Florida Department of Transportation

RICK SCOTT
GOVERNOR

11201 N. McKinley Drive
Tampa, FL 33612-6456

JIM BOXOLD
SECRETARY

May, 28 2015

TO: Prospective Bidders
RE: FPNs: 254677-1-52-32/254677-2-52-91; DCN: E7J81; Districtwide Traffic Operations Pushbutton Adjusted Score Design-Build Contract Addendum Number 3

Attached is a summary of changes made to the subject RFP in Addendum Number 3 and the revised RFP. This revised RFP constitutes Addendum Number 3 to the above referenced project.

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

Thank you,

Rahnee Oliver

Rahnee Oliver
District Design Build Coordinator

RKO
Attachment

ATTACHMENTS

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

Project Advertisement
Division I Design-Build Specifications
Contract Master Pay Item List Last Revision 052715~~051315~~
Master Pay Item List Bid Form 052715
Geotechnical Services Requirements/Specifications
- Contractor Quality Control General Requirements (SP1050813DB)
- Structures Foundations (SP4550000DB)

Division II Changes
- Mobilization (SP1010000DB)
- Maintenance of Traffic (SP1021301PB)

Design-BuildBidBlank-Form375-020-17_05/2014.pdf
Design-BuildBidOrProposalBond-Form375-020-34_03/2011.pdf
Desing-BuildBidProposalForm-Form700-010-65_02/2010.pdf
Design-BuildProposalOf-Form375-020-12_12/2013.pdf
Design-BuildBidDocumentInformation_2-09-15.pdf

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.

Additional information for initial projects
As-built construction plans
As-builts sent Jan 2015 (related to utilities)
CPR Memo
Notice of Lump Sum Reimbursements for Design Build Push Button II – TOPICS
Utilities information

334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C, 300 TONS OR MORE	TN	500		
337-7-24	ASPHALT CONCRETE FRICTION COURSE (FC-5, PG 76-22, ARB), 1-99 TONS	TN	1000		
337-7-24	ASPHALT CONCRETE FRICTION COURSE (FC-5, PG 76-22, ARB), 100-199 TONS	TN	500		
337-7-24	ASPHALT CONCRETE FRICTION COURSE (FC-5, PG 76-22, ARB), 200-299 TONS	TN	200		
337-7-24	ASPHALT CONCRETE FRICTION COURSE (FC-5, PG 76-22, ARB), 300 TONS OR MORE	TN	200		
337-7-71	ASPHALT CONCRETE FRICTION COURSE (TRAFFIC B) (FC-9.5, PC 76-22, ARB), 1-99 TONS	TN	200		
337-7-71	ASPHALT CONCRETE FRICTION COURSE (TRAFFIC B) (FC-9.5, PC 76-22, ARB), 100-199 TONS	TN	100		
337-7-71	ASPHALT CONCRETE FRICTION COURSE (TRAFFIC B) (FC-9.5, PC 76-22, ARB), 200-299 TONS	TN	100		
337-7-71	ASPHALT CONCRETE FRICTION COURSE (TRAFFIC B) (FC-9.5, PC 76-22, ARB), 300 TONS OR MORE	TN	50		
337-7-72	ASPHALT CONCRETE FRICTION COURSE (TRAFFIC B) (FC-12.5, PG 76-22, ARB), 1-99 TONS	TN	200		
337-7-72	ASPHALT CONCRETE FRICTION COURSE (TRAFFIC B) (FC-12.5, PC 76-22, ARB), 100-199 TONS	TN	100		
337-7-72	ASPHALT CONCRETE FRICTION COURSE (TRAFFIC B) (FC-12.5, PC 76-22, ARB), 200-299 TONS	TN	100		
337-7-72	ASPHALT CONCRETE FRICTION COURSE (TRAFFIC B) (FC-12.5, PC 76-22, ARB), 300 TONS OR MORE	TN	50		
337-7-73	ASPHALT CONCRETE FRICTION COURSE (TRAFFIC C) (FC-9.5, PG 76-22, ARB), 1-99 TONS	TN	2100		
337-7-73	ASPHALT CONCRETE FRICTION COURSE (TRAFFIC C) (FC-9.5, PG 76-22, ARB), 100-199 TONS	TN	1000		
337-7-73	ASPHALT CONCRETE FRICTION COURSE (TRAFFIC C) (FC-9.5, PG 76-22, ARB), 200-299 TONS	TN	500		
337-7-73	ASPHALT CONCRETE FRICTION COURSE (TRAFFIC C) (FC-9.5, PG 76-22, ARB), 300 TONS OR MORE	TN	200		
337-7-74	ASPHALT CONCRETE FRICTION COURSE (TRAFFIC C) (FC-12.5, PG 76-22, ARB), 1-99 TONS	TN	500		
337-7-74	ASPHALT CONCRETE FRICTION COURSE (TRAFFIC C) (FC-12.5, PG 76-22, ARB), 100-199 TONS	TN	300		
337-7-74	ASPHALT CONCRETE FRICTION COURSE (TRAFFIC C) (FC-12.5, PG 76-22, ARB), 200-299 TONS	TN	100		
337-7-74	ASPHALT CONCRETE FRICTION COURSE (TRAFFIC C) (FC-12.5, PG 76-22, ARB), 300 TONS OR MORE	TN	100		
339-1	MISCELLANEOUS ASPHALT PAVEMENT	TN	90		
400-0-11	CONCRETE CLASS NS, GRAVITY WALL	CY	75		
400-1-2	CONCRETE CLASS 1, ENDWALLS	CY	25		
400-9	BRIDGE DECK GROOVING AND PLANING-DECK THICKNESS 8.5" OR GREATER	SY	5000		
400-136	EPOXY CONCRETE OVERLAY-STRUCTURES REHAB	SY	5000		
403-1	EPOXY CONCRETE OVERLAY FOR CONCRETE BRIDGE DECKS	SY	5000		
425-1-351	INLETS, CURB, P-5 <10'	EA	10		
425-1-361	INLETS, CURB, P-6 <10'	EA	5		
425-1-471	INLETS, CURB, TYPE 7, <10'	EA	5		
425-1-521	INLETS, DT BOT, TYPE C, <10'	EA	1		
425-1-551	INLETS, DT BOT, TYPE E, <10'	EA	1		
425-1-910	INLETS, CLOSED FLUME	EA	2		
425-2-43	MANHOLES, P-7, PARTIAL	EA	1		
425-2-61	MANHOLES, P-8, <10'	EA	1		
425-2-63	MANHOLES, P-8, PARTIAL	EA	1		
425-4	ADJUSTING INLETS	EA	10		
425-5	ADJUSTING MANHOLES	EA	10		
425-6	ADJUSTING VALVE BOXES	EA	12		
425-11	DRAINAGE STRUCTURE - MODIFY EXISTING	EA	10		
430-174-118	PIPE CULVERT, OPTIONAL MATERIAL, OTHER SHAPE-ELLIP/ARCH, 18"SD	LF	400		
430-174-124	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 24"SD	LF	1200		
430-174-130	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 30"SD	LF	400		
430-175-118	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 18"S/CD	LF	400		
430-175-124	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 24"S/CD	LF	250		
430-175-130	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 30"S/CD	LF	100		
430-175-136	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 36"S/CD	LF	100		
430-175-140	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 40"S/CD	LF	100		
430-175-218	PIPE CULVERT, OPTIONAL MATERIAL, OTHER SHAPE-ELLIP/ARCH, 18"S/CD	LF	200		
430-175-224	PIPE CULVERT, OPTIONAL MATERIAL, OTHER SHAPE-ELLIP/ARCH, 24"S/CD	LF	100		
430-175-230	PIPE CULVERT, OPTIONAL MATERIAL, OTHER SHAPE-ELLIP/ARCH, 30"S/CD	LF	100		
430-982-125	MITERED END SECTION, OPTIONAL ROUND, 18" CD	EA	5		
430-982-129	MITERED END SECTION, OPTIONAL ROUND, 24" CD	EA	5		
430-982-133	MITERED END SECTION, OPTIONAL ROUND, 30" CD	EA	~~400~~ 5		
430-982-138	MITERED END SECTION, OPTIONAL ROUND, 36" CD	EA	5		
430-984-129	MITERED END SECTION, OPTIONAL ROUND, 24" SD	EA	3		
515-2-211	PEDESTRIAN / BICYCLE RAILING, STEEL, 42" TYPE I	LF	500		
515-2-221	PEDESTRIAN / BICYCLE RAILING, STEEL, 54" TYPE I	LF	500		
520-1-7	CONCRETE CURB & GUTTER, TYPE E	LF	5000		
520-1-10	CONCRETE CURB & GUTTER, TYPE F	LF	3700		
520-2-1	CONCRETE CURB, TYPE A	LF	1300		
520-2-2	CONCRETE CURB, TYPE B	LF	1100		
520-2-4	CONCRETE CURB, TYPE D	LF	1700		
520-3	GUTTER VALLEY CONC	LF	100		
520-5-11	TRAFFIC SEPARATOR CONCRETE - TYPE I, 4' WIDE	LF	300		

Florida Department of Transportation
District VII

REQUEST FOR PROPOSAL FOR DISTRICTWIDE DESIGN-BUILD PUSHBUTTON CONTRACT

For
District Seven – Traffic Operations Office

Financial Projects Number(s): 254677-1-52-32 and 254677-2-52-91
Federal Aid Project Number(s): NA and 8886-617-A
Contract Number: E7J81

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- Additional information for initial projects
- As-built construction plans
- As-builts sent Jan 2015 (related to utilities)
- CPR Memo
- Notice of Lump Sum Reimbursements for Design Build Push Button II – TOPICS
- Utilities information

I. Introduction.

The Florida Department of Transportation (Department), District Seven has issued this Request for Proposal (RFP) to solicit competitive bids and proposals from Proposers for a Task Work Order driven Districtwide Traffic Operations Design-Build Push-Button Contract. The Task Work Orders derived from this contract may contain Federal Highway Administration (FHWA) mandates that require Federal Highway Administration approval as well as State mandates that require State approval. The successful bidder will be responsible for the implementation of projects from concept to completion of construction. Typical projects will consist of but not limited to: minor intersection improvements, lighting upgrades, median revisions, traffic signal installations, signing and pavement marking projects, minor roadway design and construction, intelligent transportation systems (ITS) upgrades, safety improvements, minor structure projects and other miscellaneous traffic operations and safety improvements.

Individual projects may be assigned for a period of three (3) contract years from the date of the Notice to Proceed (NTP) of this Contract being issued, with one (1) optional annual renewal which must be approved by the Florida Department of Transportation Chief Engineer prior to renewal being issued.

There are nine (9) Safety Projects identified in this RFP that will be funded with Federal Safety Funds. Individual Task Work Orders will be issued for each of those projects upon issuance of the NTP of this contract being issued, provided those nine (9) Task Work Orders do not exceed the initial first year federal budget of $3,000,000. Should any of the nine (9) projects/tasks exceed the initial first year federal budget, the task(s) will not be issued until the subsequent fiscal year.

There is one (1) ITS Project and five (5) Traffic Operations Projects identified in this RFP that will be funded with State Funds. Individual Task Work Orders will be issued for each of those projects upon issuance of the NTP of this Contract being issued, provided those six (6) Task Work Orders do not exceed the initial first year state budget of $2,105,299. Should any of the six (6) projects exceed the initial first year state budget, the task(s) will not be issued until the subsequent fiscal year.

While funding cannot be encumbered until a Task Work Order is approved and authorized, the maximum limiting compensation on the Contract will be increased annually for the duration of the contract, once each fiscal year, by the amount of the programmed funding for that fiscal year but not to exceed $5,000,000 for federally funded task work orders. Individual Task Work Order assignments will not exceed $1,000,000 and will not exceed one year in duration.

This contract will be awarded for the amount of the Contractor's bid amount per the Master Pay Item List and associated unit prices.

All allocations shall be contingent upon sufficient legislative appropriation and additional funds may be added to increase the contract amount when they are available. The Department, however, does not guarantee any quantities or final compensation relative to this contract. Actual quantities and final compensation will be based on Task Work Orders issued during the contract period.

The types of projects that may be assigned to design, construct, permit, and integrate under this Contract shall include, but not be limited to:

- Intersection widening within existing right-of-way
- Lengthening of storage lanes
- Median modifications and or improvements
- Signal upgrades and installations
- Lighting upgrades and installations

- ADA upgrades and pedestrian and bicyclist improvements
- Sidewalk installations and upgrades
- Median revisions (adding turn lanes, modifying for directional opening and closing of medians)
- Minor drainage upgrades and/or installations
- Guardrail upgrades and/or installations
- Signing and pavement markings
- Intelligent transportation systems component upgrades, add new facilities, and replace existing facilities.
- Pedestrian Railing installations and upgrades
- Advance Warning Signage (i.e., vertical clearance)
- Construction only services based on a signed and sealed design provided by the Department

Elements of work may include roadways, structures, intersections, interchanges, geotechnical activities, ITS, surveys, drainage, signing and pavement markings, signalization, lighting, utility coordination and relocation, maintenance of traffic, cost estimates, environmental permits, FAA and FCC permits, quantity computation books, specification packages and coordination, public involvement efforts, and all necessary incidental items for a complete project. No right-of-way acquisition will be required under this contract; therefore, all improvements must be completed within the Department's existing right-of-way. In case there is need to obtain a license agreement, easement or fee interest, it will be the Design-Build Firm's responsibility to coordinate in advance with the Department's Design Project Manager (or his/her delegate) to ensure the document(s) are secured and processed in a timely manner in order to avoid unnecessary delays or time extensions.

Elements of work for these projects will require all necessary documentation for designing, permitting, and construction of the projects.

The initial Task Work Orders under this Contract will authorize the analysis, design and construction of up to sixteen (16) specific projects identified in the attached Scope of Services (see attached table under Section X of this document). The Technical Proposal and the Price Bid Proposal shall address the Proposer's qualifications for those specific projects.

For each subsequent Task Work Order, the Design-Build Firm shall be responsible for preliminary feasibility assessments, survey, geotechnical investigation, Subsurface Utility Engineering (SUE), design, utility coordination, acquisition of all permits not acquired by the Department, any required modification of permits acquired by the Department, maintenance of traffic, demolition, and any other requirements to complete the plans for construction on or before the date indicated in the Task Work Order. The Department will make available any existing as-built plans or other data related to each Task Work Order if they are available.

The Design-Build Firms' Scope of Services price proposal amounts will be used in the adjusted-score calculation formula and will be used to determine payment for the original task work order effort and will be used to establish unit prices for payment of services for future task work order assignments. In the event a pay item not included in the contract master pay-item list is needed for a future Task Work Order assignment, the price shall be negotiated between the successful Design-Build Firm and the Department.

The successful Design-Build Firm will be required to ensure an adequate work force is available to complete all the tasks issued under this contract.

