



Florida Department of Transportation
District 7

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

For

**Tri-County Trail from CR 611 at Keystone Road to Pasco
County Line, Pinellas County**

Financial Projects Number(s): 435718-1-52-01

Federal Aid Project Number(s): N/A

Contract Number: E7K14

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ATTACHMENTS

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

- Project Advertisement
- Division I Design-Build Specifications
- Divisions II and III Special Provisions identified by the Department to be used on the Project:
- Mobilization (SP1010000DB)
- Contractor Quality Control General Requirements (SP1050813DB)
- Structures Foundations (SP4550000DB)
- Engineers Field Office (SP1090000)
- Approved Typical Section Package (date: 4/14/15)
- Design Variation for Lateral offset to Shared Use Path
- Minimum Pavement Design (date: 4/17/15)
- Horizontal Alignment Plan (date: 6/4/15)
- Low Bid Design-Build Technical Proposal Form (700-010-21)
- Gopher Tortoise Exclusionary Fencing Detail
- Modified Special Provision (7-12.1 and 7-13.2)

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.

- Shared Use Path Concept Plans (date: 6/4/15) and CADD files
- Tri-County Trail Connection Study – (date: February 2014)
- Topographic Survey of Keystone Road (Pinellas County Public Works, dated 7/10/2001)
- Special Purpose Survey of Keystone Road (Pinellas County Public Works, dated 12/02/2009)
- Contract Plans (Phase II) for Keystone Road Improvements (FPID: 436011-1-58-01)
- Gopher Tortoise Exclusionary Fencing Locations and Typical Section
- Martin Borrow Pit Public Records Request
- Martin Borrow Pit Settlement Agreement
- Permit Pre-Application Meeting Notes
- FEMA maps
- Watershed model from Pinellas County
- Eagle's Nest Map
- Wetlands Map
- Pinellas County Comprehensive Plan – FLUM Category Descriptions and Rules

Preliminary Auger Borings Memorandum
Subsurface Utility Engineering (SUE) Report
Seasonal High Groundwater Table Memorandum
Pinellas County Keystone Project – Specific Survey and Design files
Temporary Right of Entry Fire Station (April 8, 2015)
CSX Deed
Tampa Bay Water deeds
Brooker Creek Addition deed
ROW Map – East Lake Road to Hillsborough County Line
Woodfield Blvd. deed
Sidewalk Location Justification Memorandum and Matrix (July 25, 2011)
Duke Energy Utility Permit on Keystone (May 22, 1972)
Duke Energy Easement (Brooker Creek Preserve) (June 30, 1966)
Utility Markups – Wide Open West, Pinellas County, Verizon
Tampa Bay Water – Perpetual non-exclusive Utility and Access Easement Deed
Tampa Bay Water deeds
CADD file for Topographic Survey of Eldridge-Wilde well field
CADD file for Tampa Bay Water FOC as-built
UA/O Initial Coordination - Meeting minutes
UA/O – US Water Service Facility - Not involved memo
UA/O Brighthouse Networks Pasco – Not involved memo
UA/O - Tampa Bay Water Comments (April 15, 2015)
CADD file showing utilities and SUE information

I. Introduction.

The Florida Department of Transportation (Department) has issued this Request for Proposal (RFP) to solicit competitive Bids and Proposals from Proposers for the Tri-County Trail (Pinellas County Segment). The limits of this project extend from the intersection of East Lake Road and Keystone Road to south of the Pinellas/Pasco County line, a distance of approximately five miles. The Shared Use Path width will vary from 12 feet to 15 feet. Improvements include, but are not limited to, location surveys, roadway, earthwork, drainage, bridges, miscellaneous structures, guardrail, geotechnical investigations, traffic control, utility coordination, subsurface utility engineering, signalization, signing and pavement markings, public involvement, and environmental permitting and Right of Way Mapping.

Description of Work

This project will construct a Shared Use Path beginning along Keystone Road from just west of East Lake Road to the west of the Pinellas/Hillsborough County line. The Shared Use Path will then continue north along the western side of the Pinellas/Hillsborough County line and the project will terminate south of the Pinellas/Pasco County Line. The Shared Use Path width and horizontal alignment shall match the Horizontal Alignment Plan included as an Attachment to this RFP. The proposed Shared Use Path shall connect to the existing trail located in the southwest quadrant of the East Lake Road/Keystone Road intersection. This will require the construction of curb ramps and modifications to the crosswalk striping on the southern leg of the intersection. The crosswalk striping shall be of the same type as the existing crosswalk striping located on the western approach of the intersection. A Mid-Block crossing shall be provided on Keystone Road where the Shared Used Path shifts from the south side of Keystone Road to the north side. The signing associated with this Mid-Block crossing shall match the signing shown in the Horizontal Alignment Plan. The Design-Build firm shall coordinate with the Keystone Road Project (LAP 436011-1-58-01) to ensure that the alignment, both vertical and horizontal, of the shared use path does not conflict with the proposed improvements under that Project.

In addition to the requirement for an approved County Tree Permit, prior to removing any trees within the limits of the Brooker Creek Preserve, the Design-Build firm shall mark with survey flagging tape any Proposed Tree removal of diameter greater than 6 inches for approval by Pinellas County.

The Design-Build Firm shall minimize the impact of construction vehicles on areas within the Brooker Creek Preserve. The Design-Build Firm shall be responsible for any necessary work and incidentals to ensure that any impacted areas within the Preserve and beyond the limits of construction, including access roads, are returned to their original condition after construction activities are completed. The Design-Build Firm shall be responsible for securing the construction area at all times and in particular ensuring that no livestock may gain access to the construction zone.

A gap in the Shared Use Path from Station 43+07 to 44+12 is shown on the Horizontal Alignment Plan noted as “Future Construction By Others”. No agreement has been reached for access between these Stations.

Design-Build Firm is not allowed access onto any of the Tampa Bay Water parcels on the Brooker Creek Preserve.

The Design-Build Firm is on notice that property and right of way lines shown in the Horizontal Alignment Plan should be considered approximate. More accurate property and right of way limits shall be determined

per the surveying and mapping procedures outlined in Section V of this RFP. All construction must be within Pinellas County right of way, unless otherwise noted.

Within the Brooker Creek Preserve, fence shall be constructed adjacent to the Shared Use Path, consistent with the approved Typical Section Package. The fence shall be FDOT Type A Fence with design number 1047-6-9 (Standard Index 801). The Fence shall be modified by excluding the barbed wire at the top and bottom of the fence. The height of the posts shall be reduced so that the top of the posts are flush with the top of the fence. The Woven Wire Farm Fence shall be installed “upside-down” so that the 8-inch vertical spacing of the woven wire is located at ground level and the 3-inch vertical spacing of the woven wire is located at the top of the fence. The minimum offset from the Shared Use Path edge of pavement to Fence is 10 feet, except between Station 67+40 to 88+20 B/L Construction Lt., the fence may be placed at an offset of 4 foot from the edge of the Shared Use Path. Fencing shall not encroach into the Tampa Bay Water Parcels.

Twenty foot (20’) Rolling Gates shall be installed to provide continuity of the access road within the Brooker Creek Preserve. The opening of the gates shall cover the full width of the access road plus three feet (3’) on each side at a minimum. Sixteen foot (16’) Double Gates shall be installed at each stormwater management facility and floodplain mitigation site constructed by this project. A three foot (3’) pedestrian access gate shall be installed for Tampa Bay Water access to Lake Dan. The Design-Build Firm shall coordinate the location of the pedestrian access gate with Tampa Bay Water for this requirement.

Removable Bollards shall be installed at Station 11+20 B/L Construction to restrict vehicle access to Brooker Creek Preserve from Keystone Road except for maintenance and emergency vehicles.

A shock pad shall be provide at all locations where the Shared Use Path crosses the Tampa Bay Water PCCP water mains on the Brooker Creek segment. The Design-Build Firm shall coordinate the locations and design of these shock pads with Tampa Bay Water for this requirement.

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 (except for Florida Fish and Wildlife Conservation Commission (FWC) Gopher Tortoise relocation permits) , preparation of any and all information required to obtain permits acquired, 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 notify the Department immediately upon any reimbursement request from a given UA/O that does not yet have an agreement with the Department such that a determination of eligibility 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

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

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

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

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

The Design-Build Firm will provide Litter Removal and Mowing in accordance with Specification Section 107 with a 30 day mowing frequency and a 30 day litter removal frequency.

