



Florida Department of Transportation
Florida's Turnpike Enterprise

**DESIGN-BUILD MAXIMUM PRICE
REQUEST FOR PROPOSAL**
for
**SR 589 (Veterans Expressway) Widening and Resurfacing
from Sugarwood Mainline Toll Plaza to So. of Van Dyke Rd.
Hillsborough County**

Financial Projects Number(s): 429350-4-52-01

Federal Aid Project Number(s): N/A

Contract Number: E8N52

Table of Contents

I.	Introduction.....	1
A.	Design-Build Responsibility.....	8
B.	Department Responsibility	9
II.	Schedule of Events.	9
III.	Threshold Requirements.	11
A.	Qualifications.....	11
B.	Joint Venture Firm.....	11
C.	Price Proposal Guarantee.....	11
D.	Pre-Proposal Meeting	11
E.	Technical Proposal Page-Turn Meeting.....	12
F.	Question and Answer Session.....	12
G.	Protest Rights.....	13
H.	Non-Responsive Proposals	13
I.	Waiver of Irregularities.....	14
J.	Modification or Withdrawal of Technical Proposal	14
K.	Department's Responsibilities	14
L.	Design-Build Contract	15
L.	Design-Build Contract Method of Compensation and Funding	15
M.	Financial Qualifications and Project Financial Plan (Financial Proposal).....	15
IV.	Disadvantaged Business Enterprise (DBE) Program.	15
A.	DBE Availability Goal Percentage:.....	15
B.	DBE Supportive Services Providers:.....	15
C.	Bidders Opportunity List:	15
V.	PROJECT REQUIREMENTS AND PROVISIONS FOR WORK.....	16
A.	Governing Regulations:	16
B.	Innovative Aspects:.....	19
C.	Geotechnical Services:.....	22
D.	Department Commitments:.....	22
E.	Environmental Permits:	23
F.	Railroad Coordination:	24
G.	Survey:	25
H.	Verification of Existing Conditions:.....	25
I.	Submittals:	25
J.	Contract Duration:	28
K.	Project Schedule:	28
L.	Key Personnel/Staffing:	30
M.	Meetings and Progress Reporting:.....	30
N.	Public Involvement:.....	31
O.	Quality Management Plan (QMP):	33
P.	Liaison Office:	34
Q.	Engineers Field Office:	34

R.	Schedule of Values:	34
S.	Computer Automation:	34
T.	Construction Engineering and Inspection:.....	35
U.	Testing:	35
V.	Value Added:	35
W.	Adjoining Construction Projects:.....	35
X.	Design Issue Escalation:	36
Y.	Construction Clarification, Conflict Resolution, and Issue Escalation:.....	36
VI.	Design and Construction Criteria	37
A.	General:.....	37
B.	Geotechnical Services:.....	39
C.	Utility Coordination:.....	41
D.	Roadway Plans:.....	44
E.	Geometric:	49
F.	Design Documentation, Calculations, and Computations:	49
G.	Structure Plans:	50
H.	Specifications:.....	54
I.	Shop Drawings:	55
J.	Sequence of Construction:	55
K.	Stormwater Pollution Prevention Plans (SWPPP):.....	56
L.	Temporary Traffic Control Plan:	56
M.	Environmental Services/Permits/Mitigation:.....	61
N.	Signing and Pavement Marking Plans:	62
O.	Lighting Plans:.....	64
P.	Signalization and Intelligent Transportation System Plans:	65
Q.	Landscaping.....	78
VII.	Technical Proposal Requirements:	81
A.	General:.....	81
B.	Submittal Requirements:.....	81
C.	Evaluation Criteria:.....	82
D.	Final Selection Formula:.....	84
E.	Final Selection Process:	84
F.	Stipend Awards:.....	85
VIII.	BID PROPOSAL REQUIREMENTS.....	85
A.	Bid Price Proposal:	85

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.