Description of Work

a. Constructability Analysis:

The purpose of this analysis phase is to provide the Florida Department of Transportation (FDOT) with professional services for conducting needed constructability analysis for assigned Task Work Orders. The analysis and conceptual recommendations produced by the Design-build Firm in this analysis will provide valuable input into the development of the design for the associated Task Work Orders with minimum of time impact, delay, or cancellation.

Payment shall be made for services provided in this analysis as a percentage of the Engineer's Cost Estimate and shall not exceed 2% of that cost (without MOT and MOB) when the task is able to proceed. The Design-Build Firm shall propose and bid for this lump sum compensation along with the initial Task Work Orders. This shall be used as a standard method of payment for all Task Work Orders assigned thereafter.

The constructability analysis will not be required for every Task but will be identified in the scope of services for each Analysis Task when needed.

b. Design-Build Phase:

Design-Build services are required for various District-wide traffic operations push-button improvements that will be assigned as individual Task Work Orders as the specific projects are identified. If there are issues in a specific project that must be in compliance with the Federal Highway Administration (FHWA) guidelines and requirements, these guidelines and requirements will be met before this Task Work Order can be issued. Each such assignment shall be made with the issuance of a Task Work Order authorization, which shall identify the assigned project and it shall also specify the Design-Build services to be performed. Compensation for the services and Task Time compensation in the NTP is subject to change based on the quantities established during the design phase. No construction shall begin without an agreement between FDOT and the Contractor on the lump sum reimbursement. No work shall begin on a specific project until a Task Work Order for that project has been authorized in writing by the Department under the Contract.

The Design and Construction Criteria, Section VI, sets forth requirements regarding survey, design, construction, and maintenance of traffic during construction; requirements relative to project management, scheduling, and coordination with other agencies and entities such as state and local government, utilities and environmental, FAA and FCC permitting agencies; and the public.

The Design-Build Firm will coordinate all utility relocations. The Department will reserve the right to provide conceptual design plan sets or complete design plan sets to the Design-Build Firm for their use in completion of an assigned Task Work Order. The fee for design services may be revised based on the completeness of the conceptual design plans. This revision will be documented and processed by way of Supplemental Agreement (SA).

The Design-Build Firm shall demonstrate good project management practices while working on the projects assigned under this Contract. These practices include communication with the Department and others as necessary, management of time and resources, and providing the Department with complete documentation related to this contract when requested.

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

c. Contract Tracking/Inventory and Evaluation Phase:

The Department requires the Design-Build Firm to collect and utilize specific data (i.e., as-built plans, crash records information, feedback from the maintenance office regarding specific issues that have occurred within the area of the project limits, feedback from local municipalities, citizens comments and concerns, etc.) before, during, and after construction of projects for reporting and evaluation purposes. The evaluation is geared towards evaluating the effectiveness of the improvement that was implemented. The evaluation purposes directly support and measure the Federal Highway Administration's safety goals and the Department's mission to provide a safe and efficient transportation system that ensures the mobility of people and goods. The Design-Build Firm shall provide a progress / status report at the end of the contract, once all task work orders issued have been completed.

A. Design-Build Responsibility

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

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

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

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

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

The Design-Build Firm shall examine the Contract Documents and the site of the proposed work carefully before submitting a Proposal for the work contemplated and shall investigate the conditions to be encountered, as to the character, quality, and quantities of work to be performed and materials to be furnished and as to the requirements of all Contract Documents.

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 fascia evidence that the Design-Build Firm has made an examination as described in this provision.

The Design-Build Firm shall coordinate all utility relocations. The Department shall directly reimburse all utility relocation costs for any Utility Agency/Owner (UA/O) determined by the Department to be eligible for reimbursement. The Design-Build Firm shall notify the Department immediately upon any reimbursement request from a given UA/O such that a determination can be made. The Design-Build Firm shall support the Department in this determination by requesting and collecting from the UA/O the necessary documentation to justify the UA/O's claim. Once a UA/O has been determined to be reimbursable, the Department will take the necessary steps to enter into an agreement with the UA/O and no reimbursable work by the UA/O can commence until the agreement is fully executed. In no way shall the Department be held responsible for the duration of the execution of these agreements.

The Design-Build Firm shall demonstrate good Project management practices while working on this Project. These include communication with the Department and others as necessary, management of time and resources, and documentation.

B. Department Responsibility

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

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

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

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
December 5, 2014	Advertisement
January 9, 2015	Expanded Letters of Interest for Phase I of the procurement process due in District Office by 2:30 pm local time
February 3, 2015	Proposal Evaluators submit Expanded Letter of Interest Scores to Contracting Unit 5:00 pm local time
February 6, 2015	Contracting Unit provides Expanded Letter of Interest scores and Proposal Evaluators comments to Selection Committee 5:00 pm local time
	Public Meeting of Selection Committee to review and confirm

February 10, 2015	Expanded Letter of Interest scores 1:30 pm local time
February 11, 2015	Notification to Responsive Design-Build Firms of the Expanded Letter of Interest scores 5:00 pm local time
February 13, 2015	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
February 16, 2015	Shortlist Posting 12:00 pm local time
February 23, 2015	Final RFP provided to Design-Build firms providing Affirmative Declaration of Intent to continue to Phase II of the procurement process, 5:00 pm local time
March 3, 2015	Mandatory Pre-proposal meeting at 10:00 am local time at the FDOT D7 Office, 11201 N McKinley Dr., Tampa, FL, 33612
March 4, 2015	Utility Pre-Proposal Meeting facilitated by the District Utility Administrator at 10:00 am local time at the FDOT D7 Office, 11201 N McKinley Dr., Tampa, FL, 33612 with the affected UAOs for the tasks that the Firms will have to bid on as part of initial sixteen specific projects
March 6, 2015	Deadline for Design-Build Firm to request participation in One-on-One Alternative Technical Concept Discussion Meeting No. 1 by 5:00 pm local time
March 13, 2015	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 by 5:00 pm local time
March 17, 2015	One-on-One Alternative Technical Concept Discussion Meeting No. 1a 90 Minutes will be allotted for this Meeting
March 19, 2015	One-on-One Alternative Technical Concept Discussion Meeting No. 1b 90 Minutes will be allotted for this Meeting
March 25, 2015	Deadline for Design-Build Firm to request participation in One-on-One Alternative Technical Concept Discussion Meeting No. 2, 5:00 pm local time
March 27, 2015	Deadline for Design-Build Firm to submit preliminary list of One-on-One Alternative Technical Concepts prior to Alternative Technical Concept Discussion Meeting No. 2 5:00 pm local time
March 31, 2015	One-on-One Alternative Technical Concept Discussion Meeting No. 2a 90 Minutes will be allotted for this Meeting
April 2, 2015	One-on-One Alternative Technical Concept Discussion Meeting No. 2b 90 Minutes will be allotted for this Meeting
April 10, 2015	Deadline for submittal of Alternative Technical Concept Proposals 5:00 pm local time
April 10, 2015	Final deadline for submission of requests for Design Exceptions or Design Variations 5:00 pm local time
April 29, 2015	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 5:00 pm local time
May 1, 2015	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 5:00 pm local time
May 7, 2015	Technical Proposals due in District Office by 2:30 p.m. local time
May 7, 2015	Deadline for Design-Build for to “opt out” of Technical Proposal Page Turn meeting 5:00 pm local time

May 12, 2015	Technical Proposal Page Turn Meeting. Times will be assigned during the Pre-Proposal Meeting. 30 Minutes will be allotted for this Meeting.
May 27, 2015	Question and Answer Session. Times will be assigned during the pre-proposal meeting. One hour will be allotted for questions and responses
June 1, 2015	Deadline for submittal of Written Clarification letter following Question and Answer Session 5:00 pm local time
May 29, 2015	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. 5:00 pm local time
June 1, 2015	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. 5:00 pm local time
June 5, 2015	Price Proposals due in District Office 2:30 pm local time
June 5, 2015	Public announcing of Technical Scores and opening of Price Proposals at 2:30 pm local time at the FDOT D7 Office, 11201 N McKinley Dr., Tampa, FL, 33612
June 9, 2015	Public Meeting of Selection Committee to determine intended Award 1:30 pm local time
June 9, 2015	Posting of the Department's intended decision to Award 5:00 pm local time
June 15, 2015	Anticipated Award Date
June 26, 2015	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, F.A.C. 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 Expanded 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, Design 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://www3b.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 eight (8) 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 (Q&A) session**.** FHWA shall be invited on FA Oversight Projects. The purpose of the Q & A session is for the Department 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 questions, answers, and written clarification letter will become part of the Contract Documents and will be considered by the Department as part of the Technical Proposal. 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, F.A.C., 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 10 days after the filing of the notice of protest. The formal written protest shall be filed within 10 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.

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 issue individual Task Work Orders to the successful Design-Build Firm for the initial projects identified in the Scope. 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 for the initial Task Work Orders will equal the original lump sum contract amount.

1. Constructability Analysis (If required):

The major objective of this activity is to provide the Department the justification analysis and recommendations for each individual Task Work Order when it is requested to ensure the readiness for the work to be completed. This analysis will identify any potential conflicts of, but not limited to, above or underground utilities, right of way, environmental concerns, variations, exceptions, or any other issues that may cause delay or cancellation of Task Work Orders if these issues were not identified and resolved beforehand. Each analysis shall require a final recommendation report and all documentation related to design variations, exceptions, etc. will be generated and processed by the Design-Build Firm. The NEPA documentation will be prepared by the Department and will be provided to the Design-Build firm. A constructability analysis may not be required for all Task Work Orders or all projects under a Task Work Order.

a.) DESCRIPTION OF CONSTRUCTABILITY ANALYSIS SERVICES:

The constructability analysis required for a specific Task Work Order shall include but not be limited to a Utility Analysis, Video Analysis, Wireless Analysis, and a General and Design Standards Analysis. The period of performance will be negotiated and documented as part of each Task's NTP.

The Design-Build Firm shall prepare and submit complete feasibility summary reviews describing the analysis, findings, and improvement recommendations for specific locations requested by the Department. The proposed recommended improvements should be presented in sufficient detail to allow the contract scope to be prepared directly from this study or report.

Engineering cost-estimates shall also be provided to the Department by the Design-Build Firm. The Design-Build Firm will also be required to support the Department in the evaluation, and documentation identifying all utility facilities from the Utility Agency/Owners (UA/O) ensuring no conflicts exist between utility facilities and the Department's construction project or determine that adjustments can be made without affecting construction costs or duration, such that the Task Work Order will have to be withdrawn. This effort should include direct coordination with potentially affected UA/Os to review possible conflict resolution strategies and should document any possible property interests (for example, subordinated easement) that a UA/O may have. Should the analysis find that there may be a potential compensable utility relocation, an estimated cost for the work should be provided to the Department. The Department will determine whether a UA/O is compensable. The Department will make the final decision on whether or not to

withdraw a Task Work Order.

The Design-Build Firm shall prepare and submit a final report with a copy of a preliminary plan set, identifying the status of the project with respect to the proposed scope of the assigned Task Work Order. The Design-Build Firm shall also identify all utility facilities underground and/or topographic including FDOT ITS facilities. This report shall be submitted to the Department Project Manager no later than thirty (30) days from the date this study Task Work Order is issued. If there are potential R/W conflicts, utility conflicts, above or underground, the Design-Build Firm shall inform the Department via this report and provide design alternatives or suggest complete omission of this specific location.

If there are potential design standards variations or exceptions from the AASHTO and Department current Design Standards or Guidelines, the Design-Build Firm shall inform the Department via the report and provide specific areas of variations or exceptions required for the completion of the construction project.

The Design-Build Firm shall contact the appropriate Department Maintenance Office or local agencies if the project is off-system, to obtain the latest as-built plans available and the issued utility permits for each location in the assigned Task Work Order. The Design-Build Firm shall utilize the as-built plans to determine the available right of way and possible locations of utilities for the proposed improvements at each location. If adequate right-of-way information is not available in the as-built plans, the Consultant will contact the Departments Right of Way Office to obtain any available right-of-way data.

Based on the information obtained from the as-built plans, the Design-Build Firm shall conduct a field review of the existing conditions at each assigned locations to confirm the existing geometry, facilities, and to determine if there is adequate right of way and clear areas to construct the proposed improvements. Additionally, the Design-Build Firm will verify through the appropriate Department Construction and Maintenance offices and with other local agencies (i.e., Counties and local municipalities) that there are no conflicts with existing or proposed projects.

The Design-Build Firm shall prepare and submit one electronic and one paper formatted report of the complete constructability analysis from the information collected in the field, to the Department no later than thirty (30) days from the date this study Task Work Order is issued. The results of the initial engineering and constructability analysis shall be summarized in a pdf format document maximum 10 pages long with minimum font 10 Arial size. The report shall include project design controls, physical constraints if any, aerial view or plan sheet with scale 1”=50’ including a baseline survey or construction baseline with assumed datum; design variations/exceptions required, coordination of on-going design projects by the department or private or public permit applications in the same vicinity, coordination with local agencies (i.e., cities, counties and other pertaining municipalities) for current LAP on-going projects. The constructability analysis shall include improvement recommendations in sufficient detail to permit contract scope modifications if needed to be prepared directly from it. Adequate engineering cost estimates shall also be provided.

b.) PAYMENT METHOD

The Design-Build Firm will be paid one lump sum amount for each constructability analysis completed. The lump sum shall be paid for as a percentage of the Engineer’s Cost Estimate and shall not exceed 2% of that cost (without MOT and MOB) The Design-Build Firm shall propose and bid for this lump sum compensation along with the initial Task Work Orders. This shall be used as a standard method of payment for all Task Work Orders assigned thereafter.

2. Design-Build Phase:

The Department will enter into a Task Work Order driven contract with the successful Design-Build Firm. Compensation for the Initial Task Work Orders (projects described in this RFP) shall be a lump sum amount equal to the Price Proposal of the successful Design-Build Firm for the Initial Task Work Orders. This lump sum amount includes the design cost, constructability analysis cost (if necessary) and the construction cost as described in Section V and Section VI of this RFP, and in each specified Task Work Order scope.

If there are potential design standards variations or exceptions from the AASHTO and Department current Design Standards or Guidelines, the Design-Build Firm will be responsible for obtaining them.

The Design-Build Firm shall contact the appropriate Department Maintenance offices or local agencies if the project is off-system, to obtain the latest as-built plans available for each location in the assigned Task Work Orders. The Design-Build Firm shall utilize the as-built plans to determine the available right of way for the proposed improvements at each location. If adequate right-of-way information is not available in the as-built plans, the Consultant will contact the Departments Right of Way Office to obtain any available right-of-way data.

The Design-Build Firm shall be responsible for utility coordination and obtaining utility location information.