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.

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II. Schedule of Events.

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

Date	Event
<u>4/22/2015</u>	Advertisement
<u>5/11/2015</u>	Mandatory Pre-Proposal meeting at 8:30 a.m. local time at 11201 N. McKinley Drive, Tampa, FL 33612
<u>5/11/2015</u>	Mandatory Field Meeting at 10:00 a.m.
<u>5/12/2015</u>	Utility Pre-Proposal Meeting facilitated by the District Utility Engineer at time TBD local time at 11201 N. McKinley Drive, Tampa, FL 33612. Each Firm will be assigned a time slot during Mandatory Pre-proposal.
<u>6/03/2015</u>	Deadline for submittal of questions, for which a response is assured, prior to the submission of the Technical and Bid Price Proposals. All questions shall be submitted to the Pre-Bid Q&A website.
<u>6/10/2015</u>	Final deadline for submission of requests for Design Exceptions or Design Variations
<u>6/10/2015</u>	Deadline for the Department to post responses to the Pre-Bid Q&A website for questions submitted by the Design-Build Firms prior to the submittal of the Proposal.
<u>6/23/2015</u>	Technical Proposals and Price Proposals due in District Office by 2:30 p.m. local time
<u>6/23/2015</u>	Public Meeting announcing Price Proposals at 2:30 p.m. local time at 11201 N. McKinley Drive, Tampa, FL 33612.
<u>7/09/2015</u>	Public Meeting of Technical Review Committee to determine Responsiveness of Technical Proposal(s) at 2:30 p.m. local time at 11201 N. McKinley Drive, Tampa, FL 33612.
<u>7/14/2015</u>	Public Meeting of Selection Committee to determine intended Award (Final Selection Posting) at 1:30 p.m. local time at 11201 N. McKinley Drive, Tampa, FL 33612.
<u>7/14/2015</u>	Posting of the Department's intended decision to Award
<u>7/27/2015</u>	Anticipated Award Date
<u>8/6/2015</u>	Anticipated Execution Date

III. Threshold Requirements.

A. Qualifications

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

B. Joint Venture Firm

Two or more Firms submitting as a Joint Venture must meet the Joint Venture requirements of Section 14-22.007, 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 Proposals.

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

C. Price Proposal Guarantee

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

D. Pre-Proposal Meeting

Attendance at the pre-proposal meeting is mandatory. Any Proposer failing to attend will be deemed non-responsive and automatically disqualified from further consideration. The purpose of this meeting is to provide a forum for the Department to discuss with all concerned parties the proposed Project, the design and construction criteria, 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>

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

E. Question and Answer

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

F. Protest Rights

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

G. Non-Responsive Proposals

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

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

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

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

H. Waiver of Irregularities

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

1. Any design submittals that are part of a Proposal shall be deemed preliminary only.
2. Preliminary design submittals may vary from the requirements of the Design and Construction Criteria.
3. In no event will any such elections by the Department be deemed to be a waiving of the

Design and Construction Criteria.

4. The Proposer who is selected for the Project will be required to fully comply with the Design and Construction Criteria for the Price Bid, regardless that the Proposal may have been based on a variation from the Design and Construction Criteria.
5. Proposers shall identify separately all innovative aspects as such in the Technical Proposal. An innovative aspect does not include revisions to specifications or established Department policies. Innovation should be limited to Design-Build Firm's means and methods, roadway alignments, approach to Project, use of new products, new uses for established products, etc.
6. The Proposer shall obtain any necessary permits or permit modifications not already provided.
7. Those changes to the Design Concept may be considered together with innovative construction techniques, as well as other areas, as the basis for grading the Technical Proposals in the area of innovative measures.

I. Modification or Withdrawal of Proposal

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

J. Department's Responsibilities

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

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

K. Design-Build Contract

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

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

IV. Disadvantaged Business Enterprise (DBE) Program.

A. DBE Availability Goal Percentage:

The Department of Transportation has an overall, race-neutral DBE goal. This means that the State's goal is to spend a portion of the highway dollars with Certified DBE's as prime Design-Build Firms or as subcontractors. Race-neutral means that the Department believes that the overall goal can be achieved through the normal competitive procurement process. The Department has reviewed this Project and assigned a DBE availability goal shown in the Project Advertisement 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. This information should be returned to the Equal Opportunity Office within 3 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 Specifications Package Preparation Procedure
<http://fdotwp1.dot.state.fl.us/ProceduresInformationManagementSystemInternet/FormsAndProcedures/ViewDocument?topicNum=630-010-005>
3. Florida Department of Transportation Design Standards
<http://www.dot.state.fl.us/rddesign/DesignStandards/Standards.shtm>
4. 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>
5. Florida Department of Transportation Surveying Procedure
<http://fdotwp1.dot.state.fl.us/ProceduresInformationManagementSystemInternet/FormsAndProcedures/ViewDocument?topicNum=550-030-101>
6. Florida Department of Transportation EFB User Handbook (Electronic Field Book)
http://www.dot.state.fl.us/surveyingandmapping/doc_pubs.shtm
7. Florida Department of Transportation Drainage Manual
<http://www.dot.state.fl.us/rddesign/Drainage/ManualsandHandbooks.shtm>
8. Florida Department of Transportation Soils and Foundations Handbook
<http://www.dot.state.fl.us/structures/Manuals/SFH.pdf>
9. Florida Department of Transportation Structures Manual
<http://www.dot.state.fl.us/structures/DocsandPubs.shtm>
10. Florida Department of Transportation Current Structures Design Bulletins
<http://www.dot.state.fl.us/structures/Memos/currentbulletins.shtm>
11. Florida Department of Transportation Computer Aided Design and Drafting (CADD)

- Manual
<http://www.dot.state.fl.us/ecso/downloads/publications/Manual/default.shtm>
12. Florida Department of Transportation Computer Aided Design and Drafting (CADD) Production Criteria Handbook
<http://www.dot.state.fl.us/ecso/downloads/publications/CriteriaHandBook/>
 13. Florida Department of Transportation Production Criteria Handbook CADD Structures Standards
<http://www.dot.state.fl.us/ecso/downloads/publications/CriteriaHandBook/>
 14. Instructions for Design Standards
<http://www.dot.state.fl.us/structures/IDS/IDSportal.pdf>
 15. AASHTO – A Policy on Geometric Design of Highways and Streets
https://bookstore.transportation.org/collection_detail.aspx?ID=110
 16. MUTCD - 2009
<http://mutcd.fhwa.dot.gov/>
 17. Safe Mobility For Life Program Policy Statement
<http://fdotwp1.dot.state.fl.us/ProceduresInformationManagementSystemInternet/FormsAndProcedures/ViewDocument?topicNum=000-750-001>
 18. Traffic Engineering and Operations Safe Mobility for Life Program
<http://www.dot.state.fl.us/trafficoperations/Operations/SafetyisGolden.shtm>
 19. Florida Department of Transportation American with Disabilities Act (ADA) Compliance – Facilities Access for Persons with Disabilities Procedure
<http://fdotwp1.dot.state.fl.us/ProceduresInformationManagementSystemInternet/FormsAndProcedures/ViewDocument?topicNum=625-020-015>
 20. Florida Department of Transportation Florida Sampling and Testing Methods
<http://www.dot.state.fl.us/statematerialsoffice/administration/resources/library/publications/fstm/disclaimer.shtm>
 21. 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>
 22. Florida Department of Transportation Design Bulletins and Update Memos
<http://www.dot.state.fl.us/rddesign/Bulletin/Default.shtm>
 23. Florida Department of Transportation Utility Accommodation Manual
<http://www.dot.state.fl.us/specificationoffice/utilities/UAM.shtm>
 24. AASHTO LRFD Bridge Design Specifications
https://bookstore.transportation.org/category_item.aspx?id=BR
 25. Florida Department of Transportation Flexible Pavement Design Manual
<http://www.dot.state.fl.us/rddesign/PM/publicationS.shtm>
 26. Florida Department of Transportation Rigid Pavement Design Manual
<http://www.dot.state.fl.us/rddesign/PM/publicationS.shtm>
 27. Florida Department of Transportation Pavement Type Selection Manual
<http://www.dot.state.fl.us/rddesign/PM/publicationS.shtm>

