contamination or soil contamination that exceed cleanup target levels per Florida Department of Environmental Protection (62-777, F.A.C.), are required to be lined by the Design-Build Firm unless an associated groundwater modeling analysis concludes that the identified contaminated groundwater plume or soil contamination will not be affected by the proposed Pond site and the Department concurs with the analysis results. The Design-Build Firm shall be responsible for performing the groundwater modeling analysis, to generate and to provide the report to the Department for review and approval. The groundwater mounding analysis shall be representative of the proposed design parameters of the associated unlined pond site. If the Department determines that the groundwater mounding analysis is not representative of the proposed design parameters, the Design-Build Firm shall perform another groundwater mounding analysis to submit to the Department for review and approval.

The Department has performed a groundwater mounding analysis on Ponds H-1, H-2 based on the CPs. The Department does not require a liner for contamination purposes based on the identified contamination, CPs and associated groundwater mounding analysis. The groundwater mounding analysis are provided as a Reference Document.

Adding or removing a liner that is not consistent with existing Environmental Resource Permits, would require a permit modification.

The Design-Build Firm shall identify and designate all wells throughout the project corridor within the Department's Right-of-Way as well as within proposed Right-of-Way. Well locations shall be identified and labeled on the project's Roadway Plans.

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.

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

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 areas where contaminated soil is replaced with flowable fill. Flowable fill shall be the responsibility of the Design-Build Firm, at the cost of the Design-Build Firm.

The Design-Build Firm shall provide one month written notice to the Department Engineer prior to any

requests for each relocation of a CAR's groundwater 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.

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.

The Design-Build Firm shall be responsible for all above conditions and requirements as well as those that pertain to utility work associated with this project.

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 the information, paper size and page limitation requirements as listed herein.

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

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

Submit 1 Original, 7 CD/DVD's, and 7 hard copies of the Technical Proposal to: John Ellis, 11201 N. McKinley Dr., Tampa, FL 33612

The minimum information to be included:

Section 1: Project Approach

- Paper size: 8½" x 11". The maximum number of pages shall be 15 single-sided, typed pages including text, graphics, tables, charts, and photographs. Double-sided 8½" x 11" sheets will be counted as 2 pages. 11"X17" sheets are prohibited.
- Describe how the proposed design solutions and construction means and methods meet the project needs described in this Request for Proposal. Provide sufficient information to convey a thorough knowledge and

understanding of the project and to provide confidence the design and construction can be completed as proposed.

- Provide the term, measureable standards, and remedial work plan for any proposed Value Added features that are not Value Added features included in this RFP, or for extending the Value Added period of a feature that is included in this RFP. Describe any material requirements that are exceeded.
- Provide a Written Schedule Narrative that describes the Design and Construction phases and illustrates how each phase will be scheduled to meet the project needs required of this Request for Proposal. Bar or Gantt charts are prohibited. Do not reveal or describe the Proposed Contract Time.

Section 2: Plans and Technical Special Provisions

- Paper size: 11" x 17". Plan and Profile views of the proposed improvements may be submitted in roll-plot format. The maximum width of the roll-plots shall be 36". The maximum length of the roll-plot shall be 8'. Inclusion of additional information on the roll-plot, other than depictions of the Plan and Profile views, is prohibited and will not be considered by the Proposal Evaluators, if included. The department may determine that such additional information is excessive and may require the Design-Build Firm to revise and resubmit the roll-plots. If this occurs, the Design-Build Firm will have 2 business days to revise and resubmit the roll-plots upon notification by the Department.
- Provide Technical Proposal Plans in accordance with the requirements of the Plans Preparation Manual.
- The Plans shall complement the Project Approach.
- Provide conceptual Landscape Plan Sheets that include plant types and locations for future implementation of a bold landscape project. Paper size shall be 11" x 17".
- Provide a Pavement Design Package in accordance with the requirements stated in Section VI. Design and Construction Criteria with the following exceptions: Cross Slope (Existing and Proposed) shall be presented for typical sections only; Overbuild Details shall be presented in a general manner for typical sections only; Pavement Survey and Evaluation Report is not required to be included; Cross Slope Analysis shall be addressed in a general manner for typical sections only. Paper size shall be 8½" x 11".
- Provide any Technical Special Provisions which apply to the proposed work. Paper Size: 8½" x 11".