Based on the information obtained from the as-built plans, the Design-Build Firm shall conduct a field review of the existing conditions at each assigned locations to confirm the existing geometry, facilities, and to determine if there is adequate right of way and clear areas to construct the proposed improvements. Additionally, the Design-Build Firm will verify through the appropriate Department Construction and Maintenance offices and with other local agencies (i.e., Counties and local municipalities) that there are no conflicts with existing or proposed projects.

The Design-Build Firm is responsible to secure any and all necessary permits and licenses required to perform work within the Departments and/or any other local jurisdiction (i.e. cities or counties) rights of way in accordance with Section 7-2 of FDOT Standard Specification for Road and Bridge Construction. This may include but not limited to: special use and/or right of way use permits.

The Price Bid Proposal shall separate the Design Cost portion of the bid as a percentage of the Construction Cost. This Design Cost shall be proposed by the Proposer in the initial Task Work Orders and the level of complexity as low, medium or high shall be identified. This proposed percentage shall not exceed 20% of the proposed construction cost. The lowest percentage will represent the least complexity and the highest percentage will represent the highest complexity. This 20% does not include the reimbursement for the constructability analysis mentioned in section III.K.1. For each Task Work Order after the initial assignment, the design cost of the lump sum compensation shall be a percentage of the proposed construction cost related to the level of complexity of the project (low, medium or high).

For each subsequent Task Work Order, the compensation amount for the design cost portion shall be negotiated (low at 16%, medium at 18% or high at 20%, depending upon the complexity of the task work order that is issued. The complexity level will be identified in the Notice to Proceed) as the projects are assigned. When the design cost portion is set for each Task Work Order, the Department shall not pay any additional design fees due to construction cost overruns or any other cost increases after any portion of this Task Work Order is designed.

In the event that there is no design service provided by the Design-Build Firm, the Department will pay no design cost for that Task Work Order. The Department reserves the right to provide complete design plans set for an assigned Task Work Order. In the event the Design-Build Firm is issued a Task Work Order and it is subsequently determined by the Department that the project will not be constructed, the Department will pay only the design cost for that Task Work Order as negotiated prior to the issuance of the Task Work Order.

The Design-Build Firm shall coordinate all utility relocations. The Department shall directly reimburse all utility relocation costs for any Utility Agency/Owner (UA/O) determined by the Department to be eligible for reimbursement. The Design-Build Firm shall notify the Department immediately upon any reimbursement request from a given UA/O such that a determination can be made. The Design-Build Firm shall support the Department in this determination by requesting and collecting from the UA/O the necessary documentation to justify the UA/O's claim. Once a UA/O has been determined to be reimbursable, the Department will take the necessary steps to enter into an agreement with the UA/O and no reimbursable work by the UA/O can commence until the agreement is fully executed. In no way shall the Department be held responsible for the duration of the execution of these agreements.

For each Task Work Order issued after the initial assignments, the Department will provide a Task Work Order estimated budget and estimated duration as part of the Notice to Proceed. The final lump sum compensation covering the construction costs for each Task Work Order will be based on the actual pay items and quantities that would be needed to complete the work as part of the final signed and sealed design documents, plus lump sum Mobilization (MOB) and lump sum Maintenance of Traffic (MOT).

In the construction cost portion for each project of the initial Task Work Orders, the lump sum Maintenance of Traffic (MOT) (Pay Item 102-1) and the lump sum Mobilization (MOB) (Pay Item 101-1) shall be paid for as a percentage of the proposed construction cost, and this cost (MOT + MOB) shall not exceed 20% of the proposed construction cost. The MOT items, MOB items, and all other pay items that are necessary for this construction Task Work Order shall be listed with quantities and unit prices on the bid blank form. Pay item or unit prices submitted on this form shall be the same as those submitted in the Master Pay Item List. Should there be a discrepancy between the bid price on a particular pay item for the initial task work orders and the bid price for that same pay item on the master pay-item list, the lower of the two prices shall be used. The MOB and MOT percentage (%) established on the initial Task Work Orders will be used on all subsequent Task Work Orders.

For pay item(s) in the subsequent Task Work Orders that may not be included on the pay item list, the Department must execute a Supplemental Agreement that pay item(s) will be paid for at a unit price(s) to be negotiated in accordance with the Department's specifications.

If the Department determines that the performance of the Design-Build Firm is not satisfactory, the Department may notify the Prime Contractor of the deficiency with the requirement that the deficiency be corrected within a specified time, but not less than 10 days. Otherwise, the Agreement will be terminated at the end of such time or thirty (30) days, whichever is sooner.

If the Department requires termination of the Agreement for reasons other than unsatisfactory performance of the Design-Build Firm, the Department will notify the Prime Contractor of such termination, with instructions as to the effective date of work stoppage or specify the stage of work at which the Agreement is to be terminated.

If the Agreement is terminated before performance of work is completed, the Design-Build Firm will be paid for the work that was satisfactorily performed. Payment is to be on the basis of substantiated costs, not to exceed an amount which is the same percentage of the contract price as the amount of work satisfactorily completed is a percentage of the total work called for by the Agreement. Compensation will be made through a Supplemental Agreement.

3. Contract Tracking/Inventory and Evaluation Phase:

The Department requires the Design-Build Firm to collect and utilize specific data (i.e., as-built plans, crash records information, feedback from the maintenance office regarding specific issues that have occurred within the area of the project limits, feedback from local municipalities, citizens comments and concerns, etc.) before, during, and after construction of projects for reporting and evaluation purposes. The evaluation is geared towards evaluating the effectiveness of the improvement that was implemented. The evaluation will directly support and measure the Federal Highway Administration's safety goals and the Department's mission.

The Design-Build Firm shall provide a progress / status report on a yearly basis. The report will demonstrate the effectiveness of the completed Task Work Orders assigned as well as the overall benefits of each Task Work Order completed under this innovative type of contract. The Design-Build Firm shall use the collected data and present it in a logical way to support and measure the effectiveness of the Design-Build Push Button Contract in terms of addressing traffic operations and safety, American Disability Acts (ADA), timeliness, efficiency, and whether or not this contract is an effective life-saving tool for the public.

Supporting documentation will be required of under construction and completed projects. The report will also provide the timeline in which each task was completed to demonstrate the time effectiveness of this kind of contract approach. It is also required that the report contains a detailed description of all activities and deliverables submitted to the Department per Task Work Order assigned.

When required by the Department, the Design-Build Firm shall prepare and submit at least one electronic and five paper form reports, with complete details as outlined above, no later than ninety (90) days from the requested date.

Payment shall be made for services provided under this phase separate from the design and construction fees and is a one-time negotiated lump sum, implemented through a Supplemental Agreement.

M. Acceptance of Work:

Completion of all work associated with a Task Work Order will be documented by the Department's Resident Engineer as Partial Acceptance of the contract in accordance with Specifications 5-10.3. The Department shall provide written notice of Partial Acceptance to the Contractor and the Contractor's obligations for indemnification, defense and to hold the Department harmless under Section 7-12.1 shall cease for the accepted portion of the contract. However, the Contractor shall be responsible under Section 7-12.1 as it applies to direct performance of work items of final striping, signalization "burn-in" or any other contract item which requires performance, warranty or maintenance after the completion of all other contract items for the accepted portion of the contract.

N. Task Work Order Liquidated Damages:

A maximum number of days for completion of all work associated with each Task Work Order shall be identified in the Task Work Order Notice to Proceed.

Liquidated Damages shall be established and applied according to Section 8-10, Liquidated Damages for Failure to Complete Work, per the applicable edition of the Florida Department of Transportation Standard Specifications of Road and Bridge Construction, Liquidated Damages will be assessed for the contractors failure to complete all work and obtain Partial Acceptance of all work associated with a Task Work Order within the established Contract Time identified in the Task Work Order Notice to Proceed. Completion of a Task will be established by the Engineer and will be based on the date the Engineer issues Partial Acceptance of all work associated with a Task Work Order. Contract time for the Task Work Order may be adjusted in accordance with Standard Specification 8-7, Computation of Contract Time. Such extensions will be documented by the Department.

O. Price Adjustments

There will be no pay item unit price adjustments on this contract. All references to any price adjustments included in the Standard Specifications for Road and Bridge Construction are not applicable to this contract.

IV. Disadvantaged Business Enterprise (DBE) Program.

A. DBE Availability Goal Percentage:

The Department of Transportation has an overall, race-neutral DBE goal. This means that the State's goal is to spend a portion of the highway dollars with Certified DBE's as prime Design-Build Firms or as subcontractors. Race-neutral means that the Department believes that the overall goal can be achieved through the normal competitive procurement process. The Department has reviewed this Project and assigned a DBE availability goal shown in the Project Advertisement and on the bid blank/contract front page under "% DBE Availability Goal". The Department has determined that this DBE percentage can 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 overall goal is not achieved, the Department may be required to return to a race-conscious program where goals are imposed on individual contracts. The Department encourages all of our Design-Build Firms to actively pursue obtaining bids and quotes from Certified DBE's.

The Department is reporting to the Federal Highway Administration the planned commitments to use DBE's. This information is being collected through the Department's Equal Opportunity Compliance (EOC) system.

B. DBE Supportive Services Providers:

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

C. Bidders Opportunity List:

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

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

V. PROJECT REQUIREMENTS AND PROVISIONS FOR WORK.

A. Governing Regulations:

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

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

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

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

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

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

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

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

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

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

10. Florida Department of Transportation Computer Aided Design and Drafting (CADD) Manual
http://www.dot.state.fl.us/ecso/downloads/publications/Manual/default.shtm

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

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

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

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

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

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

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

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

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

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

21. Florida Department of Transportation Design Bulletins and Update Memos
http://www.dot.state.fl.us/rddesign/Bulletin/Default.shtm

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

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

24. Florida Department of Transportation Flexible Pavement Design Manual
http://www.dot.state.fl.us/rddesign/PM/publicationS.shtm

25. Florida Department of Transportation Rigid Pavement Design Manual

http://www.dot.state.fl.us/rddesign/PM/publicationS.shtm

26. Florida Department of Transportation Pavement Type Selection Manual
http://www.dot.state.fl.us/rddesign/PM/publicationS.shtm

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

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

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

30. Federal Highway Administration Checklist and Guidelines for Review of Geotechnical Reports and Preliminary Plans and Specifications
http://www.fhwa.dot.gov/engineering/geotech/pubs/reviewguide/checklist.cfm

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

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

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

34. Florida Department of Transportation Project Development and Environment Manual, Parts 1 and 2
http://www.dot.state.fl.us/emo/pubs/pdeman/pdeman1.shtm

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

36. AASHTO Highway Safety Manual
http://www.highwaysafetymanual.org/

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

38. AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals
https://bookstore.transportation.org/item_details.aspx?ID=1319

39. FDOT Florida Intersection Design Guide

40. IEEE Guidelines for Grounding Details

41. NFPA NEC National Electric Code Guidelines

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 to utilize prior to Technical Proposal submission is, by definition, an ATC and therefore must be submitted to the Department for consideration through the ATC process. Any proposed material or technology not addressed by the RFP is considered an ATC and therefore must be submitted to the Department for consideration through the ATC process. 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:

- **Elements of Approved Traffic Studies**
- **Elements of Approved Safety and Operational Improvements**
- **Elements of Approved ITS plans components**

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, as defined below, 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 are required to be on roll plots no larger than 36" or plan sheets and shall be sequentially numbered and include the following information and discussions:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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 Design 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 within 14 calendar days of receipt of the ATC submittal as to whether the ATC is acceptable, not acceptable, or requires additional information. 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. If the review will require additional time, the Design-Build Firm should be notified in advance of the 14 day deadline 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.

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 any Department Commitments associated with the project(s) that will make up the Initial Task Work Orders.

E. Environmental Permits:

1. Storm Water and Surface Water:

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

2. Permits:

The Design Build Firm shall be responsible for procuring any necessary permits for construction of projects included in the Task Work Orders including for drainage, stormwater ponds, and floodplain compensation facilities if necessary. This includes the necessary coordination with the Department and the agencies to determine the permitting strategy for permits necessary for the construction required under this Contract.

All applicable data shall be prepared in accordance with Chapter 373 and 403, Florida Statutes, Chapters 40 and 62, F.A.C.; Rivers and Harbors Act of 1899, Section 404 of the Clean Water Act, 23 CFR 771, 23 CFR 636, and parts 114 and 115, Title 33, Code of Federal Regulations. In addition to these Federal and State permitting requirements, any dredge and fill permitting required by local agencies shall be prepared in accordance with their specific regulations. Preparation of all documentation related to the acquisition of all applicable permits will be the responsibility of the Design-Build Firm. Preparation of complete permit packages will be the responsibility of the Design-Build Firm. The Design-Build Firm is responsible for the accuracy of all information included in permit application packages. As the permitee, 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 Management 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 shall collect all data and information necessary to determine the boundaries of wetlands and surface waters defined by the rules or regulations of each agency processing or reviewing a

permit application. A specific purpose survey shall be prepared by a registered surveyor and mapper and submitted to the District Environmental Permit Office for review and approval prior to submitting to each agency processing or reviewing a permit application. The survey shall show the jurisdictional limits of each agency. All jurisdictional boundaries shall be tied to the project's baseline of survey.

The Design-Build Firm will be required to pay all permit fees. Any fines levied by permitting agencies shall be the responsibility of the Design-Build Firm. The Design-Build Firm shall be responsible for complying with all permit conditions. 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. If any permit applications completed by the Design-Build Firm propose to impact wetlands or surface waters that requires mitigation, the Design-Build Firm shall be responsible for providing to the Department an update on the amount and type of wetland impacts as soon as the impacts are anticipated (including temporary impacts and/or any anticipated impacts due to construction staging or construction methods). The Department will direct the use of a mitigation site, private mitigation bank or the use of the water management district per 373.4137 F.S. The mitigation costs shall be the responsibility of the Department.