28. Florida Department of Transportation Right-of-Way Manual
<http://www.dot.state.fl.us/rightofway/Documents.shtm>
29. Florida Department of Transportation Traffic Engineering Manual
<http://www.dot.state.fl.us/TrafficOperations//Operations/Studies/TEM/TEM.shtm>
30. Florida Department of Transportation Intelligent Transportation System Guide Book
http://www.dot.state.fl.us/TrafficOperations/Doc_Library/Doc_Library.shtm
31. 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>
32. AASHTO Guide for the Development of Bicycle Facilities
https://bookstore.transportation.org/collection_detail.aspx?ID=116
33. Federal Highway Administration Hydraulic Engineering Circular Number 18 (HEC 18).
http://www.fhwa.dot.gov/engineering/hydraulics/library_arc.cfm?pub_number=17
34. 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>
35. Florida Department of Transportation Project Development and Environment Manual, Parts 1 and 2
<http://www.dot.state.fl.us/emo/pubs/pdeman/pdeman1.shtm>
36. Florida Department of Transportation Driveway Information Guide
<http://www.dot.state.fl.us/planning/systems/programs/sm/accman/pdfs/driveway2008.pdf>
37. AASHTO Highway Safety Manual
<http://www.highwaysafetymanual.org/>
38. Florida Statutes
<http://www.leg.state.fl.us/Statutes/index.cfm?Mode=View%20Statutes&Submenu=1&Tab=statutes&CFID=14677574&CFTOKEN=80981948>
39. AASHTO LRFD Specs for Design of Pedestrian Bridges
<http://bridges.transportation.org/Documents/pedestrianbridgelrfd.pdf>
40. AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaries, and Traffic Signals, LTS 6
<http://downloads.transportation.org/LTS-6-E1.pdf>
41. Florida Fish and Wildlife Conservation Commission, Bald Eagle Management Plan,
<http://www.myfwc.com>
42. Florida Fish and Wildlife Conservation Commission, Gopher Tortoise Permitting Guidelines April 2008 (Revised February 2015) <http://myfwc.com/media/2984206/GT-Permitting-Guidelines-FINAL-Feb2015.pdf>
43. Pinellas County Department of Environment and Infrastructure Standard Details – September 2012

B. Innovative Aspects:

All innovative aspects shall be identified separately as such in the Technical Proposal. An innovative aspect does not include revisions to specifications, standards or established Department policies. Innovation should be limited to Design-Build Firm's means and methods, roadway alignments, approach to Project, etc.

C. Geotechnical Services:

1. General Conditions:

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

D. Department Commitments:

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

1. Not Applicable.

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:

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

All applicable data shall be prepared in accordance with Chapter 373 and 403, Florida Statutes, Chapters 40 and 62, F.A.C.; Rivers and Harbors Act of 1899, and 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, State and County 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. The Department and Pinellas County are responsible for reviewing, approving, and signing, the permit application package including all permit modifications, or subsequent permit applications. Once the Department and Pinellas

County have approved the permit application, the Design-Build Firm is responsible for submitting the permit application to the environmental permitting agency. A copy (electronic and hard copy) of any and all correspondence with any of the environmental permitting agencies shall be sent to the District Environmental Permit 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 will be required to pay all permit fees, unless otherwise specifically noted. Any fines levied by permitting agencies shall be the responsibility of the Design-Build Firm. The Design-Build Firm shall be responsible for complying with all permit conditions.

Wetland mitigation maybe required to offset unavoidable surface water and wetland impacts. A cursory review of the proposed corridor results in an impact estimate of 1.72 acres which are based on the Shared Use Path concept plans. Mitigation fees will be the responsibility of the Department. If any permit applications completed by the Design-Build Firm propose wetland and surface water impacts that require mitigation, the Design-Build Firm shall be responsible for providing to the Department the amount and type of wetland impacts as soon as the impacts are identified (including temporary impacts and/or any anticipated impacts due to construction staging or construction methods) but no later than 90% plans.

Prior to submitting a permit modification to a regulatory agency, the Design-Build Firm shall provide the Department a draft of all supporting information. The Department will have up to 15 calendar days (excluding weekends and Department observed holidays) to review and comment on the draft permit package. The Design-Build Firm will address all comments by the Department and obtain Department approval, prior to submittal of the draft permit. The Design-Build Firm shall be solely responsible for all time and costs associated with providing the required information to the Department, as well as the time required by the Department to perform its review of the permit package, prior to submittal of the permit application(s) by the Design-Build Firm to the regulatory agency(ies).

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

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

F. Railroad Coordination: Not Applicable.

G. Survey:

The Design-Build Firm shall perform all surveying and mapping services necessary to complete the Project. Survey services will comply with all pertinent Florida Statutes and applicable rules in the Florida Administrative Code, including Standards of Practice for Professional Surveyors and Mappers in Chapter 5J-17, F.A.C., and Chapters 177 and 472, F.S.

Design Survey elements shall be based on NAD 83/90 (or later) horizontal control, and NAVD 88 vertical control. The alignment shall run from west to east, and south to north, and shall not begin with a station value less than 10+00. The electronic Topographic Survey shall be accompanied by a Survey Report, and signed and sealed by a Florida licensed Professional Surveyor and Mapper. The electronic files and completed Survey Report will be provided to Pinellas County.

The Design-Build Firm shall perform and prepare a Specific Purpose Survey and Right-of-way Map utilizing Pinellas County's CADD Kit and Standards, located at <http://www.pinellascounty.org/technical/>. The Survey & Map shall be based on title research, and will depict current recorded documents of ownerships and easements, public and private, adjacent or crossing, and above or below the trail corridor. Public rights-of-way will be shown with reference to recorded transfer documents. In areas where maintained right-of-way will be necessary, such a reference will be based on F.S. 95.361 per Pinellas County Guidelines Category II, effective date of February 29, 2012. Reference to maintained right-of-way will be supported by County documents reflecting maintenance activities associated with the roadway and will also include the mapping of the "maintained limits" as identified in the field by the Division Director of Public Works or designee that have been regularly maintained or repaired for the past seven (7) years by Pinellas County employees or contractor under contract with Pinellas County. The map will depict and be supported by field location of existing section corners (certified corner records to be filed), subdivision corners, property corner monumentation, roadway pavement centerline, fence lines, and other features that support the documents of record. The survey map will be signed and sealed by a Florida licensed Professional Surveyor and Mapper.

The Design-Build Firm shall prepare any required sketch and legal descriptions directly from the Specific Purpose Survey and Right-of-way Map. The sketch and legal descriptions will be signed and sealed by a Florida licensed Professional Surveyor and Mapper.

During utility relocation and construction activities, the Design-Build Firm shall obtain Survey-grade horizontal and vertical location of utility and drainage infrastructure changes, so the information can be entered into the Pinellas County GIS system, and added to the construction As-Built Plans. The As-built Survey will be signed and sealed by a Florida licensed Professional Surveyor and Mapper.

All Survey Maps and supporting electronic CADD files shall be submitted to, reviewed, and approved by Pinellas County. Any questions related to Pinellas County Survey CADD Standards, Survey practices or requirements, are to be directed to Pinellas County's Chief Land Surveyor, phone number (727) 464-8904.

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, and structural.

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.

2. Phase Submittals:

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

90% Phase Submittal

- 2 copies of 11" X 17" plans
- 2 signed and sealed geotechnical report
- 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 including floodplain compensation details
- 1 copy of Technical Special Provisions
- Independent Peer reviewer's comments and comment responses
- 3 CD's containing the above information in .pdf format

Final Submittal

- 2 sets of signed and sealed 11" X 17" plans
- 2 copies of signed and sealed 11" X 17"
- 2 sets of signed and sealed design documentation including floodplain compensation details

- 2 copies of Settlement and Vibration Monitoring Plan (SVMP)
- 2 sets of final documentation
- 1 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.
- 2 CD’s containing all field and office Survey data
- 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; ensure all gopher tortoise burrows within these limits have been appropriately addressed (i.e. protected and/or burrow collapsed after confirmation that tortoise has been relocated); obtain utility agreements and permits, if applicable; and provide five (5) days’ notice before starting the specific activity. The plans to begin construction may be in any format including report with details, 8 1/2” X 11” sheets, or 11” X 17” sheets, and only the information needed by the Design-Build Firm to construct the specific activity needs to be shown. Beginning construction prior to the Department stamping the plans and specifications Released for Construction does not reduce or eliminate the Phase Submittal requirements.