C. Evaluation Criteria:

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

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

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

1. **Design 35 points)**

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

- Structures design
- Roadway design / and safety
- Drainage design
- Environmental Design for minimizing impacts to the environmental resources.
- Design coordination plan minimizing design changes
- Geotechnical investigation plan
- Geotechnical load test program
- Minimizing impacts to adjacent properties and structures through design
- Traffic Control Plan design
- Incident Management Plan
- Aesthetics
- Utility Coordination and Design
- ITS Design and Construction
- Design coordination with adjacent projects
- Maintenance considerations

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

Credit will also be given to considerations and accommodations for a future landscaping project that is intended to implement the “Bold” landscaping design concept as described in the Department’s statement on the Bold Vision for Florida’s Highway Beautification Program at http://www.dot.state.fl.us/emo/beauty/Highway_Main_files/Business_of_Beautification.pdf.

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

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

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

2. Construction (35 points)

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

- Safety
- Structures construction
- Roadway construction
- Drainage construction
- Construction coordination plan minimizing construction changes
- Minimizing impacts to adjacent properties and structures through construction
- Implementation of the Maintenance of Traffic Plan
- Implementation of the Incident Management Plan
- Utility Coordination and Construction
- Coordination with adjacent projects
- Treatment of disturbed areas, related to maintenance and erosion control

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

Credit will be given for minimizing impacts to the environmental resources through a reduction in permanent impacts, implementation of erosion and sediment control during all phases of construction and insuring all environmental commitments are honored.

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

3. Innovation (5 points)

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

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

4. **Value Added 5 points)**

Credit will be given for the following Value Added features:

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

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

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

D. Final Selection Formula:

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

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

BPP = Bid Price Proposal

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

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

The Department reserves the right to consider any proposal as non-responsive if any part of the Technical Proposal does not meet established codes and criteria.

E. Final Selection Process:

After the sealed bids are received, the Department will have a public meeting for the announcement of the Technical Scores and opening of sealed Bid Price Proposals. This meeting will be recorded. At this meeting, the Department will announce the score for each member of the Technical Review Committee, by category, for each Proposer and each Proposer's average Technical Score. Following announcement of the technical scores, the sealed Bid Price Proposals will be opened and the adjusted scores calculated. The Selection Committee should meet a minimum of two (2) calendar days (excluding weekends and Department observed holidays) after the public opening of the Technical Scores and Bid Price Proposals. The Department's Selection Committee will review the evaluation of the Technical Review Committee and the Bid Price Proposal of each Proposer as to the apparent lowest adjusted score and make a final determination of the lowest adjusted score. The Selection Committee has the right to correct any errors

in the evaluation and selection process that may have been made. The Department is not obligated to award the contract and the Selection Committee may decide to reject all proposals. If the Selection Committee decides not to reject all proposals, the contract will be awarded to the Proposer determined by the Selection Committee to have the lowest adjusted score.

F. Stipend Awards:

The Department has elected to pay a stipend to a limited number of non-selected Short-Listed Design-Build Firms to offset some of the costs of preparing the Proposals. The non-selected Short-Listed Design-Build Firms meeting the stipend eligibility requirements of the Project Advertisement and complying with the requirements contained in this section will ultimately be compensated. The stipend will only be payable under the terms and conditions of the Design-Build Stipend Agreement and Project Advertisement, copies of which are included with this Request for Proposal. This Request for Proposal does not commit the Department or any other public agency to pay any costs incurred by an individual firm, partnership, or corporation in the submission of Proposals except as set forth in the Design-Build Stipend Agreement. The amount of the stipend will be **\$75,000** per non-selected Short-Listed Design-Build Firm that meets the stipend eligibility requirements contained in the Project Advertisement. The stipend is not intended to compensate any non-selected Short-Listed Design-Build Firm for the total cost of preparing the Technical and Price Proposals. The Department reserves the right, upon payment of stipend, to use any of the concepts or ideas within the Technical Proposals, as the Department deems appropriate.

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

A non-selected Short-Listed Design-Build Firm eligible for stipend compensation must submit an invoice for a lump sum payment of services after the selection/award process is complete. The invoice should include a statement similar to the following: "All work necessary to prepare Technical Proposal and Price Proposals in response to the Department's RFP for the subject Project". If a non-selected Short-Listed Design-Build Firm eligible for stipend compensation is deemed to be non-responsive, for reasons other than the Price Proposal exceeding the Maximum Price as established herein, as determined by the Department, then no stipend will be paid.

VIII. BID PROPOSAL REQUIREMENTS

G. Bid Price Proposal:

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

John D. Ellis

11201 N. McKinley Drive

Tampa, Florida 33612

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