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:

The Design-Build Firm will coordinate all work encroaching on/over/under the Railroad right-of-way thru the District Rail Office at (813) 975-6402. Initial contact with the Railroad will require a Phase II set of plans (as a minimum) especially at the encroachment site. Phase II plans will need to include detailed wireline plans including but not limited to Vertical and Horizontal Clearance, Utility Adjustments over or under the Railroad Tracks. For Push Button projects that involve wireline encroachments, complete instructions from CSX are provided at the following link. http://csx.com/index.cfm/customers/non-freight-services/propertyreal-estate/permitting-utility-installations-and-rights-of-entry/ . The required application and drawings will be submitted to the District Rail Office for further coordination and execution of agreements as needed for this project. Please note – submittal to CSX must be exactly as outlined in these instructions or complete package will be rejected and sent back for corrections. Also, this package can take anywhere from 3 to 6 months for approval. Any and All encroachments (including surveying, contamination testing, etc.) will be coordinated thru the District Rail Office for the establishment of a Flagman. A minimum 45 day advance notice for a required flagman is mandated. In order to request a flagman, insurance and insurance approval letter from CSX must be submitted to the District Rail Office, as well as potential start date, work days, hours and duration. Request for a flagman cannot occur unless these items are established. This note shall be added to the plans: "All work within the railroad right of way must be completed within xxx (to be determined by Construction) consecutive contract days. The work to be completed will include all necessary items needed to relieve the flagman from providing protective services. The contractor shall provide the Department with a 45 day advance notice of beginning work

within the railroad right of way to allow for the scheduling of the railroad flagman. Failure by the Design-Build Firm to meet the requirements of this note constitutes a full, complete, absolute and irrevocable waiver by the contractor of any right to claim for additional compensation or a time extension related to work within the railroad right of way." All required Railroad Reimbursement Agreements will be between CSX or any other railroad company within the jurisdiction of the District VII and the Department. Copies of the approved Agreements will be made available to the Design-Build Firm. The Design-Build Firm must comply with the terms of these agreements. The Design-Build Firm must make the necessary arrangements with CSX or any other railroad company within the jurisdiction of the District VII prior to encroachments into the railroad rights-of-way.

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 Location Surveyor in a Department approved digital format, readily available for input and use in CADD Design files. All surveying and mapping work must be accomplished in accordance with the Department's Surveying Procedure, Topic Nos. 550-030-101; Right-of-Way Mapping Procedure, Topic No. 550-030-015; Aerial Surveying Standards for Transportation Projects Procedure, Topic No. 550-020-002. This work must comply with the Minimum Technical Standards for Professional Surveyors and Mappers, Chapter 5J-17, F.A.C., pursuant to Section 472.027, F.S. This survey also must comply with Chapter 177, F.S.

H. Verification of Existing Conditions:

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

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

I. Submittals:

1. Component Submittals:

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

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

The submittals required for each project will be identified in the Task Work Order and will be specified according to the type of work to be performed. For example, on a signing and pavement marking only project, the designer will initially submit a set of 90% plans for review to the department. On a Signal head replacement only and pavement markings, a 90% set of plans will be required for initial review by the department. For signalization plans with miscellaneous structures 60 % and 90% design plans will be required prior to final submittal. For intersection improvements that include all the jobs described previously plus grading and pavement construction, 60% and 90% design plans will be required prior to final submittal. For ITS projects on freeways, the designer will submit 60% and 90% plan sets for review by all disciplines prior to final submittal. If the ITS project is on an arterial roadway system, the designer will make submittals as described for major signalization and signing and marking projects above. Once all the comments made by the different disciplines are addressed, a final 100% set of plans will be submitted for approval. Final plans shall be submitted directly to the Departments Project Manager or designee. Submittals via D-delivery are required.

2. Phase Submittals:

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

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. Prior to providing the Department with any submittals, the Design-Build Firm is required to perform a quality check of the submittal. If the submittal is incomplete or contains substantial errors, then the Department will reject the submittal. All submittals will be accompanied by the appropriate submittal document such as but not limited to ERC submittal distribution sheet appropriate checklist, etc.

60% Component Plans (if necessary)
1 CD with all Plans
3 sets of 11" x 17" roadway/signalization plans
3 sets of 11" x 17" structure plans
3 sets of 11" x 17" each component set
2 copies of Preliminary Geotechnical Report

90% Phase Submittal
1 CD with all plans
3 copies of 11" X 17" plans
2 copies of signed and sealed geotechnical report
2 copies of Settlement and Vibration Monitoring Plan (SVMP) for Department acceptance and update throughout the construction period
2 copies of signed and sealed Bridge Hydraulic Report
2 copies of design documentation
1 copy of Technical Special Provisions
2 copies of Landscape Opportunity Plans (where applicable)
Bridge Load Rating Calculations

Completed Bridge Load Rating Summary Detail Sheet
Load Rating Summary Form
Independent Peer reviewer's comments and comment responses
3 CD's containing the above information in .pdf format

Final Submittal
1 CD with all Plans
3 sets of signed and sealed 11" X 17" plans
3 copies of signed and sealed design documentation
2 copies of Settlement and Vibration Monitoring Plan (SVMP)
2 copies of Landscape Opportunity Plans (where applicable)
3 sets of final documentation
1 signed and sealed copy of the Bridge Load Rating Summary Detail Sheet
1 signed and sealed copy of the Load Rating Summary Form
1 signed and sealed copy of Construction Specifications Package or Supplemental Specifications Package
2 copies of signed and sealed copy of Construction Specifications Package or Supplemental Specifications Package
2 sets of electronic copies of Technical Special Provisions on CD
Independent Peer Reviewer's signed and sealed cover letter that all comments have been addressed and resolved.
3 CD's containing the above information in .pdf format

3. Requirements to Begin Construction:

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

As-Built Set:

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

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

The Department shall review, certify, and accept the As-Built Plans prior to issuing Final Acceptance of the project in order to complete the As-Built Plans.

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

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

- 1 set of 11” X 17” signed and sealed plans
- 3 sets of 11 "X 17” copies of the signed and sealed plans
- 2 copies of Landscape Opportunity Plans (where applicable)
- 1 signed and sealed copy of the Bridge Load Rating based on as-built conditions
- 3 sets of final documentation (if different from final component submittal)
- 2 (two) Final Project CD’s

4. Milestones:

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

- Constructability Analysis
- 60 % Design submittal (if applicable)
- 60% Plan Review (if applicable)
- 90% Design submittal
- 90% Plan Review
- Project Specifications
- Shop Drawings
- Shop Drawings review
- Design Approval for construction
- Material Acquisition
- Final Design Submittal
- Final Plan Review
- ITS Splice Plan
- ITS Design and Construction Checklist
- ITS Test Plans and Test Results
- As-Built Plans

5. Railroad Coordination:

3 sets of the plan sheets listed below are required for review by the railroad. The sets are to be mailed to the District Rail Administrator. The required sheets are:

- Key Sheet
- Typical Section(s)
- Plan & Profile Sheet(s)
- Rail-highway grade crossing detail sheet
- Signing and Pavement Marking Sheet(s)
- Cross Section Sheets

J. Contract and Task Work Order Duration:

The Department has established a Duration of _1095__ calendar days for the subject Contract.

Each Task Work Order will have Contract Time not to exceed 365 days. The Contract Time for each Task work Order time will be documented in the Task Work Order Notice to Proceed.

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 ten (10) calendar days (excluding weekends and Department observed Holidays) review time for the Department's review of all submittals with the exception of Category 2 structures submittals. The review of Category 2 structures submittals requires Central Office involvement and the Schedule shall allow for up to twenty (20) calendar days (excluding weekends and Department observed Holidays) for these reviews.

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

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

Special events, if required, will be identified in each Task Work Order. Special events identified within the limits of the project(s) that are part of the initial Task Work Orders will be identified as part of concept plans and typical illustrations.

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

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

- Signing and Pavement Marking Design
- Signing and Pavement Marking Construction
- Signalization and Intelligent Transportation System Design
- Signalization and Intelligent Transportation System Construction
- Lighting Design
- Lighting Construction
- Maintenance of Traffic Design
- Permit Submittals
- Maintenance of Traffic Set-Up (per duration)
- Erosion Control
- Utility Coordination and Relocation
- Subsurface Utility Engineering
- 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
- ITS Network Design and Construction
- ITS Power Design and Construction
- ITS Splicing Design and Construction
- ITS Test Design and Construction
- ITS Integration Design and Construction
- ITS Burn-in detail

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.

For each assigned Task Work Order, the Design-Build Firm shall designate a Project Manager who will be the representative of the Design-Build Firm. This person will be the key contact person between the Department and the Design-Build Firm for communication purposes including, but not limited to, design issues/resolutions, construction issues/resolutions, and all other issues. In the event the Design-Build Firm employs more than one designer and/or sub-contractor, this designated Project Manager will represent all of those designers and sub-contractors. If the Design-Build Firm's project manager changes, formal submittal and approval by the Department is required.

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 Design 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 Construction 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, Cabinet Configuration Sheet(s), Existing and proposed test plans, Integration schedule 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 but not limited to detailed functional narrative text, system and subsystem drawings and schematics. Also included shall be the documentation to demonstrate all elements of the proposed design which includes, but is not limited to: technical, functional, and operational requirements; ITS/communications; equipment; termination/patch panels; performance criteria; and details relating to interfaces to other ITS subsystems.

System Integration Meetings will be held on mutually agreeable dates.

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

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

N. Public Involvement:

1. General:

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

2. Community Awareness:

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

3. Public Meetings:

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

- Kick-off or introductory meeting
- Metropolitan Planning Organization (MPO) Citizens Advisory Committee Meetings

- MPO Transportation Technical Committee Meetings
- MPO Meetings
- Public Information Meetings
- Elected and appointed officials
- Special interest groups (private groups, homeowners associations, environmental groups, minority groups and individuals)

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

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

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

4. **Public Workshops, Information Meetings:**

The Design-Build Firm shall provide all the support services listed in No. 3 above.
All legal/display ads announcing workshops, information meetings, and public meetings will be prepared and paid for by the PIC.

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

5. **Public Involvement Data:**

The Design-Build Firm is responsible for the following:

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

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

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

O. Quality Management Plan (QMP):

1. **Design:**

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

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

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

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

2. **Construction:**

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

The Design-Build Firm will create a Sampling, Testing and Reporting guide for each Task Work Order. 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 the Standard Specifications.

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

P. Liaison Office:

The Department and the Design-Build Firm will designate a Liaison Office and a Project Manager who

shall be the representative of their respective organizations for the project.

Q. Engineers Field Office: N/A

R. Schedule of Values:

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

Project assigned by Task Work Orders 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. The Design-Build Firm must at any time demonstrate testing method compared to the approved test plan.

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V. Value Added:

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

- Roadway features
- Roadway drainage systems,
- Approach slabs
- Superstructure
- Substructure
- Concrete defects
- Structural steel defects
- Post-tensioning systems
- ITS Products
- ITS system(s) and sub-system(s)
- And any other products or features the Design-Build Firm desires.

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

W. Adjoining Construction Projects:

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

X. Issue Escalation:

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

The escalation process begins with the Construction Project Manager. All issues are to be directed to the Construction Project Manager. If the issue cannot be resolved by the Construction Project Manager in coordination with the Resident Engineer and Design Project Manager as applicable, the Construction Project Manager shall forward the issue to the District Construction Engineer who will coordinate with the District Design Engineer, as applicable. Each level shall have a maximum of five (5) calendar days (excluding weekends and Department observed holidays) to answer, resolve, or address the issue. The Design-Build Firm shall provide all supporting documentation relative to the issue being escalated. The five (5) calendar day period (excluding

weekends and Department observed holidays) begins when each level in the issue escalation process has received all required supporting documentation necessary to arrive at an informed and complete decision. The five (5) calendar day period (excluding weekends and Department observed holidays) is a response time and does not infer resolution. Questions asked by the Department may be expressed verbally and followed up in writing within one (1) calendar day (excluding weekends and Department observed holidays). Responses provided by the Design-Build Firm may be expressed verbally and followed up in writing within one (1) working day. Once a response is received from the District Construction Engineer, the Construction Project Manager will respond to the Design-Build Firm in a timely manner but not to exceed three (3) calendar days (excluding weekends and Department observed holidays).

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

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

Y. Roadway Plans and Specifications

All plans and design for assigned Task Work Orders are to be prepared in accordance with the applicable standards adopted by AASHTO, Department's Standard Specifications, Department's current memorandums, and the current editions of the Department's Roadway Plans Preparation Manual, Department's Flexible Pavement Design Manual, and Department's Drainage Manual and shall be accurate, legible, complete in design, drawn to the appropriate scale, and furnished in reproducible form on material acceptable to the Department. The Design-Build Firm is to provide the Department with all Special Provision and Development Specifications particular to a given Task Work Order as part of the Roadway Plan submitted. All plans of the proposed construction shall include a baseline survey and/or reference baseline construction to tie elements of proposed construction with stations/offsets for reference by construction personnel and as-built drawings. This may be established in the field by location survey, recovery of previous survey records or as-built plans.

Z. Drainage Plans:

All drainage plans and designs for assigned Task Work Orders are to be prepared in accordance with applicable Department's memorandums, Department's Drainage Manual, and 23 CFR 650, and the requirements in this document. All plans of the proposed construction shall include a baseline survey and/or reference baseline construction to tie elements of proposed construction with stations/offsets for reference by construction personnel and as-built drawings. This may be established in the field by location survey, recovery of previous survey records or as-built plans.

AA. Structures Plans:

All structures plans for assigned Task Work Orders shall be prepared in accordance with applicable Structures Manual, AASHTO LRFD Bridge Design Specifications and interims and other Department's standards, policies, procedures, applicable temporary design bulletins and directions from the State Structures Design Engineer. These plans shall be accurate, legible, complete in design, and drawn to appropriate scale and furnished in reproducible form on material acceptable to the Department. All category level II bridge plans shall be peer reviewed by a pre-qualified independent firm not involved with the design team, prior to submittal to the Department. All plans of the proposed construction shall include a baseline

and elevation survey and/or reference baseline construction to tie elements of proposed construction with stations/offsets for reference by construction personnel and as-built drawings. This may be established in the field by location survey, recovery of previous survey records or as-built plans.

BB. Signing and Marking Plans:

All Signing and Marking plans for assigned Task Work Orders are to be prepared in accordance with applicable design standards and practices (Manual on Uniform Traffic Control Devices), Department's Standard Specifications, Indexes, Department's Plans Preparation Manual, and shall be accurate, legible, complete in design, and drawn to the scale indicated in the Department's manuals and furnished in reproducible form. All plans of the proposed construction shall include a baseline survey and/or reference baseline construction to tie elements of proposed construction with stations/offsets for reference by construction personnel and as-built drawings. This may be established in the field by location survey, recovery of previous survey records or as-built plans.

CC. Signalization Plans:

All Signalization plans for assigned Task Work Orders are to be prepared in accordance with applicable design standards and practices, Department's Standard Specifications, Indexes, Department's Plans Preparation Manual, and shall be accurate, legible, complete in design, and drawn to the scale indicated in the Department's manuals and furnished in reproducible form. All plans of the proposed construction shall include a baseline survey and/or reference baseline construction to tie elements of proposed construction with stations/offsets for reference by construction personnel and as-built drawings. This may be established in the field by location survey, recovery of previous survey records or as-built plans.

DD. Lighting Plans:

All Lighting plans for assigned Task Work Orders are to be prepared in accordance with applicable Department design standards, Department Standard Specifications, Indexes, Department's Plans Preparation Manual, and instructions issued by the Department to the Consultant, and shall be accurate, legible, complete in design and drawn to the scale as directed by the Department, and furnished in reproducible form. All plans of the proposed construction shall include a baseline survey and/or reference baseline construction to tie elements of proposed construction with stations/offsets for reference by construction personnel and as-built drawings. This may be established in the field by location survey, recovery of previous survey records or as-built plans.