As-Built Set:

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

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

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

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

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

- 1 set of 11” X 17” signed and sealed plans
- 2 sets of 11 "X 17” copies of the signed and sealed plans

- 1 signed and sealed copy of the Bridge Load Rating based on as-built conditions
- 2 sets of final documentation (if different from final component submittal)
- 2 (two) Final Project CD's

Additional Pinellas County As-Built Set Requirements:

The Design-Build Firm shall furnish directly to Pinellas County, upon Project completion, the following:

- 1 set of 11"x17" signed and sealed plans
- 2 sets of 11"x17" copies of the signed and sealed plans
- 2 (two) Final Project CD(s)/DVD(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.

- Permit submittal including cross sections and floodplain compensation details.

5. Railroad Submittals: Not Applicable

J. Contract Duration:

The Department has established a Contract Duration of 515 calendar days for the subject Project.

K. Project Schedule:

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

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

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

- Not Applicable

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/Topographic Survey
- Specific Purpose Survey and Right-of-Way Map
- Sketch & Legal Descriptions

- As-Built 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 Design
- Signalization Construction
- Maintenance of Traffic Design
- Permit Submittals
- Maintenance of Traffic Set-Up (per duration)
- Erosion Control
- Holidays and Special Events (shown as non-work days)
- Additional Construction Milestones as determined by the Design-Build Firm
- Final Completion Date for All Work
- Utility Coordination
- Subsurface Utility Engineering
- No Construction Window within the Bald Eagle Nest Buffers

L. Key Personnel/Staffing:

The Design-Build Firm's work shall be performed and directed by key personnel identified in the Technical Proposal by the Design-Build Firm. In the event a change in key personnel is requested, the Design-Build Firm shall submit the qualifications of the proposed key personnel and include the reason for the proposed change. Any changes in the indicated personnel shall be subject to review and approval by the District Construction Engineer. The Department shall have sole discretion in determining whether or not the proposed substitutions in key personnel are comparable to the key personnel identified in the Technical Proposal. The Design-Build Firm shall have available professional staff meeting the minimum training and experience set forth in Florida Statute Chapter 455.

M. Partner/Teaming Arrangement:

Partner/Teaming Arrangements of the Design-Build Firm (i.e., Prime Contractor or Lead Design Firm) cannot be changed after submittal of the Technical Proposal without written consent of the Department. In the event a change in the Partner/Teaming Arrangement is requested, the Design-Build Firm shall submit the reason for the proposed change. Any changes in the Partner/Teaming Arrangement shall be subject to review and approval by the Department's Chief Engineer. The Department shall have sole discretion in determining whether or not the proposed substitutions in Partner/Teaming Arrangements are comparable to the Partner/Teaming Arrangements identified in the Technical Proposal.

N. 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
- Local government agency coordination
- Maintenance of Traffic Workshop
- Brooker Creek Preserve Stakeholder coordination
- Pavement Design Meeting
- Permit agency coordination
- Scoping Meetings
- System Integration Meetings

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

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

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

O. Public Involvement:

1. **General:**

Public involvement is an important aspect of the Project. Public involvement includes communicating to all interested persons, groups, and government organizations information regarding the development of the Project. A Public Involvement Consultant (PIC) will not be hired by the Department for this project. The Design-Build Firm shall be responsible for the execution of the Public Involvement effort described in this Section. The Design-Build Firm shall coordinate all Public Involvement activities with the Department.

2. **Community Awareness:**

Fact Sheet (internal use only): A fact sheet will be created and forwarded to District Public Information.

YES NO - Explain: _____

Project Brochure (public distribution): An informational brochure will be created for this project.

YES NO - Explain: _____

Elected Officials Design Phase Submittal Notification:

An email notification will be sent from the District Secretary to local elected officials at each phase review.

YES NO - Explain: _____

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

Local events will be considered when implementing the MOT plan.

A list of driveways and the hours of operation for the businesses affected by this project will be provided.

YES NO

Blue business specific signs will be used. YES NO - Explain: _____

This Project Is Located Near:

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

If YES to any of the above a special events traffic control plan will be needed.

Encroachment Letters:

Encroachment letters will be sent during design. YES NO

Other: _____

3. **Public Meetings:**

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

4. Public Workshops, Information Meetings:

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

The Department will be responsible for the legal/display advertisements for design concept acceptance. The Department 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:

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

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

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

P. 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.

1. Construction:

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

The sampling, testing and reporting of all materials used shall be in compliance with the Sampling, Testing and Reporting Guide (STRG) provided by the Department. The Design-Build Firm will use the Department's database(s) to allow audits of materials used to assure compliance with the STRG. The Department has listed the most commonly used materials and details in the Department's database. When materials being used are not in the Department's database list, the Design-Build Firm shall use appropriate material details from the STRG to report sampling and testing. Refer to the State Materials Office website for instructions on gaining 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 Department database in accordance with Section 105 of Standard Specifications.

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

Q. 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.

R. Engineers Field Office:

The Design-Build Firm will provide one (1) 1500 square foot Engineers Field Offices in accordance with Special Provision 109. The field office shall be located in an area that has access to high speed internet.

S. Schedule of Values:

The Design-Build Firm is responsible for submitting estimates requesting payment. Estimates requesting payment will be based on the completion or percentage of completion of 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 estimates requesting payment shall be submitted prior to Department approval of the schedule of values.

Upon receipt of the estimates requesting payment, 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.

T. Computer Automation:

The Project shall be developed utilizing computer automation systems in order to facilitate the development of the contract plans. Various software and operating systems were developed to aid in assuring quality and conformance with Department policies and procedures. The Department supports MicroStation and GEOPAK as its standard graphics and roadway design platform as well as Autodesk's AutoCAD Civil 3D as an alternate platform. Seed Files, Cell Libraries, User Commands, MDL Applications and related programs developed for roadway design and drafting are available in the FDOT CADD Software Suite. Furnish As-Built documents for all building related components of the project in AutoCAD format. It is the responsibility of the Design-Build Firm to obtain and utilize current Department releases of all CADD applications.

The Design-Build Firm will be required to furnish the Project's CADD files after the plans have been Released for Construction. 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/MicroStation format.

As part of the As-Built Set deliverables, field conditions shall be incorporated into MicroStation and/or AutoCAD design files. Use the cloud revision utility as well as an "AB" revision triangle to denote field conditions on plan sheets.

U. 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.

V. 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.

W. 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,
- Bearings
- Expansion joints
- Approach slabs
- Superstructure
- Substructure
- Structure drainage systems
- Paint systems
- Concrete defects
- Structural steel defects
- Post-tensioning systems
- And any other products or features the Design-Build Firm desires.

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

X. 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.

Y. Issue Escalation:

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

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

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

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

VI. Design and Construction Criteria.

A. General:

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

B. Vibration and Settlement Monitoring:

The Department has identified vibration sensitive sites along the Project corridor. 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.

Compaction shall be performed by static rollers for the following areas:

- Begin Project - Near Station 258+00 to Station 384+00 (B/L of Survey)
- Station 29+00 to Station 41+00 (B/L of Construction)
- Locations where the Shared Use Path crosses the Tampa Bay Water main at Station 87+70 to 88+60 and at Station 106+30 (B/L Construction)

Vibratory compactors, other than hand-operated compactors, are prohibited in the above listed areas unless approved by the Engineer. Pinellas County has requested that no vibratory compactors may be used near any concrete Water Main on Keystone Road. Tampa Bay Water has requested that no vibratory compactors be used near the PCCP Water Mains on the Brooker Creek Section at the above listed Stations.

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 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 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 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:

Driven Pile Foundations for Bridges

The Design-Build Firm shall determine whether the resistance factors used for pile design will be based on static/statnamic load testing. Prepare a Technical Special Provision (TSP) for tests other than the Modified Quick Test, such as Osterberg Cell Load Test or Statnamic Load Test. For Osterberg Cell Load Tests use the same loading and unloading intervals, as well as the same loading times specified for the Modified Quick Test. Comply with the instrumentation requirements of 455-2.4. Before the resistance factors for static/statnamic load testing may be used for pile foundations in any of the following areas of the Project, a minimum number of 1 successful load test must be performed in a representative location of that area.