- Attachment No. 1 Bid Blank (375-020-17)
- Attachment No. 2 Design Build Proposal of Proposer (375-020-12)
- Attachment No. 3 Design-Build Bid Proposal Form (700-010-65)
- Attachment No. 4 Bid or Proposal Bond (375-020-34)
- Attachment No. 5 DBE Forms (As Applicable)
- Attachment No. 6 Design-Build Contract (375-020-13)
- Attachment No. 7 Design-Build Contract Bond (375-020-14)
- Attachment No. 8 Contract Affidavit (375-020-30)
- Attachment No. 9 Division I Design-Build Specifications
- Attachment No. 10 Special Provisions to Division II Design-Build Specifications
- Attachment No. 11 Project Advertisement
- Attachment No. 12 Florida's Turnpike Design Requirements (<http://www.floridasturnpike.com/design/>)
 - a. Turnpike Plans Preparation and Practices Handbook (TPPPH)
http://www.floridasturnpike.com/design/prod_design/tppph/2013/tppph2013.html
 - b. FTE Drainage Manual Supplement
http://www.floridasturnpike.com/design/prod_design/drainage/drainagemanuals/Drainage%20Manual%20Supplement%202013.pdf
- Attachment No. 13 Florida's Turnpike Enterprise Field Operations Guide
- Attachment No. 14 SR 589 (Veterans Expressway) PD&E Study Documents (Final SEIR-PEA)
- Attachment No. 15 Final Design Noise Study Report
- Attachment No. 16 Design Variations and Exceptions
 - a. Design Variation – Border Width
 - b. Design Variation – Vertical Alignment
 - c. Design Variation – Vertical Clearance
 - d. Design Exception – Lane Width
 - e. Design Variation – Shoulder Width along median due to sign structure (PENDING)
- Attachment No. 17 Not Used
- Attachment No. 18 Applicable Permits
 - a. SWFWMD ERP Permit # (PENDING)
 - b. USACE Permit Application # (PENDING)
 - c. FAA / HCAA Permit # 1391 (Airport Study No. 2013-96; FAA Study No. 2013-ASO-11248-OE)
- Attachment No. 19 Not Used
- Attachment No. 20 Surface Finish Aesthetic Treatment Details
- Attachment No. 21 Load Ratings for Existing Bridges
- Attachment No. 22 Existing Bridge Repair List
- Attachment No. 23 Contamination Impact Certification for Existing Bridges
- Attachment No. 24 Right of Way Maps
- Attachment No. 25 Project Network Control Survey
- Attachment No. 26 Project Traffic Forecast Memorandum
- Attachment No. 27 Equivalent Single Axle Loading (ESAL) Memorandum
- Attachment No. 28 Veterans Expressway Lane Closure Traffic Memorandum
- Attachment No. 29 Value Added Specifications
 - a. DEV475 (Value Added Bridge Components)
 - b. DEV725 (Value Added Highway Lighting System)

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.

1. FPID 429350-1-52-01 (including FPID 429350-4) Conceptual Roadway Plans (PDF Plans)
2. Conceptual Signing Plans (Roll Plots)
3. Conceptual ITS Plans (Roll Plots)
4. Conceptual Signalization Plans
5. Conceptual Landscape Plans
6. Existing Record / As-Built Plans of Previous Veterans Expressway Projects
7. Project Design Documentation/Report
8. Typical Section Package
9. Preliminary Flexible Pavement Design Package
10. Drainage Design Report
11. Bridge Concept Report
12. Lighting Design Conceptual Report
13. Adjacent / Relevant Project Plans (PDF Format)
14. CADD Files
15. Express Lane Buffer and Transition Detail
16. Crash Data
17. Sample Inventory for Welding Inspection
18. Contamination Impact Surveys for Existing Bridges
19. Asbestos and Lead-Based Paints Survey and Reports
20. Not Used
21. Fiber Optic Splice Box Detail
22. SR 589 (Veterans Expressway) Existing Drainage Plans (PDF Files)
23. SR 589 (Veterans Expressway) Custom Soil Resource Report
24. SR 589 (Veterans Expressway) Existing Bridge Plans (PDF Files)
25. SR 589 (Veterans Expressway) Existing Bridge Inspection Reports
26. SR 589 (Veterans Expressway) Existing Sign Inventory (PDF Files) [Gunn Hwy North]
27. TCP Roll Plots and Detour Plans
28. Advanced Utility Coordination Documentation
29. Geotechnical Data
 - a. Bridge Geotechnical Data Report for SR 589 over Rawls Road
 - b. Bridge Geotechnical Data Report for SR 589 over Hutchison Road (Existing Bridge PDA Results contained in Appendix)
 - c. Bridge Geotechnical Data Report for SR 589 over Wilcox Road (Existing Bridge PDA Results contained in Appendix)
 - d. Bridge Geotechnical Data Report for SR 589 over Lake LeClare Road (Existing Bridge PDA Results contained in Appendix)
 - e. Roadway Geotechnical Data Report
 - f. Pond Geotechnical Data Report
 - g. Pavement Data Report
 - h. Embankment Resilient Modulus Pavement Design Memorandum