EE. Partial Payments:

The Department's Construction Project Administrator will make partial payments on monthly estimates based on the amount of work that the Contractor completes during the month. The Department's Construction Project Administrator will make approximate monthly payments, and the Department will correct all partial estimates and payments in the subsequent estimates and in the final estimate and payment.

The Department will base the amount of such payments on the total value of the work that the Contractor has performed to the date of the estimate, based on the certified submittal by the Contractor less quantities completed and the Contract prices, less payments previously made and less any retainage withheld. Retainage does not apply to each Task Work Order.

VI. Design and Construction Criteria.

A. General:

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

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 to include but not limited to wireless signal strength, and video survey 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.

B. Vibration and Settlement Monitoring:

The Department has not identified vibration sensitive sites along the Initial Projects locations. The Design-Build Firm shall be responsible for the identification of and coordination with vibration sensitive sites impacted by the Work for the duration of the construction period.

The Design-Build Firm is responsible for evaluating the need for, design of, and the provision of any necessary precautionary features to protect existing structures from damage, including, at a minimum, selecting construction methods and procedures that will prevent damage. The Design-Build Firm shall submit for Department acceptance a Settlement and Vibration Monitoring Plan (SVMP) as part of the 90% plans submittal and update the SVMP throughout the Construction Period. The Design-Build Firm is responsible for establishing maximum settlement and vibration thresholds equivalent to or lower than the Department Specification requirements for all construction activities, including vibratory compaction operations and excavations.

Submittals for Settlement and Vibration Monitoring Plan (SVMP) shall include the following as a minimum:

- Identify any existing structures in addition to those identified that will be monitored for vibrations during the construction period.
- Establish the maximum vibration levels. The maximum vibration levels stated for existing structures shall not be exceeded.
- Identify any existing structures in addition to those identified that will be monitored for settlement during the construction period.
- Establish the maximum settlement levels for the existing structures that must not be exceeded. The maximum settlement level stated shall not be exceeded.
- Identify any existing structures in addition to those identified that require pre-construction and post-construction surveys.

The Department will perform the review of Vibration and Settlement submittals in accordance with Department Specifications.

C. Geotechnical Services

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. Preparing and submitting an Auger Cast Pile Installation Plan for the Department's acceptance.

4. Inspecting and documenting the spread footing construction.
5. Submitting Foundation Certification Packages in accordance with the specifications.
6. Providing safe access, and cooperating with the Department in verification of the spread footing, both during construction and after submittal of the certification package.

D. Utility Coordination:

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

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

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

1. Ensuring that all utility coordination and activities are conducted in accordance with the requirements of the Contract Documents.
2. Identifying all existing utilities and coordinating any new installations.
3. 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.
4. Scheduling utility meetings, preparing and distributing minutes of all utility meetings, and ensuring expedient follow-up on all unresolved issues.
5. Distributing all plans, conflict matrices and changes to affected Utility Agency/Owners and making sure this information is properly coordinated.
6. Identifying and coordinating the execution and performance under any agreement

that is required for any utility work needed in with the Design-Build Project.

7. Preparing, reviewing, approving, signing, coordinating the implementation of and submitting to the Department for review all Utility Work Schedules.
8. Resolving utility conflicts.
9. Obtaining and maintaining all appropriate "*Sunshine State One Call of Florida*" tickets.
10. 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.
11. Providing periodic Project updates to the Department Project Manager and District Utility Office as requested.
12. Coordination with the Department on any issues that arise concerning reimbursement of utility work costs.

Due to the nature of this task driven contract, the Department is only able to identify the following UA/Os as having facilities within the first anticipated Task Work Orders. For all subsequent tasks, the Design-Build Firm will be responsible for identifying affected UA/Os as outlined within the RFP.

Table B - Summary of UAO having facilities within the Proposed Project Limits

UAO	Contact Information
Verizon Florida Inc.	David Wynns, 813-978-2164
Hillsborough County Traffic Services Unit	George Aubel, 813-927-6751
Hillsborough County Public Utilities Dept.	Marcelino Diaz III, 813-272-5977 Ext: 43385
Teco Peoples Gas - Tampa	Luis Castellano, 813-275-3743
Teco Peoples Gas – St. Petersburg	Jasmin Grimard, 727-423-7140
Tampa Electric Company	Ronnie Alexander, 813-275-3037
Bright House networks	Randy Lyle, 813-684-6100 Ext: 32143
Bright House networks - Citrus	Mike Kiker, 813-862-0522 Ext: 84263
Fiberlight LLC	Chris Pancione, 954-596-2559
Level 3 Communications LLC	Network Relations, 877-366-8344 Ext: 2
Centurylink (formerly QWEST communications)	George McElvain, 303-992-9931
Tampa Water Department (Water)	Janice Davis, 813-274-7096
Tampa Water Department (Sewer)	Jack Ferras, 813-274-8095
XO Communications	Jeff Sbrocco, 813-301-4047
Duke Energy	Sharon Dear, 407-905-3321
Knology Broadband of Florida, Inc.	Jay Young, 727-239-0156
Pinellas County Utilities	Jay Perkins, 727-464-3536
Pinellas County Hwy/Eng.	Pinellas County Hwy/Eng, 727-464-8900
City of St. Petersburg	Mark Green, 727-892-5646
TW Telecom - Tampa	James McVeigh, 813-316-7763
City of Zephyrhills	Bruce Sellers, 813-780-0000 Ext: 3567
MCI Communications	Bryan Lantz, 972-729-6322

The relocation plans, work schedules and permit applications are to be forwarded to the Department for review by the Department's Construction Manager. The Department's Construction Manager only reviews the documents and is not to sign them. Once reviewed, the utility permit application will be forwarded to the District Maintenance office for the permit to be signed and recorded or submitted through the Online System Permitting (OSP) system.

E. Roadway Plans:

General:

When applicable to a Task Work Order as determined by the Department, 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:

When applicable to a Task Work Order as determined by the Department, 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 Oversights Projects.

Any deviation from the Department's design criteria will require a Design Variation and any deviation from AASHTO will require a Design Exception. All such Design Variations and Design Exceptions must be approved.

These packages shall include the following:

1. **Roadway Design:**

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

2. **Typical Section Package:**

   - Transmittal letter
   - Location Map
   - Roadway 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 and 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

4. **Drainage Analysis:**

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

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

The objective is to obtain approved stormwater treatment/attenuation design.

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

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

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

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

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

F. Geometric:

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

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

G. Design Documentation, Calculations, and Computations:

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

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

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

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

H. Structure Plans:

1. **Bridge Design Analysis:**

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

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

   c. The Design-Build Firm shall "Load Rate" all bridges in accordance with the Department Procedure 850-010-035 and the Structures Manual. The Bridge Load Rating Calculations, the Completed Bridge Load Rating Summary Detail Sheet, and the Load Rating Summary Form shall be submitted to the Department for review with the 90% superstructure submittal. The final Bridge Load Rating Summary Sheet and Load Rating Summary Form shall be submitted to the Department for review with the

Final superstructure submittal. A final, signed and sealed Bridge Load Rating, updated for as-built conditions, shall be submitted to the Department for each phase of the bridge construction prior to placing traffic on the completed phase of the bridge. A final, signed and sealed Bridge Load Rating, updated for the as-built conditions as part of the As-Built Plans submittal, shall be submitted to the Department before any traffic is placed on the bridge. The Bridge Load Rating shall be signed and sealed by a Professional Engineer licensed in the State of Florida.

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, falsework 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 the Governing Regulations of Section V. A.

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.

c. For bridges over navigable waterways, establish the required pier strengths using the MathCad program furnished by the Department if no specific pier strength is listed in the Design and Criteria Package. The MathCad program furnished by the Department allows for the proposed bridge geometry to be

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

I. Specifications:

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

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

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

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

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

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

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

J. Shop Drawings:

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

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

K. Sequence of Construction:

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

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

L. Stormwater Pollution Prevention Plans (SWPPP):

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

M. Temporary Traffic Control Plan:

1. **Traffic Control Analysis:**

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

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

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

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.

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 Volume 1 / 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 detours, cross sections, profiles, drainage structures, temporary roadway lighting, retaining wall details, and sheet piling as necessary for proper construction and implementation of the Temporary Traffic Control Plan.

3. Traffic Control Restrictions:

For each assigned project, lane closures may be restricted by the Department to specific hours. All lane closures, including ramp closures, must be reported to the local emergency agencies, the media and the District Public information officer. Also, the Design-Build Firm shall develop the Project to be able to provide for all lanes of traffic to be open in the event of an emergency or if the lane closure causes a driver delay greater than five minutes. The Design-Build Firm must utilize the latest restrictions provided by the District Seven Construction Office regarding Special Events when a Task requires work that will be affected by one of the Special Events.

Special Events and Lane Closure restrictions will be determined for each Task Work Order.

N. Environmental Services/Permits/Mitigation:

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

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

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

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

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

O. Signing and Pavement Marking Plans:

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

P. Lighting Plans:

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

Q. Signalization and Intelligent Transportation System Plans:

1. General

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

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

- Project Layout / Overview sheets outlying the locations of field elements
- 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.
  - Construction Plan
  - Test Plan(s)
  - Splicing Plan(s)
  - Integration Plan(s)

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

The Design-Build Firm shall detail existing Signalization and Intelligent Transportation System equipment and report which devices will be removed, replaced, or impacted by project work. The Design-Build Firm is to only use product(s) that are compatible with all existing SunGuide facilities.

2. Design and Engineering Services:

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

The design of the new system shall integrate per plan with all the existing devices. The design shall include the necessary infrastructure and components to ensure proper connection of the new ITS components. This shall include but not be limited to all proposed ITS components 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 Signalization and 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.

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, 5 CD's, and 3 hard copies of the Technical Proposal to:
Florida Department of Transportation, District 7
Procurement Services/District Contracts
ATTN: Ms. Rahnee Oliver
11201 N. McKinley Dr., MS 7-830
Tampa, FL. 33612-6456

The minimum information to be included:

Section 1: Project Approach

- Paper size: 8½" x 11". The maximum number of pages shall be10, single-sided, typed pages including text, graphics, tables, charts, and photographs. Double-sided 8½" x 11" sheets will be counted as 2 pages. 11”X17” sheets are prohibited.
- Describe how the proposed design solutions and construction means and methods meet the project needs described in this Request for Proposal. Provide sufficient information to convey a thorough knowledge and understanding of the project and to provide confidence the design and construction can be completed as proposed.
- Provide the term, measureable standards, and remedial work plan for any proposed Value Added features that are not Value Added features included in this RFP, or for extending the Value Added period of a feature that is included in this RFP. Describe any material requirements that are exceeded.
- Provide a Written Schedule Narrative that describes the Design and Construction phases and illustrates how each phase will be scheduled to meet the Project needs required of this Request for Proposal. Bar or Gantt charts are prohibited. Do not reveal or describe the Proposed Contract Time. Proposed Contract Time will be evaluated when Bid Price Proposals are received.

Section 2: Plans and Technical Special Provisions

- All information such as typical sections, special emphasis details, structure plans, etc., shall be provided on 11”x17” sheets.
- Provide Technical Proposal Plans in accordance with the requirements of the Plans Preparation Manual, except modified herein.
- Provide any Technical Special Provisions which apply to the proposed work. Paper Size: 8½" x 11".
- Paper size: 11” x 17”. Provide Technical Proposal Plans and Signalization sheets in accordance with the requirements of the Plans Preparation Manual.
- The Plans shall complement the Project Approach.

C. Evaluation Criteria:

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

	Item	Value
1.	Design	30
2.	Construction	36
3.	Innovation	7
4.	Value Added	7
Maximum Score		**80**

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

1. **Design (30 points)**

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

- Structures design
- Roadway design / and safety
- Drainage design
- Environmental Design
- Design coordination plan minimizing design changes
- Geotechnical investigation plan
- Geotechnical load test program
- Minimizing impacts through design to:
    1. Environment
    2. Public
    3. Adjacent Properties
    4. Structures
- Traffic Control Plan design
- Incident Management Plan
- Aesthetics
- Utility Coordination and Design
- Design considerations which improve recycling and reuse opportunities

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

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

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

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

2. **Construction (36 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 through construction to:
  - Environment
  - Public
  - Adjacent Properties
  - Structures
- Implementation of the Environmental design and Erosion/Sediment Control Plan
- Implementation of the Maintenance of Traffic Plan
- Implementation of the Incident Management Plan
- Utility Coordination and Construction

Credit will be given for developing and deploying construction techniques that 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 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 (7 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 (7 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 Concrete Pavement	5 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:

$$\frac{(0.60)BPP + (0.40)ML}{TS} = \text{Adjusted Score}$$

BPP = Bid Price Proposal for Initial Task Work Orders assigned project locations as identified in this RFP including design cost, MOT, MOB and constructability analysis
ML = Master Pay Item Lists Pricing*
TS = Technical Score (Combined Scores from ELOI and Technical Proposal)

**Note: The Department will provide the pay items and bid quantities in the Master Pay Item List, ML. When pay items included in the Master Pay Item List are needed for the initially assigned project locations, the unit prices shall be identical. If submitted unit prices for identical pay items are different, the lower of the prices shall be used for the current and all future Task Work Orders.*

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

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 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.

VIII. BID PROPOSAL REQUIREMENTS.

A. Bid Price Proposal:

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

Florida Department of Transportation, District 7
Procurement Services/District Contracts
ATTN: Ms. Rahnee Oliver
11201 N. McKinley Dr., MS 7-830
Tampa, FL. 33612-6456

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.

IX. INITIAL PROJECTS LIST AND PRELIMINARY SCOPES

Safety Projects (Federal Safety Funds):

Task	Project
1	Installation and Replacement of Corridor Street Lighting, US 41 from Symmes Road to Riverview Drive
2	Skid hazard safety improvements at I-275 (SR 93) NB off-ramp and SB on-ramp at 31st St. South
3	Installation of Interstate Pavement Messages, Route Shields and Directional Arrows
4	Signal Rebuild at SR 597 (Dale Mabry Hwy) @ Mapledale Blvd
5	Extension of Northbound Dual Left Turn Lanes at US 19 and SR 586 (Curlew Road)
6	Offset left turn lane at Hillsborough Ave. and Lincoln Ave.
7	Signal Rebuild at SR 574 (E Martin Luther King Jr. Blvd.) at US 301
8	Signal Rebuild at US 41 (S Tamiami Trail) at CR 672 (Big Bend Rd)
9	Installation of Intersection Lighting, SR 686 (East Bay Dr.) at Lake Ave NE

ITS Projects: (State Funds)

10	ITS - Installation of Fiber along I-75 from Gibsonton Dr. to Big Bend Rd.

Traffic Operations Projects : (State Funds)

11	Left Turn Lane Extension on SR 595 (Alt US 19/Bay Pines Blvd) at 95th St North and 100th Way North
12	Advance Signing - Installation of Arterial Signs
13	Signal Rebuild US 41 S (South Tamiami Trail) at Palm Ave
14	US 301/98 (SB) to the north of 7th St. in Dade City, Installation of Pav. Markings and Relocation of ground mounted single post sign assembly
15	Installation of Additional Northbound and Southbound Left Turn Lanes at SR 574 (MLK) at US 301

TASK 1: REMOVE AND REPLACE EXISTING STREET LIGHTING
SECTION 10060 MP 17.212 TO MP 19.269
US 41 FROM SYMMES ROAD TO RIVERVIEW DRIVE

Elements of work shall include, but are not limited to, replace existing lighting fixtures along the corridor of SR 45 (US 41) and all necessary incidental items per the latest FHWA and Department design standards and specifications.