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

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

Drilled Shaft Foundations for Bridges and Miscellaneous Structures

The Design-Build Firm shall determine whether the resistance factors used for drilled shaft design will be based on static/statnamic load testing. Prepare a Technical Special Provision (TSP) for tests other than the Modified Quick Test, such as Osterberg Cell Load Test or Statnamic Load Test. For Osterberg Cell Load Tests use the same loading and unloading intervals, as well as the same loading times specified for the Modified Quick Test. Comply with the instrumentation requirements of 455-2.4. Before the resistance factors for static/statnamic load testing may be used for drilled shafts in any of the following areas of the Project, a minimum number of 1 successful load test must be performed in a representative location of that area.

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

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

GRS Abutments

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

1. Evaluating geotechnical conditions and designing the GRS Abutment.
2. Constructing the GRS Abutment in accordance with the specifications.
3. Inspecting and documenting the GRS Abutment construction.
4. Submitting a Foundation Certification Package for each GRS Abutment.
5. Providing safe access, and cooperating with the Department in verification of the GRS Abutment, both during construction and after submittal of the certification package.

Spread Footings Foundations

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

1. Evaluating geotechnical conditions and designing the spread footing.

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

Specialty Geotechnical Services Requirements

Specialty geotechnical work is any alternative geotechnical work not covered by Department Specifications and requires the development of a Technical Special Provision (TSP). Any TSP for geotechnical work shall include the following:

- Criteria of measurable parameters to be met in order to accept the specialty geotechnical work,
- A field testing and instrumentation program to verify design assumptions and performance,
- A quality control program to be performed by the Design-Build Firm that includes sampling and testing to ensure the material quality, products, and installation procedures meet , requirements,
- A verification testing program to be performed by the Geotechnical Foundation Design Engineer of Record (GFDEOR) that includes inspection, sampling, and testing to verify the material, products, and procedures meet requirements. The TSP shall include language providing separate lab samples to be used for the Department’s independent verification.
- A certification process

After construction of the specialty geotechnical work, the Design-Build Firm shall submit a certification package for Department’s review. The certification package shall include the results of all the field testing, instrumentation and lab testing performed and a signed and sealed letter by the GFDEOR certifying that the specialty geotechnical work meets the requirements. The Department may issue comments and request additional verification testing.

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 and attending 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 Agreements.
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.

The following Utility Agency/Owners (UA/O’s) have been identified by the Department as having facilities within the Project corridor for which the Department contemplates an adjustment, protection, or relocation is possible . Also provided below is a determination made by the Department as to the eligibility of reimbursement for each UA/O identified herein along with an identification of whether the UA/O or the Design-Build Firm will be responsible for performing the utility work.

Table A – Summary of Department Contemplated Adjustment, Protection, or Relocation

<u>UA/O</u>	<u>Utility Relocation Type</u>	<u>Cost Estimate</u>	<u>Lump Sum Bid</u>
Clearwater Gas	By UA/O	N/A	N/A
Duke Energy Transmission	Relocation not anticipated, but coordination is required.	N/A	N/A
Duke Energy Distribution	By UA/O	N/A	N/A
Verizon	By UA/O	N/A	N/A
WOW	By UA/O	N/A	N/A
Bright House – Manatee	By UA/O	N/A	N/A
Pinellas County Utilities – Sewer, Water, Reclaimed Water	By UA/O	N/A	N/A
Bright House Networks, LLC	By UA/O	N/A	N/A
Tampa Bay Water	By UA/O	N/A	N/A

Table B - Summary of UA/O having facilities within the Proposed Project Limits

UA/O	Contact Name	Contact Phone Number
Clearwater Gas	Jorge Hernandez	(727) 562-4900 x7423
Duke Energy Transmission	Scott VanVelzor	(813) 909-1241
Duke Energy Distribution	Mark Michael	727-893-9710
Verizon	Terry Waidley	(727) 562-1124
WOW	Jay Young	(727) 239-0156
Bright House – Manatee	Scott Creasy	(727) 329-2841 x42841
Pinellas County Utilities – Sewer, Water, Reclaimed Water	RW Grubbs, Jeremy Waugh	727-464-3874 or 727-453-3005
Bright House Networks, LLC	Randy Lyle	(813) 684-6100 x32143
Tampa Bay Water	Ray Brigham, Danielle Keirse	(813) 929-4547, (813) 929-4552

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

For a reimbursable utility relocation where the UA/O desires the work to be done by their contractor, the UA/O will perform the work in accordance with the utility work schedule (or equivalent, as obtained by the Design-Build Firm based on their design) and permit, and bill the Department directly, in accordance with an executed agreement with the Department.

The relocation plans, work schedules (or equivalent) and permit application 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 Scott Baird, Pinellas County Utility Coordinator for the permit to be signed.

E. Roadway Plans:

General:

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

Design Analysis:

The Design-Build Firm shall develop and submit a signed and sealed Typical Section Package, Pavement Design Package and Drainage Analysis Report for review and concurrence by the Department.

The Design-Build Firm shall utilize the approved Typical Section Package and Minimum Pavement Design Package included as Attachments with the RFP package.

At existing side streets connecting to Keystone Road, the proposed Shared Use Path pavement shall connect to the existing side street pavement.

At existing paved driveways connecting to Keystone Road, the proposed Shared Use Path shall be constructed through the existing driveways and the driveways will be re-graded/reconstructed from the south edge of Keystone Road to the south right of way in order to provide the flattest possible driveway profile that meets design standards within the right of way limits. Existing concrete driveways will be reconstructed with 6" concrete within these same limits (outside the Shared Use Path crossing) to provide the flattest possible driveway profile that meets design standards within the right of way limits. Unpaved driveways shall be paved between the south edge of Keystone Road and the inside edge of the Shared Use Path and shall be re-graded from the outside edge of the Shared Use Path to the south right of way.

The Design-Build Firm shall be responsible for replacing any impacted mailboxes (with new) within the right-of-way limits.

The Shared Use Path design speed shall be 18 MPH for sections having a grade less than or equal to 4% and 30 MPH for any sections with a downgrade exceeding 4%.

Construct a new bi-directional Shared Use Path. The Shared Use Path pavement shall be 12-15 feet in width on a 0.02 maximum cross slope with 2 foot level unpaved shoulders on both sides. At the outside of the proposed Shared Use Path (Sections 1, 2 and 3), 1:4 standard (1:3 maximum) front slopes and back slopes shall be provided to tie to existing ground or proposed swales or ditches. Along both sides of the proposed Shared Use Path (Sections 4 and 5) 1:4 standard (1:3 maximum) front slopes and back slopes shall be provided. The minimum Clear Zone to be maintained shall be 24 feet per Table 3-12, Florida Greenbook, May 2011 Edition. At right turn lane locations the minimum Clear Zone shall be 18 feet from the edge of the turn lane.

For drop-off hazard shielding, Florida Department of Transportation Design Standards Index series 880 and 851 (Type 1 – Picket Infill Panel) shall be used. Fencing is not allowed to shield drop-offs.

The use of boardwalk shall not be allowed.

The Design-Build Firm shall prepare a sidewalk matrix and related deliverables in accordance with the District Seven Sidewalk Location Justification Memo dated July 25, 2011 in addition to standard criteria. The memo and matrix spreadsheet have been included in the RFP Package. The Design-Build Firm shall be responsible to prepare the minimum elements/deliverables based on the memo and submit with the 90% plans submittal.

The functional classification of Keystone Road is Major Rural Collector. The design speed on Keystone Road is 55 MPH and the posted speed is 45 MPH.

At the East Lake Fire & Rescue Station #58, a Temporary Construction Access Agreement (for County Roadway Improvements on County Property) has been obtained across the north edge of the Fire Station property in order to accommodate the proposed Shared Use Path and associated modifications of the existing roadway drainage facilities and possible modification of the Fire Station's permitted stormwater management system (ref. SWFWMD ERP Permit: 14801.000). The existing closed conveyance system will be relocated south of the proposed Shared Use Path and portions of the existing ditch system will be piped and incorporated into the proposed drainage system. A shallow ditch system (approximately 1-2 feet in depth) is also allowed to direct runoff into the new drainage system. The Design- Build Firm is responsible for all costs associated with modification of the Fire Station's permitted stormwater management system. The existing concrete sidewalk across the Fire Station property is to be removed. Access for the East Lake Fire & Rescue Station #58 to Keystone Road shall be maintained at all times.