I. Introduction.

Florida's Turnpike Enterprise (FTE), a District of the Florida Department of Transportation (Department), has issued this Request for Proposal (RFP) to solicit competitive bids and proposals from Proposers for the design, widening and resurfacing of SR 589 (Veterans Expressway), which accommodates the future needs for capacity, operational and safety improvements, from the Sugarwood Mainline All-Electronic Tolling (AET) Gantry Plaza (MP 10.826) to south of Van Dyke Road (MP 14.204), including ramp and local street improvements and other miscellaneous mainline improvements to enable full implementation of express lanes north of Gunn Highway.

SR 589, part of Florida's Turnpike System, is a 57-mile, tolled, limited-access transportation corridor serving West Central Florida. The Veterans Expressway is the southern 15-mile portion of SR 589, extending from near SR 60/Courtney Campbell Causeway west of Tampa International Airport to SR 597/Dale Mabry Highway in Hillsborough County. The Suncoast Parkway, the 42-mile, second portion of SR 589, connects with the Veterans Expressway in northwest Hillsborough County, extends through Pasco County, and terminates in northern Hernando County at US 98.

The Veterans Expressway, as originally constructed, was a four-lane, divided, tolled expressway with traditional tolling at specific ramp interchange points and also included two mainline toll plazas. Beginning in 2013, extensive and significant construction commenced on over 6.25 miles of the Veterans Expressway from north of Memorial Highway (MP 2.745) to south of Gunn Highway (MP 9.000). This construction, performed by three separate contractors under three different project contracts ("Section 1" FPID 406051-1-52-01, "Section 2" FPID 406052-1-52-01, and "Section 3" FPID 431275-1-52-01), is currently widening the mainline to an eight-lane, divided tolled expressway and converting the tolling system to AET on both the ramps and mainline. Single-lane express lanes, which will be delineated and tolled at a variable rate separate from the other mainline toll lanes, will also be implemented and activated by others at the conclusion of the construction activities in early 2016.

An additional project, "AET 6B" (FPID 406151-4-52-01), is actively under construction on the Veterans Expressway. This project will convert the traditional SunPass / cash tolling system to AET at the existing Sugarwood mainline toll plaza and the existing ramp toll plazas at Gunn Hwy and Hutchison Rd. Within the footprint of the Sugarwood mainline toll plaza, the mainline will be widened from 4 to 8 lanes for a length of approximately 1700 feet (Note: traffic will not be opened to these new lanes until future projects extend the widening further). Work will also be performed along the ramps with toll plazas. Landscape installation work will also be performed at the ramps with toll plaza and at Sugarwood mainline toll plaza. This toll conversion project, along with the three widening projects south of Gunn Highway, will convert the entire Veterans Expressway portion of SR 589 to AET by May 2014. A second project, "AET 6C" (FPID 406151-7-52-01), which intended to convert the Suncoast Parkway portion of SR 589 to AET began construction in 2013, but is currently suspended with no formal date of conversion.

The remaining portion of the Veterans Expressway that is not currently under construction (north of Gunn Highway) will be widened and resurfaced as part of two separate Design-Build projects: 1) "Section 4" (FPID 429350-1-52-01; MP 9.000 to MP 10.726) and 2) "Section 5" (FPID 429350-4-52-01; MP 10.826 to MP 14.204). "Section 5" (FPID 429350-4-52-01) is the Design-Build Project for which this RFP applies. (Note: The gap in mileposts between projects "Section 4" and "Section 5" is part of project "AET 6B" that is currently under construction. Both "Section 4" and "Section 5" projects will be responsible for tying into the future existing conditions created by project "AET 6B".)