Elements of work shall include, but are not limited to, removal of the existing roadway lighting equipment and luminaires and installation of new luminaires, distribution, load centers, conduit, pull boxes, and conductors and associated hardware as necessary to light the roadway to current standards with minimum impact to the current vehicular traffic patterns. The Design-Build Firm shall install new load centers for this lighting replacement and coordinate with the maintaining agencies.

The objective is for the Design Build Firm to prepare a set of plans and specifications to be used by the Design Build Firm to build the project and by the Department to ensure that the project is built as designed and meets the current standards and specifications applicable to this contract. In addition, this project will also comply with the Americans with Disabilities Act (ADA) requirements. The Department will provide construction inspection services. The Design Build Firm will provide other Design and Construction Services as stated in the contract. This includes all community awareness / notification activities, including the preparation of the elected official's mailing list.

The Design Build Firm shall provide a photometric analysis for roadway lighting along the corridor and at each signalized intersection to enhance pedestrian safety during night time hours. The proposed roadway lighting shall provide an average of 1.5 H.F.C. within the radii returns or pedestrian crosswalks (whichever is greater), of the signalized intersection and along the road segment. Uniformity ratios for Major Arterials presented in Table 7.3.1 of the FDOT PPM shall be met within road segment and signalized intersections, which includes the pedestrian crosswalks and sidewalk corners between the curb ramps. The lighting analysis shall include any existing roadway lighting that may be present within the road segment by using the initial design values of these luminaires.

The Design-Build Firm shall perform subsurface utility investigation (SUE) to identify utility facilities and secure agreements, utility work schedules, and plans from Utility Agency Owners (UAOs) ensuring no conflicts exist between utility facilities and the Department's construction project. The Design-Build Firm shall certify all utility negotiations have been completed with

arrangements made for utility work to be undertaken with financial provisions in place.

This project will require a Constructability Analysis.
During the design phase, the Design-Build Firm shall coordinate the design effort with the Department. All plans are to be prepared in accordance with current design standards and practices (Manual on Uniform Traffic Control Devices, Department's Standard Specifications, Department's Plans Preparation Manual, and other governing regulations as specified in this document), and shall be accurate, legible, complete in design, and drawn to the scale indicated in the Department's manuals and furnished in reproducible form.

TASK 2: SKID HAZARD SAFETY IMPROVEMENTS AT I-275 NORTHBOUND OFF-RAMP AND SOUTHBOUND ON-RAMP AT 31ST STREET SOUTH, ST. PETERSBURG, PINELLAS COUNTY

This project provides for the Department's effort to address safety improvement with enhancements to the pavement of the northbound (Section 15190013) and southbound (Section 15190014) ramps along I-275 and 31st Street South located in Pinellas County, from the existing pavement match under I-275 Bridge #150149 to the outside edge of pavement along 31st Street. The enhancements to the Roadway are required to protect against skidding and provide a safe travel path for vehicles.
Elements of work shall include, but are not limited to, mill and resurface the northbound off-ramp (Section 15190013) and southbound on-ramp (Section 15190014) with milling and resurfacing with FC-5 Friction Course (Granite mix only). Reconstruct concrete curb ramp to meet the current ADA standard and replacing existing crosswalks. Provide sidewalk in median nose to accommodate pedestrian movements along crosswalk. Adjust manhole as needed. Apply final sign and pavement markings for roadway and update

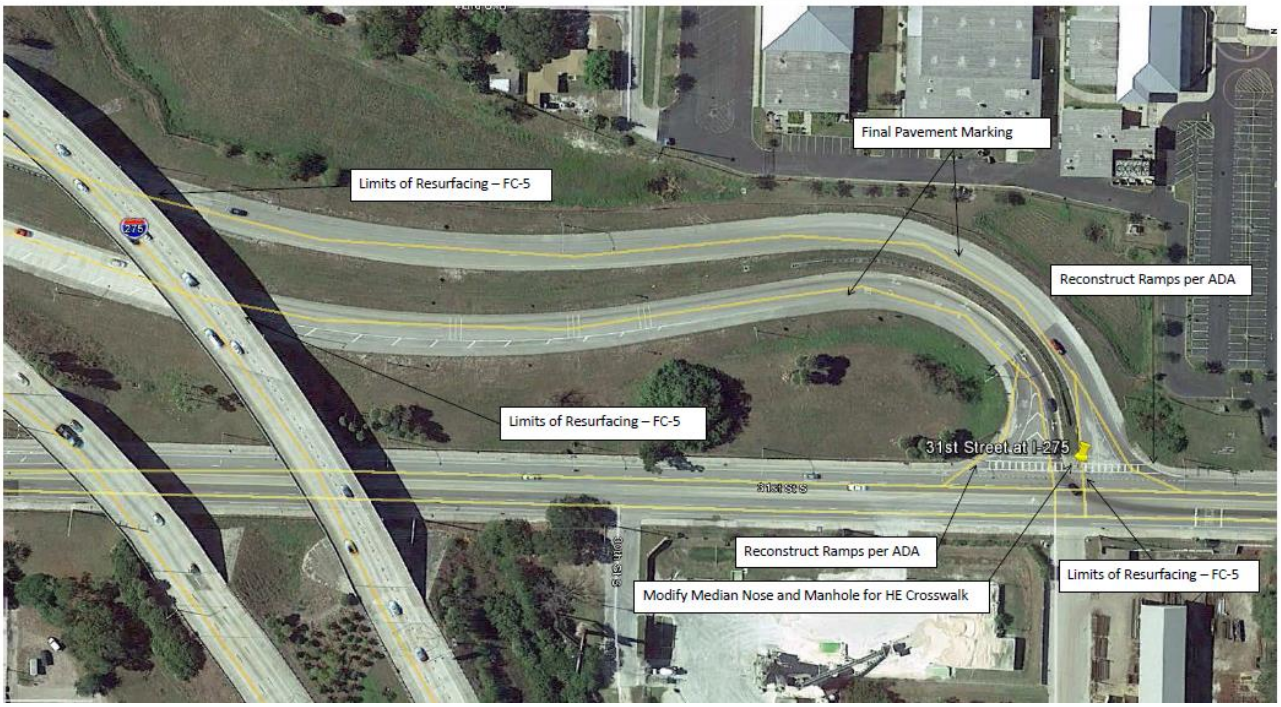
signage and pavement messages to provide a safety travel path for vehicles along northbound on-ramp and southbound off-ramp.

The objective is for the Design-Build Firm to prepare a set of plans and specifications to be used by the Design-Build Firm to build the project and by the Department to ensure that the project is built as designed and meets the current standards and specifications. In addition, this project will also comply with the Americans with Disabilities Act (ADA) requirements. The Department will provide construction inspection services. The Design Build Firm will provide other Design and Construction Services as stated in the contract. This includes all community awareness / notification activities, including the preparation of the elected official's mailing list.

This project will require a Constructability Analysis.

During the design phase, the Design-Build Firm shall coordinate the design effort with the Department. All plans are to be prepared in accordance with current design standards and practices (Manual on Uniform Traffic Control Devices, Department's Standard Specifications, Department's Plans Preparation Manual, and other governing regulations as specified in this document), and shall be accurate, legible, complete in design, and drawn to the scale indicated in the Department's manuals and furnished in reproducible form.

Milling and Resurfacing NB and SB Ramps on I-275 at 31st St. – Pinellas County



TASK 3: INSTALLATION OF PAVEMENT MESSAGES, ROUTE SHIELDS, AND DIRECTIONAL ARROWS

This Task Work Order is consistent with the Department's commitment to provide an operational / safety improvement through the application of enhanced preformed and standard through-left, through-right, or left-right pavement directional arrows and ONLY pavement messages at various interchange exits that have exit lane drop and / or option lane conditions along I-75, I-275, and I-4 in Hillsborough County. This work is being performed in the interest of reducing the number of rear-end and side-swipe crashes on the approach to these exit ramps.

The objective is for the Design-Build Firm to prepare a set of plans and specifications to be used to build the project and by the Department to ensure that the project is built as designed and to specifications. Elements of work shall include but are not limited to the signing changes and all necessary incidental items for these locations per the governing FHWA and Department design standards.

I-75 (SB) AT S.R. 574 – EXIT 260

Between the end of on-ramp gore markings from I-4 and the beginning of off-ramp gore markings for S.R. 574 install through/right combination directional arrows in the exit option lane and right directional arrows with "ONLY" pavement messages in the exit only lane (pavement markings in each lane shall be directly adjacent to one another). Pavement marking sets in each lane should be spaced approximately 300'apart. Any pavement markings located on concrete pavement shall be preformed markings with a black border.

I-75(NB) AT I-4 – EXIT 261

Between the end of on-ramp gore markings from S.R. 574 and the beginning of off-ramp gore markings for I-4 install through/right combination directional arrows in the exit option lane and right directional arrows with "ONLY" pavement messages in the exit only lane (pavement markings in each lane shall be directly adjacent to one another). Pavement marking sets in each lane should be spaced approximately 300'apart. Any pavement markings located on concrete pavement shall be preformed markings with a black border.

I-275(NB) AT HOWARD/ARMENIA AVENUE – EXIT 42

Between the end of on-ramp gore markings from N Himes Avenue and the beginning of off-ramp gore markings for Howard/Armenia Avenue install through-right combination directional arrows in the exit option lane and right directional arrows with "ONLY" pavement messages in the exit only lane (pavement markings in each lane directly adjacent to one another). Pavement marking sets in each lane should be spaced approximately 300'apart. Any pavement markings located on concrete pavement shall be preformed markings with a black border.

I-275(NB) AT ASHLEY DRIVE/TAMPA STREET/SCOTT STREET – EXIT 44

Approximately 1700' in advance of this exit the below shown overhead sign structure is found. Beginning at this overhead sign structure install through-right combination directional arrows in the exit option lane and right directional arrows with "ONLY" pavement messages in the exit only lane, or the lanes underneath the sign panel highlighted below (pavement markings in each lane directly adjacent to one another). Pavement marking sets in each lane should be spaced approximately 300'apart. The last sets of these pavement markings in each lane shall be located adjacent to the set of interstate route shields in advance of this exit, or as shown in the highlighted red box below. Any pavement markings located on concrete pavement shall be preformed markings with a black border.

I-4(EB) AT U.S. 41/N 50TH STREET - EXIT 3

Approximately 400' to the west of the exit gore markings for the off-ramp at Exit 3, the left lane begins to widen to create the two-lane off-ramp. This begin widening of this left lane will be the reference point for the last set of left directional arrow/ONLY pavement markings. The begin point for these advanced left directional arrow/ONLY pavement markings will be 1500' to the west of the above-noted reference point. Pavement marking sets shall be spaced 300'apart. Any pavement markings located on concrete pavement shall be preformed markings with a black border.

I-4(WB) AT U.S. 92/TO U.S. 301 - EXIT 7

Approximately 230' to the east of the exit gore markings for the off-ramp at Exit 7, the second lane from the right begins to widen to create the two-lane off-ramp. This begin widening of this lane will be the reference point for the last set of through/right combination directional arrows in the exit option lane and right directional arrows with "ONLY" pavement messages in the exit only lane (pavement markings in each lane shall be directly adjacent to one another). Approximately 1000' to the east of the above-noted reference point the below shown overhead sign truss is found. The location of this overhead sign truss will be the begin point for these advance pavement markings in each lane. Pavement marking sets should be spaced approximately 300'apart.

I-4(EB) AT C.R. 579 (MANGO ROAD) - EXIT 10

Approximately 1700' to the west of the exit gore markings for the off-ramp at Exit 10 the advanced guide sign shown below on the left is found. At this advanced guide sign begin installing through/right combination directional arrows in the exit option lane and right directional arrows with "ONLY" pavement messages in the exit only lane (pavement markings in each lane shall be directly adjacent to one another). The last set of the pavement markings shall be located 50' to the west of the overhead exit direction guide shown below on the right. Pavement marking sets should be spaced approximately 300'apart.

I-4(EB) at S.R. 566 (Thonotosassa Road) - Exit 19

The below shown overhead exit direction guide sign is found at this exit ramp. The last set of through/right combination directional arrows in the exit option lane and right directional arrows with "ONLY" pavement messages in the exit only lane (pavement markings in each lane shall be directly adjacent to one another) shall be located 300' to the west of this overhead sign structure. The first set of these same lane pavement markings will be located 1500' to the west of the set mentioned above near the exit. Pavement marking sets should be spaced approximately 300'apart.

TASK 4: SIGNAL REBUILD AT SR 597 (NORTH DALE MABRY HIGHWAY) AT MAPLEDALE DRIVE

This project provides for the Department's effort to address safety improvements by rebuilding the traffic signal and addressing pedestrian facilities at the existing signalized intersection of SR 597 (Dale Mabry Highway) at Mapledale Drive in Hillsborough County. The preferred type of signal is as follows:

- SR 597 (Dale Mabry Highway) at Mapledale Drive – Rebuild the existing diagonal span wire signal with a box span wire signal utilizing steel strain poles with roadway lighting and dual wire with pivot hangers.

The objective is for the Design-Build Firm to prepare a set of plans and specifications to be used by the Design-Build Firm to build the project and by the Department to ensure that the project is built as designed and meets the current standards and specifications. In addition, this project will also comply with the Americans with Disabilities Act (ADA) requirements. The Department will provide construction inspection services. The Design-Build Firm will provide other Design and Construction Services as stated in the contract. This includes all community awareness / notification activities, including the preparation of the elected official's mailing list.

Elements of work shall include, but are not limited to, reconstruction of the signal mentioned above and installation of roadway lighting, all necessary signs, pavement markings, signal poles, controller assembly and associated hardware, and pedestrian features as necessary to accommodate pedestrian traffic with minimum impact to the current vehicular traffic patterns, and re-calculating clearance timing intervals if necessary. The Design-Build Firm shall install a new pedestrian crossing across the south leg, install a new controller for this signal rebuild and coordinate with the maintaining agency for wiring in the signal cabinet.