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

These packages shall include the following:

Roadway Design:

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

1. **Typical Section Package:**

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

2. **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

Use of the Mechanistic-Empirical Pavement Design Guide (MEPDG) for pavement design shall not be allowed.

3. **Drainage Analysis:**

The Design-Build Firm shall be responsible for designing the drainage and stormwater management systems. All design work shall be in compliance with the Department's Drainage Manual; Florida Administrative Code, chapter 14-86; Federal Aid Policy Guide 23 CFR 650A; Pinellas County Department

of Environmental Infrastructure; 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, 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, cross drains and water management facilities (retention/detention areas, weirs, etc.), floodplain compensation sites and Impaired Water Body and Outstanding Florida Waters designations shall be the Design-Build Firm's responsibility. The objective is to obtain an approved stormwater design that addresses water quality treatment, water quantity attenuation, floodplain impacts and conveyance systems. These services shall include, but are not limited to the following:

The Design-Build Firm shall be completely familiar with all existing permits along the trail alignment that affect the project. The Design-Build Firm shall strive to avoid impacts to permitted water management facilities and floodplains along the project corridor. Impacts to water management facilities and floodplains that cannot be avoided must be minimized and compensated for by the Design-Build Firm within the right-of-way identified for the proposed trail. If all or portions of the project meet permit agency exemption requirements, the Design-Build Firm shall obtain written letters confirming the exemptions.

It should be noted that a roadway improvement project for Keystone Road (FPID 436011-1-58-01) is currently under design and coordination will be required with the Engineer of that project with respect to the portion of the trail running within the Keystone Road right-of-way.

All impacts and replacement of existing floodplains and historical basin storage within ditches and low depression areas along the project shall be determined and documented. The proposed design shall document no increase in high water elevations (3-year thru 100-year). It is anticipated that the floodplain impacts along Keystone Road will be compensated within the existing right-of-way via expansion and/or modification of the existing roadside ditches. Additionally, the Design-Build Firm will be responsible for identifying any necessary easements required to compensate for floodplain impacts located within the Brooker Creek Preserve.

The Design-Build Firm shall be familiar with all drainage and flooding issues along the project. This includes but is not limited to, reviewing flooding investigations, coordination with County Maintenance and Engineering forces and reviewing adjacent permits to the project. The Design-Build Firm shall provide design that does not aggravate existing or create new flooding issues along the project.

The Design-Build Firm shall prepare the design and generate construction plans documenting the permitted systems function and adherence to FDOT Drainage Design criteria. The Design-Build Firm's Drainage Staff is encouraged to assist in development of the Sidewalk Matrix which is required to be used to determine the recommended placement of the proposed Shared Use Path within the Keystone Road right-of-way.

The Design-Build Firm shall evaluate and document the proposed base clearance above the seasonal high groundwater table in setting the proposed profile of the trail. The minimum clearance for the trail base course above the base clearance water elevation shall be 1-foot following the PPM Volume I, Table 2.6.3

Criteria for Grade Datum. Additionally, the trail elevation shall be set such that the trail will not be overtopped during a 3-year design rainfall event. Prior to the 90% Plan submittal, the Design-Build Firm shall meet with the DEPARTMENT to discuss the proposed profile with respect to base clearance and impacts to floodplains. A reduction in resilient modulus in accordance with the Plans Preparation Manual may need to be determined if flexible pavement is proposed for the project.

Minor losses shall be included in the computation of the design hydraulic gradient for all storm drain systems. The minimum Manning's n value of 0.012 shall be used in the computation of all storm drains. All pipe dimensions shown in the construction plans shall be the inside diameter and shall correspond with the dimensions in the storm drain hydraulic analysis. Flood flow requirements will be determined in accordance with the Department's procedures. For the portions of the trail within the Keystone Road R/W, the design frequency shall be what the Drainage Manual requires for the roadway. For the portions of the trail through the Brooker Creek Preserve, it is anticipated that a 10-year design frequency will be used as per the 2015 FDOT Drainage Manual.

Runoff from all bridge ends shall be collected in such a way as to prevent erosion problems resulting from flows from the trail pavement over the embankment. Shoulder gutter (if utilized) limits shall match guardrail limits at a minimum, where embankment slopes along Keystone Road are steeper than 1:3.

The Design-Build Firm shall verify that all existing cross drains and storm sewers that are to remain have adequate hydraulic capacity and design service life. This includes existing Keystone Road cross drains that may need to be extended to accommodate the trail. If any of these existing cross drains or storm sewers are found to be hydraulically inadequate or found to have insufficient design service 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 shall be responsible for field verifying all existing pipes to be lined. The Design-Build Firm shall not line pipes that have existing liners.

Pipe lining shall be by inverting method (specification 431-4.3) (Fully deteriorated gravity pipe condition) or equivalent pipe lining method which provides the same structural integrity, 50-year service life, and capacity as the inverting method per ASTM F-1216.

The Design-Build Firm shall submit to the Department the calculations which support the selected pipe lining method's structural integrity, 50-year service life, capacity, Manning's n value, lining thickness for the appropriate pipe size as compared to the inverting method. This information shall be submitted with the 90% Phase Submittal. Manning's n value is 0.010 for the *inverted* liner.

Existing culverts that are to remain shall be de-silted for their entire length.

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

- The casing shall extend the entire length from drainage structure to drainage structure. The entire length of the casing from drainage structure to drainage structure shall have a uniform diameter, wall thickness and material type.
- A soil boring and environmental data shall be required at each casing location as part of the casing pipe service life estimator calculations.
- Structure to structure liners (Standard Specification 431-4.3) shall be required if completed casing welds are determined not to be air tight.

- Video inspection shall be required at the completion of each casing installment.

Class V concrete pipe shall be required for jack and bore and micro-tunneling operations that utilize concrete pipes.

The Design-Build Firm will use optional culvert materials in accordance with the Department's Drainage Manual Criteria and Pinellas County Department of Environmental and Infrastructure (DEI) – Standard Technical Specifications for Roadway and Related Construction

The minimum RCP class shall be Class II. The minimum HDPE pipe class shall be Class II. The Design-Build Firm shall only use the optional pipe materials tabulated for a given structure and the documentation supporting the optional pipe material including the Culvert Service Life Estimator Program analysis shall be submitted to the Department with the 90% plan submittal.

Pipe material type installed on the project shall be indicated on the Summary of Drainage Structure Sheets.

All precast storm sewer manholes and inlets shall have resilient connectors. The Design-Build Firm shall include the type of resilient connectors, any required pipe adaptors, and the pipe material for each structure in the drainage structure shop drawing submittals.

Masonry sealing of the pipe connections will be allowed where the pipe to drainage structure connections meet any of the conditions listed below. The Design-Build Firm shall submit the supporting documentation which provides the justification for elimination of the resilient connectors to the Department's District Drainage Engineer for review and approval. Justification shall include a demonstration that avoidance of the following conditions is not practical. The conditions where resilient connectors will not be required are as follows:

- a. The pipe skew angle at the connection to the drainage structure is greater than 15 degrees, in either the horizontal or vertical direction.
- b. The drainage structure and all connections fall outside the 1:2 roadway template control line for the Future Configuration as per Standard Index 505.
- c. The remaining beam height of the single precast unit, from the top of that segment to the crown of the selected pipe, is less than 8 inches.
- d. Where elliptical pipes are specified in the plans.