The primary objective of this Design-Build Project, identified throughout this RFP as the "Project", is to improve traffic flow and operations on SR 589 (Veterans Expressway) by:

1. Widening the mainline from 4 lanes to 8 lanes, including all other construction activities necessary to accommodate the widening, such as reconstruction and realignment of existing ramps.
2. Completing all construction activities necessary to implement the mainline express lanes along the section of SR 589 (Veterans Expressway) from south of Gunn Hwy. to the north project limits of this Project. This includes, but it not limited to the following:
 - a. Fabricating and installing express lane sign panels and final pavement markings, including raised delineators, located within the project limits of “Section 3” (FPID 431275-1-52-01) and “Section 4” (FPID 429350-1) (Note: Coordination with the projects to the south will be necessary.).
 - b. Installing friction course along the inside lane (on both the northbound and southbound sides) located within the project limits of “Section 4” (FPID 429350-1) (Note: Coordination with “Section 4” will be necessary.).
 - c. Installing and activating all ITS components associated with the implementation of the mainline express lanes, including ITS components located with the project limits of “Section 3” (FPID 431275-1-52-01) and “Section 4” (FPID 429350-1) (Note: Coordination with the projects to the south will be necessary.).
3. Improving surface street and ramp operations on Hutchison Rd.

For the purpose of design of this Project, the Veterans Expressway has a design speed of 60 miles per hour and is classified as an Urban Principal Arterial – Other Freeways. It is also part of the National Highway System and Florida’s Strategic Intermodal System (SIS), and is a designated hurricane evacuation route. SR 589 is designated Access Management Classification 1 (“Freeway”). Per Addendum #3 to the TPPPH, dated November 5, 2013, the Veterans Expressway does not need to be designed to Interstate standards.

The Department has established a Maximum Price of \$52,210,250 for FPID 429350-4-52-01. This amount is not the Department’s official cost estimate for the work. Submission of a Bid Price Proposal under the Maximum Price is not a guarantee of contract award and cannot be interpreted as an appropriate or awardable bid amount.

For the purposes of bidding, all proposers should submit Bid Price Proposals that do not exceed the Maximum Price of \$52,210,250. For this Contract, the Department may reject as nonresponsive any Bid Price Proposal in excess of this Maximum Price. In the event that one or more responsible Bid Price Proposals are received that does not exceed the Maximum Price amount the Department will consider only those Bid Price Proposal(s). The Adjusted Score methodology will be used to determine the winning Proposal. In the event that all Bid Price Proposals exceed the Maximum Price of \$52,210,250 the Department reserves the right to determine (based on the availability of funds) whether to consider the Bid Price Proposals, and factor the Adjusted Scores based on those Bid Price Proposals. The Department will determine whether making an Award is in the best interest of the State.

During preparation of the bid, if concerns regarding the Department’s maximum price arise, a letter of maximum price concern should be submitted to Rich Nethercote by July 18, 2014. The Department will review the letter of maximum price concern and determine its next course of action. This process is established to provide the opportunity for Design-Build Firms to express maximum price concerns prior to submission of a Proposal.

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

Any changes to requirements of the RFP by a Design-Build Firm must be approved by the Department through the Alternative Technical Concept (ATC) Proposal process, as described herein, prior to the

information cut-off date.

The Design-Build Firm shall include a Landscape Architect duly authorized to practice landscape architecture in the State of Florida consistent with State Statute 481 part II. The Design-Build Landscape Architect (DBLA) shall review and identify future unencumbered landscape areas for this Project. This Project shall reserve landscape opportunities to implement the FTE BRAND Guidelines and the FDOT Highway Beautification Policy. Landscaping will be constructed by others and not included with this Project, but should be considered during the Design-Build Proposal and design process and areas should be identified in the Design-Build Firm's Proposal Plans as "future landscape areas to be constructed by others". Coordination will be required by the Design-Build Firm with FTE Landscape Architect. Early and frequent interdisciplinary coordination between the Design-Build Firm's Landscape Architect and Engineers will be required during the Design-Build plans development process to ensure landscape opportunities can be accommodated within the Project limits.