The intersection of SR 597 (North Dale Mabry Highway) at Mapledale Drive shall be rebuilt with the replacement of existing diagonal span wire signal with a box span wire signal utilizing steel strain poles with roadway lighting, and dual wire with pivot hangers. If variations are necessary, it will be the responsibility of the Design-Build Firm to obtain them. The use of flashing yellow arrow installation is the preferred option for protected/permissive movements.

The Design-Build Firm shall provide a photometric analysis for roadway lighting at each signalized intersection to enhance pedestrian safety during night time hours. The proposed roadway lighting shall provide an average of 1.5 H.F.C. within the radii returns or pedestrian crosswalks (whichever is greater), of the signalized intersection. Uniformity ratios for Major Arterials presented in Table 7.3.1 of the FDOT PPM shall be met within the intersection area, which includes the pedestrian crosswalks and sidewalk corners between the curb ramps. The lighting analysis shall include any existing roadway lighting that may be present at the intersection by using the initial design values of these luminaires.

The Design-Build Firm shall perform subsurface utility investigation (SUE) to identify utility facilities and secure agreements, utility work schedules, and plans from Utility Agency Owners (UAOs) ensuring no conflicts exist between utility facilities and the Department's construction project. The Design-Build Firm shall certify all utility negotiations have been completed with arrangements made for utility work to be undertaken with financial provisions in place.

This project will require a Constructability Analysis.

During the design phase, the Design-Build Firm shall coordinate the design effort with the Department. All plans are to be prepared in accordance with current design standards and practices (Manual on Uniform Traffic Control Devices, Department's Standard Specifications, Department's Plans Preparation Manual, and other governing regulations as specified in this document), and shall be accurate, legible, complete in design, and drawn to the scale indicated in the Department's manuals and furnished in reproducible form.

TASK 5: EXTENSION OF NORTHBOUND DUAL LEFT TURN LANES AT US 19 AND SR 586 (CURLEW ROAD)

This project provides for the Department's effort to address intersection improvement by extending the northbound dual left turn lanes at the existing signalized intersection of SR 55 (US 19 North) at Curlew Road in Pinellas County. The enhancements to the intersection are required to improvement safety and operations as follows:

- Modify the existing separator and median to accommodate a dual northbound left turn lane of approximately 720'.
- Widen the existing pavement to accommodate the extension and resurface the pavement area within the limits of the proposed dual northbound left turn lanes.
- Maintain detection for northbound left turn lanes and apply final signing and pavement markings for proposed dual northbound left turn lanes. It is anticipated that milling and resurfacing of the existing Queue Length and a portion of L2 might not be needed due to a recently completed resurfacing project along the US 19 corridor.

The objective is for the Design-Build Firm to prepare a set of plans and specifications to be used by the Design-Build Firm to build the project and by the Department to ensure that the project is built as designed and meets the current standards and specifications. In addition, this project will also comply with the Americans with Disabilities Act (ADA) requirements. The Department will provide construction inspection services. The Design-Build Firm will provide other Design and Construction Services as stated in the contract. This includes all community awareness / notification activities, including the preparation of the elected official's mailing list.

This project will require a Constructability Analysis.
During the design phase, the Design-Build Firm shall coordinate the design effort with the Department. All plans for assigned projects are to be prepared in accordance with current design standards and practices (Manual on Uniform Traffic Control Devices, Department's Standard Specifications, Department's Plans Preparation Manual, and other governing regulations as specified in this document), and shall be accurate, legible, complete in design, and drawn to the scale indicated in the Department's manuals and furnished in reproducible form.

TASK 6: CONSTRUCTION OF OFFSET LEFT TURN LANES AT HILLSBOROUGH AVE. AND LINCOLN AVE.

Elements of work shall include, but are not limited to, the installation of offset left turn lanes, approximately 100 feet (depending on specific location constraints) from the median noses as shown in the sample graphic in the next page and all necessary incidental items for this intersection per the latest FHWA and Department design standards. The intersections included in this project are (in Hillsborough County):

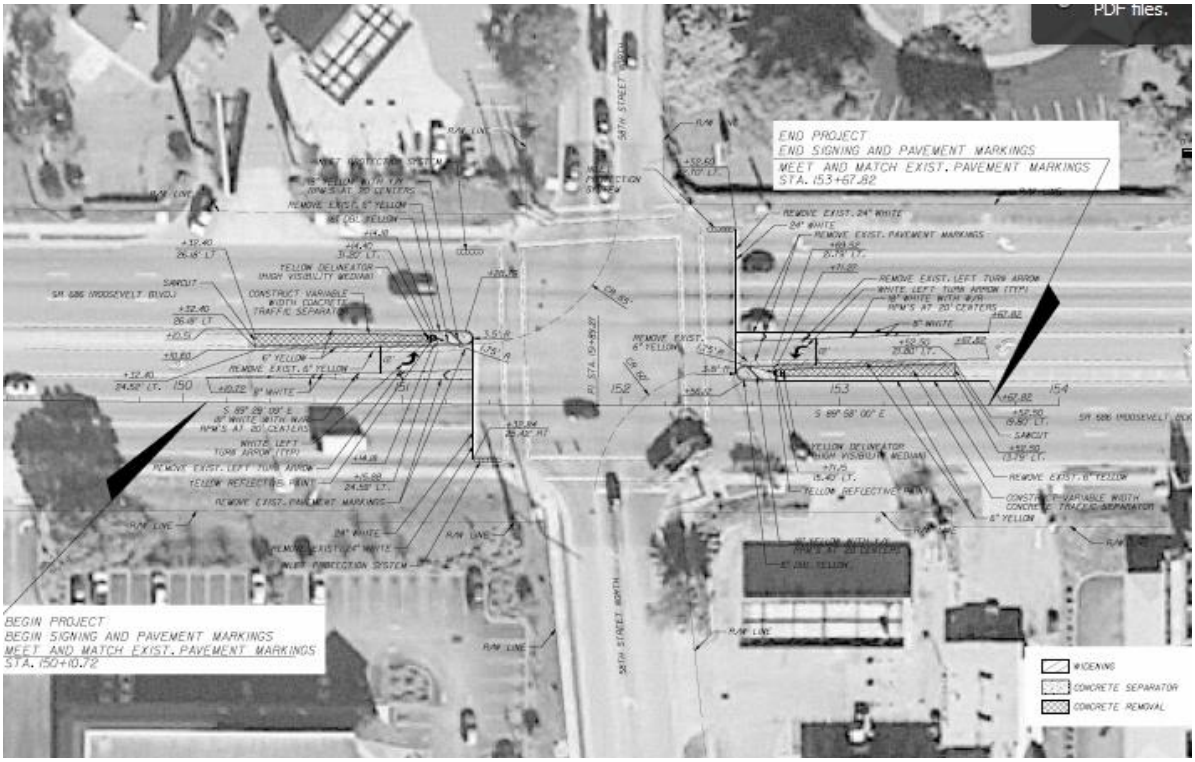
1. Hillsborough Avenue at Lincoln Avenue

The general objective is for the Design-Build Firm to prepare a set of plans and specifications to ensure that the project is built as designed and meets specifications. The Department will provide construction inspection services. The Design-Build Firm will provide other design and construction services as stated in the contract.

The objective is for the Design-Build Firm to prepare a set of plans and specifications to be used by the Design-Build Firm to build the project and by the Department to ensure that the project is built as designed and meets the current standards and specifications. In addition, this project will also comply with the Americans with Disabilities Act (ADA) requirements. The Department will provide construction inspection services. The Design-Build Firm will provide other Design and Construction Services as stated in the contract. This includes all community awareness / notification activities, including the preparation of the elected official's mailing list.

The Design-Build Firm shall perform subsurface utility investigation (SUE) to identify utility facilities and secure agreements, utility work schedules, and plans from Utility Agency Owners (UAOs) ensuring no conflicts exist between utility facilities and the Department's construction project. The Design-Build Firm shall certify all utility negotiations have been completed with arrangements made for utility work to be undertaken with financial provisions in place.

This project will require a Constructability Analysis.
During the design phase, the Design-Build Firm shall coordinate the design effort with the Department. All plans for assigned projects are to be prepared in accordance with current design standards and practices (Manual on Uniform Traffic Control Devices, Department's Standard Specifications, Department's Plans Preparation Manual, and other governing regulations as specified in this document), and shall be accurate, legible, complete in design, and drawn to the scale indicated in the Department's manuals and furnished in reproducible form.



TASK 7: SIGNAL REBUILD AT SR 574 (EAST MARTIN LUTHER KING JR. BOULEVARD) AT US 301

This project provides for the Department's effort to address safety improvements by rebuilding the traffic signal and addressing pedestrian facilities at the existing signalized intersection of SR 574 (East Martin Luther King Jr. Boulevard) at US 301 in Hillsborough County. The options for rebuilding the existing X-span wire signal are as follows:

- Rebuild with a box span wire signal utilizing steel strain poles with roadway lighting and dual wire with pivot hangers or
- Rebuild with a mast arm signal with roadway lighting.

The objective is for the Design Build Firm to prepare a set of plans and specifications to be used by the Design-Build Firm to build the project and by the Department to ensure that the project is built as designed and meets the current standards and specifications. In addition, this project will also comply with the Americans with Disabilities Act (ADA) requirements. The Department will provide construction inspection services. The Design-Build Firm will provide other Design and Construction Services as stated in the contract. This includes all community awareness / notification activities, including the preparation of the elected official's mailing list.

Elements of work shall include, but are not limited to, reconstruction of the signal as mentioned above, installation of roadway lighting, all necessary signs, pavement markings, signal poles, controller assembly and associated hardware, and pedestrian features as necessary to accommodate pedestrian traffic with minimum impact to the current vehicular traffic patterns, and re-calculating clearance timing intervals if necessary. The Design-Build Firm shall install a new controller for this signal rebuild and coordinate with the maintaining agency for wiring in the signal cabinet.

The intersection of SR 574 (East Martin Luther King Jr. Boulevard) at US 301 shall be rebuilt with the replacement of existing X-span wire signal with either a box span wire or a mast arm signal with roadway

lighting. If variations are necessary, it will be the responsibility of the Design-Build Firm to obtain them. The use of flashing yellow arrow installation is the preferred option for protected/permissive movements. The Design-Build Firm shall provide a photometric analysis for roadway lighting at each signalized intersection to enhance pedestrian safety during night time hours. The proposed roadway lighting shall provide an average of 1.5 H.F.C. within the radii returns or pedestrian crosswalks (whichever is greater), of the signalized intersection. Uniformity ratios for Major Arterials presented in Table 7.3.1 of the FDOT PPM shall be met within the intersection area, which includes the pedestrian crosswalks and sidewalk corners between the curb ramps. The lighting analysis shall include any existing roadway lighting that may be present at the intersection by using the initial design values of these luminaires.

The Design Build Firm shall perform subsurface utility investigation (SUE) to identify utility facilities and secure agreements, utility work schedules, and plans from Utility Agency Owners (UAOs) ensuring no conflicts exist between utility facilities and the DEPARTMENT's construction project. The Design-Build Firm shall certify all utility negotiations have been completed with arrangements made for utility work to be undertaken with financial provisions in place.

This project will require a Constructability Analysis.
During the design phase, the Design-Build Firm shall coordinate the design effort with the Department. All plans for assigned projects are to be prepared in accordance with current design standards and practices (Manual on Uniform Traffic Control Devices, Department's Standard Specifications, Department's Plans Preparation Manual, and other governing regulations as specified in this document), and shall be accurate, legible, complete in design, and drawn to the scale indicated in the Department's manuals and furnished in reproducible form.

TASK 8: SIGNAL REBUILD AT US 41 (SOUTH TAMIAMI TRAIL) AT CR 672 (BIG BEND ROAD)

This project provides for the Department's effort to address safety improvements by rebuilding the traffic signal and addressing pedestrian facilities at the existing signalized intersection of US 41 (South Tamiami Trail) at CR 672 (Big Bend Road) in Hillsborough County. The preferred type of signal is as follows:

- US 41 (South Tamiami Trail) at CR 672 (Big Bend Road) – Rebuild the existing diagonal span wire signal with a mast arm signal with roadway lighting.

The objective is for the Design-Build Firm to prepare a set of plans and specifications to be used by the Design-Build Firm to build the project and by the Department to ensure that the project is built as designed and meets the current standards and specifications. In addition, this project will also comply with the Americans with Disabilities Act (ADA) requirements. The Department will provide construction inspection services. The Department will provide construction inspection services. The Design-Build Firm will provide other Design and Construction Services as stated in the contract. This includes all community awareness / notification activities, including the preparation of the elected official's mailing list.
Elements of work shall include, but are not limited to, reconstruction of the signal mentioned above and installation of roadway lighting, all necessary signs, pavement markings, signal poles, controller assembly and associated hardware, and pedestrian features as necessary to accommodate pedestrian traffic with minimum impact to the current vehicular traffic patterns, and re-calculating clearance timing intervals if necessary. The Design-Build Firm shall install a new sidewalk connection on the northeast corner, install a new controller for this signal rebuild and coordinate with the maintaining agency for wiring in the signal cabinet.

The intersection of US 41 (South Tamiami Trail) at CR 672 (Big Bend Road) shall be rebuilt with the

replacement of existing diagonal span wire signal with a mast arm signal with roadway lighting. If variations are necessary, it will be the responsibility of the Design Build Firm to obtain them. The use of flashing yellow arrow installation is the preferred option for protected/permissive movements.

The Design-Build Firm shall provide a photometric analysis for roadway lighting at each signalized intersection to enhance pedestrian safety during night time hours. The proposed roadway lighting shall provide an average of 1.5 H.F.C. within the radii returns or pedestrian crosswalks (whichever is greater), of the signalized intersection. Uniformity ratios for Major Arterials presented in Table 7.3.1 of the FDOT PPM shall be met within the intersection area, which includes the pedestrian crosswalks and sidewalk corners between the curb ramps. The lighting analysis shall include any existing roadway lighting that may be present at the intersection by using the initial design values of these luminaires.

The Design-Build Firm shall perform subsurface utility investigation (SUE) to identify utility facilities and secure agreements, utility work schedules, and plans from Utility Agency Owners (UAOs) ensuring no conflicts exist between utility facilities and the Department's construction project. The Design-Build Firm shall certify all utility negotiations have been completed with arrangements made for utility work to be undertaken with financial provisions in place.

This project will require a Constructability Analysis.
During the design phase, the Design-Build Firm shall coordinate the design effort with the Department. All plans for assigned projects are to be prepared in accordance with current design standards and practices (Manual on Uniform Traffic Control Devices, Department's Standard Specifications, Department's Plans Preparation Manual, and other governing regulations as specified in this document), and shall be accurate, legible, complete in design, and drawn to the scale indicated in the Department's manuals and furnished in reproducible form.