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

The Design-Build Firm shall provide the Department's District Drainage Engineer a signed and sealed Drainage Design Report. It shall be an As-built set of all drainage computations, both hydrologic and hydraulic, and shall be consistent with the "As-Built" construction plans. The Design-Build Firm shall include all necessary support data. The Drainage Design Report shall include, at a minimum, the following items:

- Comprehensive narrative with a clear description of the overall stormwater management system
- Existing conditions drainage pattern discussion and existing drainage map

- Proposed conditions drainage pattern discussion and proposed drainage map
- Outfall and boundary conditions
- Tailwater conditions and supporting documentation
- Design criteria
- Cross drain analysis
- Floodplain/floodway encroachment and compensation analysis
- Stormwater quality analysis, including volume recovery calculations
- Stormwater quantity analysis, including ICPR (or equivalent software) input and output
- A link-node diagram for the existing and proposed drainage conditions overlaid on contoured aerial photography shall be provided for all modeling. The diagram shall include, at a minimum, node names, link names, and overall drainage divides and areas.
- The drainage areas, Tc, CN, and other supporting data
- Control structure analysis, including skimmer and bleeder calculations
- Hydraulic spread calculations including grate capacity
- Storm tabulations in FDOT format to ensure pipes are sized adequately
- Ditch conveyance analysis
- Pavement drainage analysis (sheet flow, gutter flow, hydroplaning, special gutter grades)
- Culvert service life analysis
- Structure and liner floatation analysis
- Temporary drainage during construction
- Supporting data for the above items
- Relevant correspondence

All calculations shall require District Drainage Engineer approval to ensure the drainage design meets all Department criteria. The drainage documentation shall not reference any previously prepared design documentation or existing permit information as substituting for the Project design. All pertinent information from any previously prepared information by others shall be incorporated into the corresponding sections of the Project design documentation. An attachment of entire previously prepared documents will not be accepted.

As part of the stormwater management design, the design will provide documented assurance that there is no net reduction in ditch conveyance and/or storage volume resulting in adverse impacts to adjacent property owners both upstream and downstream. As part of the design, the proposed design will evaluate any potential increase in discharge rates, water surface elevations, and volume (for closed basins). The design will evaluate any potential increase in discharge rate and volume to the outfalls and determine if this increase could have an adverse impact to adjacent properties. Impacts identified by the Designer as not causing an adverse impact shall be well documented and will require approval from the District Drainage Engineer. Should the impact be identified as an adverse impact, the design will evaluate providing additional storage within the right-of-way, easement, or other potential solutions (i.e. exfiltration trenches) to eliminate or reduce the adverse impact. This will be clearly documented in the drainage documentation so that the design can easily be defended should any property owner have a concern of increased flows or water surface elevations due to the multi-use trail. This evaluation and documentation is required for all multi-use trail projects including those that may be identified as exempt from water management district permitting requirements. The level of evaluation effort should be commensurate with the risk associated with the project.

Drainage Plans shall include as a minimum, the following items:

- Drainage Map and Regional Drainage Map
- Summary of Drainage Structures
- Optional Pipe Materials Sheet
- Roadway Plan/Profile Sheets (include all drainage structures)
- Drainage Structure Sections
- Stormwater Management Facility (SMF) and Floodplain Compensation (FPC) Sheets (Plan, Typical Section, Control Structure Detail), if needed.
- Lateral Ditch Plan/Profile if needed
- Lateral Ditch Cross Sections if needed
- Drainage Detail Sheets

F. Geometric Design:

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.

The Design-Build Firm shall utilize the horizontal geometry depicted in the Horizontal Alignment Plan. See PPM Volume 1; Chapter 8.6 for horizontal and vertical geometric requirements.

Along the Keystone Road section, the offset from the existing edge of the travel lane to the proposed Shared Use Path shall be reduced to 4 feet at all side streets and the Shared Use Path shall be located in front of the side street stop bar.

The location of the proposed mid-block trail crossing of Keystone Road which is approximately 2,500 feet west of the Pinellas/Hillsborough County Line, may be adjusted in order to maximize stopping sight distance as approved by the Department. A minimum stopping sight distance of 1,090 feet is required.

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% and Final bridge plans.
- c. The Design-Build Firm shall evaluate scour on all bridges over water using the procedures described in HEC 18.
- d. The Engineer of Record for bridges shall analyze the effects of the construction related loads on the permanent structure. These effects include but are not limited to: construction equipment loads, change in segment length, change in construction sequence, etc. The Engineer of Record shall review all specialty engineer submittals (camber curves, 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. **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. Exposed (visible) portions of permanent retaining walls shall be concrete construction.
 - d. Alternate materials for the use of backfill of MSE walls shall not be permitted. MSE Wall Backfill shall meet the requirements of the FDOT Standard Specifications.
 - e. Lightweight concrete will not be permitted for any structural applications.
 - f. Section 1.4.5 of the Structures Manual shall be followed for concrete surface finishes.
 - g. Bridge beams must maintain positive camber after all dead loads and super imposed dead loads are applied.
 - h. Pile driving operations will be restricted to the hours of 8:00 a.m. to 7:00 p.m. to avoid interfering with any adjacent noise sensitive land uses or a different foundation design will be considered, i.e., drilled shafts.
 - i. GRS Abutments may be considered for Pedestrian Bridges
 - j. Segmental Block Walls may be considered where appropriate.
 - k. Open Expansion Joints in Bridge Decks are NOT permitted.
 - l. Cheek walls shall be provided at exposed ends of all end bents and piers.
 - m. If Gravity Wall is used, it must be the Scheme 2 from Index 6011 Sheet 1 of 1 with a minimum 2'-0" embedment and 1'-0" minimum to SHW, or another type of wall must be used.
 - n. Turf Reinforcement Mats or other geotextiles shall be constructed on fill slopes adjacent to the ends of all walls and shall extend 50 feet beyond the wall ends in order to prevent erosion of the fill slope.

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, all Division II and III specifications provided as Attachments to this RFP, and any signed and sealed Technical Special Provisions. Any subsequent modifications to the Construction Specifications

Package shall be prepared, signed and sealed as a Supplemental Specifications Package. The Specifications Package shall be prepared, signed and sealed by the Design-Build Firms Engineer of Record who has successfully completed the mandatory Specifications Package Preparations Training.

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

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

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

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

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

J. Shop Drawings:

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

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

K. Sequence of Construction:

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

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

L. Stormwater Pollution Prevention Plans (SWPPP)

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

M. Temporary Traffic Control Plan:

1. Traffic Control Analysis:

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

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

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

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:

There will be NO LANE CLOSURES allowed between the hours of **7:00 AM to 8:00 PM**. A lane may only be closed during active work periods. Pacing operations will be allowed during the approved lane closure hours. There will be no DETOURS allowed. All lane closures must be reported to the local emergency agencies, the media and the District Seven Public Information Officer a minimum of seven days in advance of the activity. Also, the Design-Build Firm shall develop the Project to be able to provide for all lanes of

traffic to be open in the event of an emergency, or if the lane closure causes a drive delay greater than (20) minutes.

N. Environmental Services/Permits/Mitigation:

The Design-Build Firm will be responsible for preparing the design based on the conceptual alignment and proposing construction methods that are permitable. The Design-Build Firm will be responsible for any required permit application fees (except as otherwise specified herein). All permits necessary will be acquired prior to commencing 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. The Department and Pinellas County are responsible for reviewing, approving, signing; and the Design-Build Firm will submit the permit application package including all permit modifications, or subsequent permit applications pursuant to Section V PROJECT REQUIREMENTS AND PROVISIONS FOR WORK (E) Environmental Permits.

The Department has conducted a preliminary investigation of the project limits and determined that suitable gopher tortoise habitat exists and numerous active burrows are present. The approximate burrow locations are included in the reference documents.

For unavoidable impacts to gopher tortoise burrows within the construction limits, the Department shall be responsible for preparing required documentation to obtain a FWC permit for the relocation of gopher tortoises and commensals from burrows. The Department and Pinellas County will be responsible for the permit application fees and relocation fees associated with this permit. A copy of the permit and any subsequent reports to FWC will be provided to the Design-Build Firm as appropriate. All permits and revisions to permits provided by the Department must be displayed on the job board for the duration of the project.

It will be imperative that the Design-Build Firm be aware of the FWC Guidelines regarding gopher tortoise relocations and restrictions regarding working in these habitats. The Design-Build Firm shall be aware that they will be required to coordinate closely with the Department and/or consultants tasked with assisting the Department on gopher tortoise relocation and burrow protection efforts throughout the life of the project.

Within two weeks of the Notice to Proceed, the Design-Build Firm shall schedule a meeting to meet with the Department Environmental Permit Office and assigned Authorized Gopher Tortoise Agent to discuss the project schedule, permit schedule, issued permits and related stipulations (if any), anticipated relocation efforts and anticipated exclusionary fencing needs. If the relocation permit(s) is not in hand at the time of this meeting, the Department will notify the Design-Build Firm as soon as possible after permit issuance to continue this coordination effort and establish the tortoise relocation phasing and schedule.