TASK 9: INSTALLATION OF INTERSECTION LIGHTING, SR 686 (EAST BAY DRIVE) AT LAKE AVENUE NE

This task provides for the Department's effort to address safety improvements with the installation of intersection lighting at the existing signalized intersection of SR 686 (East Bay Drive) and Lake Avenue NE in Pinellas County.

The objective is for the Design-Build Firm to prepare a set of plans and specifications to be used by the Design-Build Firm to build the project and by the Department to ensure that the project is built as designed and meets the current standards and specifications. In addition, this project will also comply with the Americans with Disabilities Act (ADA) requirements. The Department will provide construction inspection services. The Design-Build Firm will provide other Design and Construction Services as stated in the contract. This includes all community awareness / notification activities, including the preparation of the elected official's mailing list.
Elements of work shall include, but are not limited to, the installation the proposed intersection lighting including new luminaires, distribution, load centers, conduit, pull boxes, and conductors and associated hardware as necessary to light the roadway to current standards with minimum impact to the current vehicular traffic patterns. The Design-Build Firm shall install new load centers for this lighting replacement and coordinate with the maintaining agencies.

The Design-Build Firm shall provide a photometric analysis for roadway lighting along the corridor and at each signalized intersection to enhance pedestrian safety during night time hours. The proposed roadway lighting shall provide an average of 1.5 H.F.C. within the radii returns or pedestrian crosswalks (whichever is greater), of the signalized intersection and along the road segment. Uniformity ratios for Major Arterials

presented in Table 7.3.1 of the FDOT PPM shall be met within road segment and signalized intersections, which includes the pedestrian crosswalks and sidewalk corners between the curb ramps. The lighting analysis shall include any existing roadway lighting that may be present within the road segment by using the initial design values of these luminaires.

The Design-Build Firm shall perform subsurface utility investigation (SUE) to identify utility facilities and secure agreements, utility work schedules, and plans from Utility Agency Owners (UAOs) ensuring no conflicts exist between utility facilities and the Department's construction project. The Design-Build Firm shall certify all utility negotiations have been completed with arrangements made for utility work to be undertaken with financial provisions in place.

This project will require a Constructability Analysis.
During the design phase, the Design-Build Firm shall coordinate the design effort with the Department. All plans for assigned projects are to be prepared in accordance with current design standards and practices (Manual on Uniform Traffic Control Devices, Department's Standard Specifications, Department's Plans Preparation Manual, and other governing regulations as specified in this document), and shall be accurate, legible, complete in design, and drawn to the scale indicated in the Department's manuals and furnished in reproducible form.

TASK 10: ITS – INSTALLATION OF FIBER ALONG I-75 FROM GIBSONTON DRIVE TO BIG BEND ROAD

This task provides for the DEPARTMENT's commitment for the continuation of the 72 fiber optic trunk line connecting to the existing 72 trunk line that presently stops at Gibsonton Drive. This proposal will design and build this continuation along I-75 South from Gibsonton Drive to Big Bend Road that will connect and integrate to the existing DMS with SunGuide North of Big Bend Rd. and recover the existing wireless components for the existing site.

The objective is for the Design-Build Firm to prepare a set of plans and specifications to be used by the Design-Build Firm to build the project and by the Department to ensure that the project is built as designed and meets the current standards and specifications. The Department will provide construction inspection services. The Design-Build Firm will provide other Design and Construction Services as stated in the contract. This includes all community awareness / notification activities, including the preparation of the elected official's mailing list.

Elements of work shall include, but are not limited to, the placement of a 4" continuous HDPE conduit with 1, 1" subduct and 2, 1¼" subducts. Place a 72 fiber optic cable to be placed in the 1" subduct splicing all fiber at the North end of the project and connect to the existing fiber near Gibsonton Rd. The fiber conduit and fiber will stop and loop back on the Northwest edge of Big Bend Rd. overpass. Placing all handholes/pull boxes at no more than 1000' spacing as appropriate with mow pads. Placing locate wire in the outerduct, and at each handhole/pull box grounding the locate wire as department guideline(s) mandate. Splicing, testing, and integrating the existing DMS and camera North of Big Bend Rd. into the SunGuide system that currently is connected with wireless connection to SunGuide. Recover and protect all wireless components and return them to the SunGuide representative.

This task will include but not limited to all identified elements and incidental elements not mention that will be required to complete integration. The conduit/fiber will be placed within 10' of the West ROW line at a 30" minimum depth. The Design-Build Firm will obtain all required permits and utility clearance and/or agreements. The Design-Build Firm will obtain any and all structural

approvals. In addition, if variations are necessary, it will be the responsibility of the Design-Build Firm to obtain them.

During the design phase, the Design-Build Firm shall coordinate the design effort with the Department. All plans for assigned projects are to be prepared in accordance with current design standards and practices (Manual on Uniform Traffic Control Devices, Department's Standard Specifications, Department's Plans Preparation Manual, and other governing regulations as specified in this document), and shall be accurate, legible, complete in design, and drawn to the scale indicated in the Department's manuals and furnished in reproducible form.

TASK 11: LEFT TURN LANE EXTENSION ON SR 595 (ALT US 19/BAY PINES BOULEVARD) AT 95TH STREET NORTH AND 100TH WAY NORTH

This project provides for the Department's effort to address safety improvements with the extension of the eastbound left turn lane at the existing signalized intersection of SR 595 (Alt US 19/Bay Pines Boulevard) at 95th Street North and the westbound left turn lane at the existing signalized intersection of SR 595 (Alt US 19/Bay Pines Boulevard) at 100th Way North in Pinellas County. The enhancements to these intersections are required to improve safety and operations as follows:

SR 595 (Alt US 19/Bay Pines Boulevard) at 95th Street North

- Modify the existing separator and median to accommodate the 200' extension of the existing eastbound left turn lane.
- Widen the existing pavement to accommodate the extension and resurface the pavement area within the limits of the proposed dual northbound left turn lanes.

SR 595 (Alt US 19/Bay Pines Boulevard) at 100th Way North

- Modify the existing separator and median to accommodate the 400' extension of the existing westbound left turn lane.
- Widen the existing pavement to accommodate the extension and resurface the pavement area within the limits of the proposed dual northbound left turn lanes.

The objective is for the Design-Build Firm to prepare a set of plans and specifications to be used by the Design-Build Firm to build the project and by the Department to ensure that the project is built as designed and meets the current standards and specifications. The Department will provide construction inspection services. The Design-Build Firm will provide other Design and Construction Services as stated in the contract. This includes all community awareness / notification activities, including the preparation of the elected official's mailing list.

Elements of work shall include, but are not limited to, the extension of the existing eastbound left turn lane on SR 595 (Alt US 19/Bay Pines Boulevard) at 95th Street North and the extension of the existing westbound left turn lane on SR 595 (Alt US 19/Bay Pines Boulevard) at 100th Way North as well as the removal of the existing concrete median and installation/removal of all necessary signs and pavement markings. If variations are necessary, it will be the responsibility of the Design Build Firm to obtain them.

This project will require a Constructability Analysis.
During the design phase, the Design-Build Firm shall coordinate the design effort with the Department. All plans for assigned projects are to be prepared in accordance with current design standards and practices (Manual on Uniform Traffic Control Devices, Department's Standard Specifications, Department's Plans

Preparation Manual, and other governing regulations as specified in this document), and shall be accurate, legible, complete in design, and drawn to the scale indicated in the Department's manuals and furnished in reproducible form.

TASK 12: ADVANCE SIGNING - INSTALLATION OF ARTERIAL SIGNS

This Task Work Order provides for the Department's commitment to provide advanced guidance on conventional roadways approaching an interchange relative to lane assignment to access the appropriate on-ramp. The installation of these signs is consistent with the provisions contained in Section 2D.45 of the Manual on Uniform Traffic Control Devices (MUTCD). Please find the attached supplement report (at the end of this document) detailing the proposed locations of these signs, which includes a rendering of the proposed design of these sign panels.

The objective is for the Design-Build Firm to prepare a set of plans and specifications to be used to build the project and by the Department to ensure that the project is built as designed to specifications. The Department will provide construction inspection services. The Design-Build Firm will provide other design and construction services as stated in the contract.

Elements of work shall include, but are not limited to the signing changes and all necessary incidental items for these locations per the latest FHWA and DEPARTMENT design standards.

All work will be performed in accordance with the contract documents, governing specification and design standards.

During the design phase, the Design-Build Firm shall coordinate the design effort, at a minimum, weekly with the DEPARTMENT.

The Construction Plans will include the following design elements:

The anticipated construction plan sheets for each location that will be prepared shall include the following:

1. Key Sheet
2. Tabulation of Quantities Sheet
3. General Notes Sheet
4. Project Layout Sheet (for reference points)
5. Design Plan Sheets
6. Traffic Control Plan Sheets

TASK 13: SIGNAL REBUILD AT US 41S (SOUTH TAMIAMI TRAIL) AT PALM AVENUE

This project provides for the Department's effort to address safety improvements by rebuilding the traffic signal and addressing pedestrian facilities at the existing signalized intersection of US 41S (South Tamiami Trail) at Palm Avenue in Hillsborough County. The preferred type of signal is as follows:

- US 41S (South Tamiami Trail) at Palm Avenue – Rebuild the existing diagonal span wire signal with a mast arm signal with roadway lighting.

The objective is for the Design-Build Firm to prepare a set of plans and specifications to be used by the Design-Build Firm to build the project and by the Department to ensure that the project is built as designed and meets the current standards and specifications. In addition, this project will also comply with the Americans with Disabilities Act (ADA) requirements. The Department will provide construction inspection services. The Design-Build Firm will provide other Design and Construction Services as stated in the

contract. This includes all community awareness / notification activities, including the preparation of the elected official's mailing list.

Elements of work shall include, but are not limited to, reconstruction of the signal mentioned above and installation of roadway lighting, all necessary signs, pavement markings, signal poles, controller assembly and associated hardware, and pedestrian features as necessary to accommodate pedestrian traffic with minimum impact to the current vehicular traffic patterns, and re-calculating clearance timing intervals if necessary. The Design-Build Firm shall install a new controller for this signal rebuild and coordinate with the maintaining agency for wiring in the signal cabinet.

The intersection of US 41S (South Tamiami Trail) at Palm Avenue shall be rebuilt with the replacement of existing diagonal span wire signal with a mast arm signal with roadway lighting. If variations are necessary, it will be the responsibility of the Design Build Firm to obtain them. The use of flashing yellow arrow installation is the preferred option for protected/permissive movements.

The Design-Build Firm shall provide a photometric analysis for roadway lighting at each signalized intersection to enhance pedestrian safety during night time hours. The proposed roadway lighting shall provide an average of 1.5 H.F.C. within the radii returns or pedestrian crosswalks (whichever is greater), of the signalized intersection. Uniformity ratios for Major Arterials presented in Table 7.3.1 of the FDOT PPM shall be met within the intersection area, which includes the pedestrian crosswalks and sidewalk corners between the curb ramps. The lighting analysis shall include any existing roadway lighting that may be present at the intersection by using the initial design values of these luminaires.

The Design-Build Firm shall perform subsurface utility investigation (SUE) to identify utility facilities and secure agreements, utility work schedules, and plans from Utility Agency Owners (UAOs) ensuring no conflicts exist between utility facilities and the Department's construction project. The Design-Build Firm shall certify all utility negotiations have been completed with arrangements made for utility work to be undertaken with financial provisions in place.

This project will require a Constructability Analysis.
During the design phase, the Design-Build Firm shall coordinate the design effort with the Department. All plans for assigned projects are to be prepared in accordance with current design standards and practices (Manual on Uniform Traffic Control Devices, Department's Standard Specifications, Department's Plans Preparation Manual, and other governing regulations as specified in this document), and shall be accurate, legible, complete in design, and drawn to the scale indicated in the Department's manuals and furnished in reproducible form.

TASK 14: U.S. 301/98(SB) TO THE NORTH OF 7TH STREET IN DADE CITY MILLING AND RESURFACING, INSTALLATION OF PAVEMENT MARKINGS, AND THE RELOCATION OF A GROUND-MOUNTED SINGLE-POST SIGN ASSEMBLY

This Task Work Order provides for the Department's commitment to provide improved operations on this section of U.S. 98/301 by eliminating the double right lane merge condition on this approach to 7th Street in Dade City. Please find the attached supplement report detailing these proposed modifications.

The objective is for the Design-Build Firm to prepare a set of plans and specifications to be used to build the project and by the Department to ensure that the project is built as designed and to specifications. The Department will provide construction inspection services. The Design-Build Firm will provide other design and construction services as stated in the contract.

Elements of work shall include, but are not limited to milling and resurfacing, installation of pavement markings including preformed route shields.

All plans for assigned projects are to be prepared in accordance with current design standards and practices (Manual on Uniform Traffic Control Devices, Department's Standard Specifications, Department's Plans Preparation Manual, and other governing regulations as specified in this document), and shall be accurate, legible, complete in design, and drawn to the scale indicated in the Department's manuals and furnished in reproducible form.

TASK 15: INSTALLATION OF ADDITIONAL NORTHBOUND AND SOUTHBOUND LEFT TURN LANES AT SR 574 (MARTIN LUTHER KING JR. BOULEVARD) AT US 301

This project provides for the Department's effort to address intersection improvement by constructing an additional northbound and southbound left turn lane at the existing signalized intersection of SR 574 (Martin Luther King Jr. Boulevard) at US 301 in Hillsborough County. The enhancements to the intersection are required to improvement safety and operations as follows:

- Modify the existing traffic separator and median to accommodate an additional northbound and southbound left turn lanes that duplicates the existing left turn lanes.
- Widen the existing pavement to accommodate the additional northbound and southbound left turn lanes and resurface the adjacent pavement area to avoid creating a pavement joint.
- Install signal loop detentions for the northbound and southbound left turn lanes, and apply final signing and pavement markings for the northbound and southbound left turn lanes.

The objective is for the Design-Build Firm to prepare a set of plans and specifications to be used by the Design-Build Firm to build the project and by the Department to ensure that the project is built as designed and meets the current standards and specifications. In addition, this project will also comply with the Americans with Disabilities Act (ADA) requirements. The Department will provide construction inspection services. The Design-Build Firm will provide other Design and Construction Services as stated in the contract. This includes all community awareness / notification activities, including the preparation of the elected official's mailing list.

This project will require a Constructability Analysis.
During the design phase, the Design-Build Firm shall coordinate the design effort with the Department. All plans for assigned projects are to be prepared in accordance with current design standards and practices (Manual on Uniform Traffic Control Devices, Department's Standard Specifications, Department's Plans Preparation Manual, and other governing regulations as specified in this document), and shall be accurate, legible, complete in design, and drawn to the scale indicated in the Department's manuals and furnished in reproducible form.