Prior to letting, the Department will begin conducting the official burrow surveys to be included in the permit application and will also work towards permit application submittal with the anticipation that the permit will be issued prior to the Firm starting construction. Should this not occur, the Design-Build Firm shall coordinate with the Department regarding where work might be able to take place while the permitting effort is being finalized. The Department will not be held responsible for delays resulting from the permit application review process.

It is the Department's intent to obtain a permit to allow tortoises to be relocated within a portion of the preserve property outside of the project limits. The area designated for relocation will require temporary

fencing. This fencing will be paid for, installed and maintained by the Department. Exclusionary fencing to protect existing or to keep additional off-site tortoises from coming into the project limits after the initial relocation shall be paid for, installed and maintained by the Design-Build Firm.

The exclusionary fencing is intended to protect selected on-site gopher tortoise burrows and prevent off-site gopher tortoises from entering the project limits. The estimated amount of exclusionary fencing based on the preliminary burrow surveys is included in the reference documents and this linear footage of fence is what the Design-Build Firm shall use in their bid as the estimate for gopher tortoise exclusionary fencing (which may also double as silt fence for erosion control, where appropriate, but shall not be considered as the only silt fence needed for erosion control purposes within the project limits). The fence shall be paid for, installed, and maintained by the Design-Build Firm throughout the duration of construction and removed and properly disposed of at the end of construction. The Design-Build Firm shall provide their exclusionary fencing plan to the Department for review and concurrence prior to any installation. The exclusionary fencing plan will need to include, at a minimum, the locations, installation method, and maintenance schedule for the exclusionary fencing. This can occur in phases if need be, but each phase shall be reviewed and approved and in addition will need to be coordinated with gopher tortoise relocation efforts. In no way does this requirement allow or recommend penning or restricting movement of gopher tortoises to small, confined areas.

It is possible that exclusionary fencing may need to be installed prior to the Design-Build Firm being ready to start construction in a given area. The Design-Build Firm shall fully cooperate with the need to install exclusionary fencing in advance of construction efforts and shall be prepared to monitor and maintain the fencing (per Specifications) in these areas. The likely reason that this effort would need to take place in advance of construction would be time of year and temperature requirements for gopher tortoise relocation.

The Design-Build Firm shall be aware that after the initial relocation of gopher tortoises there is still the potential for gopher tortoises to be present within the project limits throughout the duration of construction. If a gopher tortoise, its remains, or burrow is found after the initial relocation effort, the Design-Build Firm shall notify the Project Administrator and the Department's Environmental Permits Office immediately.

The Design-Build Firm shall note that gopher tortoise relocation for areas outside of the construction limits was not contemplated. Should relocation in areas outside of the construction limits (i.e. staging areas) be required, the Firm shall notify the Department immediately such that a permit amendment can be obtained if alternatives to the burrow impacts cannot be found. The Design-Build Firm will be responsible for any and all additional costs (including but not limited to, survey, permit application preparation, mitigation contributions, recipient site fees, coordination with FWC, relocation and any necessary exclusionary fencing) associated with this effort.

The Design-Build Firm shall familiarize themselves with the Brooker Creek Preserve Management Plan and specifically the listed flora and faunal species present in the Preserve. The Design-Build Firm shall avoid impact to these listed species unless authorized by permit or coordination with US Fish and Wildlife Service or the Florida Fish and Wildlife Conservation Commission.

There is a known Eagle Nest (PI030) located on a Duke Energy Transmission tower which is located within the 660 foot nest buffer (Reference document). The Design-Build Firm shall conduct construction activities in accordance with the current Bald Eagle Management Plan published by the Florida Fish and Wildlife Conservation Commission (FWC).

O. Signing and Pavement Marking Plans:

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

- The Design-Build Firm shall provide signing and pavement markings for the mid-block trail crossing on Keystone Rd. The design shall include a pedestrian activated Rectangular Rapid Flashing Beacons (RRFB's) installed at the crosswalk (dual indicated both directions) along with appropriate warning signs (W11-15 and W16-7P). RRFB's shall also be installed in advance of the crosswalk along with warning signs (W11-15 and W16-7P). The RRFB's shall be solar powered. The RRFB's shall be pushbutton activated and all RRFB's shall be actuated with the pushbuttons.
- The Design Build Firm shall provide signing and pavement markings on the shared use path and at all side street crossings.
- The Design-Build Firm shall coordinate with the Keystone Road Project (LAP 436011-1-58-01) as necessary to avoid duplication or conflict with Pavement Markings or Signing.

Conceptual Signing has been provided by the Department (on Horizontal Alignment Plan)) identifying potential signing locations and language within portions of the Project limits. No structural analysis was performed for the Conceptual Signing Plan.

The Design-Build Firm shall be responsible for the design of all new or retrofit sign supports (post, overhead span, overhead cantilever, bridge mount and any applicable foundations). The Design-Build Firm shall show all details (anchor bolt size, bolt circle, bolt length, etc.) as well as all design assumptions (wind loads, support reactions, etc.) used in the analysis. Mounting types for various signs shall not be changed by the Design-Build Firm (i.e. if the proposed or existing sign is shown as overhead it shall be overhead and not changed to ground mount) unless approved by the Department. Any existing sign structure to be removed shall not be relocated and reused, unless approved by the Department.

It shall be the Design-Build Firm's responsibility to field inventory and show all existing signs within the Project limits and address all regulatory, warning and signage along the Project. Existing single and multi-post sign assemblies impacted by construction shall be entirely replaced and upgraded to meet current standards. Existing sign assemblies not impacted by construction can remain.

P. Lighting Plans: Not Applicable

Q. Signalization Plans

1. General

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

- Pedestrian signals including push buttons shall be adjusted as necessary at East Lake Rd. (CR 611) signalized intersection to accommodate trail crossing across south leg of the intersection.

VII. Technical Proposal Requirements:

A. General:

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

B. Submittal Requirements:

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

The Technical Proposal and required attachments shall be submitted electronically in adobe.pdf format (unzipped) and attached to a single email. The Department has a 25MB limit on email. Emails that exceed this 25MB email server limit may be rejected by the Department's email server. It is solely the Design-Build Firm's responsibility to ensure that the Technical Proposal is received by the Department's server by the due date and time. No macros will be allowed. Minimum font size of ten (10) shall be used. Times New Roman shall be the required font type.

Electronic submittals shall be sent to:

d7.designbuild@dot.state.fl.us

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

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

Submit 1 Original, 1 CD, DVD or Flash Drive containing the Technical Proposal in .pdf format and seven (7) hard copies of the Technical Proposal to:

Rahnee Oliver
11201 N. McKinley Drive
Tampa, FL 33612

The minimum information to be included:

Section 1: Written Technical Proposal

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

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

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

- **Responsible Office:**

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

Section 2: Technical Proposal Plans

- 10 page limit
- Plans paper size: 11” x 17”
- The Technical Proposal Plans are not included with the Technical Proposal page count limits listed above.
- Provide Technical Proposal Plans, at a scale that matches the Horizontal Alignment/Concept Plans, in accordance with the requirements of the Plans Preparation Manual, 90% submittal, at the locations below. Submit the following plans sheets as a minimum:
 1. Key Sheet
 2. Plan/Profile Sheets – provide plan/profile sheets covering the station ranges listed in a, b and c below. The plan/profile sheets shall be in enough detail for the Technical Review Committee to determine responsiveness to the RFP. Minimum requirements for these sheets include trail horizontal and vertical details, drainage, walls, seasonal high groundwater or base clearance water elevations at critical locations:
 - a. Station 282+00 to 287+60 B/L Survey
 - b. Station 369+00 to 374+60 B/L Survey
 - c. Station 85+00 to 90+60 B/L Construction

3. Cross Sections – provide cross section sheets covering the station ranges listed in 2. a. and b. above. The cross section sheets shall be in enough detail for the Technical Review Committee to determine responsiveness to the RFP. Minimum requirements for these sheets shall identify the ditch widths needed to meet conveyance, storage, and floodplain compensation requirements. Cross sections shall be provided at 100-ft. intervals and at critical locations and “pinch points” within the station limits listed in items 2. a. and b. above.

C. Evaluation Criteria:

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

D. Final Selection Process:

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

VIII. BID PROPOSAL REQUIREMENTS.

A. Bid Price Proposal:

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

Rahnee Oliver
11201 N. McKinley Drive
Tampa, FL 33612

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