The Department has established the following Project goals that are expected to be achieved by the Design-Build Firm:

1. Add capacity, safety and mobility to the corridor within the limits described.
2. Minimize impacts and inconvenience to the traveling public.
3. Meet all Project commitments.
4. Compatibility and consistency with "Section 3" (FPID 431275-1) and "Section 4" (FPID 429350-1) to the south of this Project, including with the "AET 6B" (FPID 406151-4) project actively under construction at the Sugarwood Toll Plaza and ramps within the limits of this Project.
5. Preserve effective, adequate, and reasonable locations within the Project limits and existing right-of-way for a future landscaping project to install a landscaping plan that satisfies FDOT Beautification Policy requirements as set forth by the Department and consistent with the Conceptual Landscape Plans. Coordination between other design disciplines needs to occur early and frequently between FTE and the Design-Build Team. These disciplines include but are not limited to: roadway, environmental, drainage, lighting, signage, noise walls and ITS.
6. Minimize wetland impacts with an additional goal of reducing wetland impacts from that identified in the plans and permit application.
7. It is the intent to preserve existing vegetation, trees and palms that do not conflict with proposed improvements to the greatest extent possible. Continued coordination during the design process between the DBLA and other design disciplines are required to achieve this goal. Tree and palm protection shall comply with FDOT Standard Index 544 or other acceptable FTE methods. Protection areas and methods shall be included on the roadway plans. These locations shall be coordinated with the DBLA.

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

If a Design-Build Firm intends to submit a Technical Proposal that requires the acquisition of additional right of way, the Design-Build Firm shall present such a proposal as part of the Alternative Technical Concept process. If a Design-Build Firm submits a Technical Proposal that requires the acquisition of additional right of way and the Design-Build Firm fails to present such a proposal as part of the Alternative Technical Concept process, then the Department will not consider such aspects of the Proposal during the Evaluation process. If the Design-Build Firm's Technical Proposal requires

additional right of way, the additional right of way will be required to be directly acquired by the Department. The Design-Build Firm shall submit, along with the Technical Proposal, certified sketches and legal descriptions including area in square feet of any proposed additional right of way parcels. On a State-funded project, the additional right of way will be acquired by the Department in accordance with all applicable state laws. All costs concerning the acquisition of additional right of way shall be borne solely by the Design-Build Firm. The Department will have sole discretion with respect to the entire acquisition process of the additional right of way. The Department will not advance any funds for any such right of way acquisition and the Design-Build Firm shall bear all risk of delays in the acquisition of the additional right of way, regardless of cause or source.

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

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

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

Description of Work

The Project includes the design and construction of the widening and resurfacing of the Veterans Expressway (SR 589) from the Sugarwood AET Mainline Gantry to south of Van Dyke Road. The Mile Post limits shall be from MP 10.826 (begin) MP 14.204 (end).

The beginning of the Project for all major construction activities and design activities is as follows (Note: both begin stations below are the formal end points of the AET gantry limits constructed under FPID: 406151-4-52-01):

- In the northbound direction the proposed work begins at Sta. 1596+05 RT (Baseline Survey SR 589)
- In the southbound direction the proposed work begins at Sta. 1596+20 LT (Baseline Survey SR 589)

The end of the Project is at Sta. 1027+72.83 (Centerline Survey 589). (Note: refer to the Conceptual

Roadway Plans in the Reference Documents for baseline equations within the project limits.)

The following list of improvements is required of the Design-Build Firm:

1. Design and construction of roadway and bridge widening to accommodate two additional mainline travel lanes in each direction of the Veterans Expressway for a total of 8 lanes (4 northbound and 4 southbound).
 - a. The required widening will result in one additional general use lane and one new express lane in each direction. The resulting lane widths for each lane in each direction will be 11.5’
 - b. The future express lane shall be the inside lane, immediately adjacent to the median and shall be physically separated from the three general use lanes by raised delineators located within 2’ striped buffer.
2. All required typical section improvements beyond what is described above shall be provided through the entire Project limits as defined in this RFP, including a minimum of 12’ shoulders (along both the outside and median) on the roadway section. Typical section improvements for this Project shall create a typical roadway median width of 26’ that is comprised of a 2’ median concrete barrier wall and two 12’ paved shoulders. A minimum of 10’ shoulders (both median and outside) are required on all bridge sections. In areas of limited stopping sight distance (SSD), shoulder widths may need to be increased from the minimum to provide sufficient SSD.
3. Design, widen and/or restructure, and resurface the existing ramps to satisfy the requirements identified in this RFP and its Attachments.
4. Provide turn-lane improvements on service ramps to satisfy the requirements identified in this RFP and its Attachments.
5. Complete all remaining work required to implement express lanes on the Veterans Expressway portion of SR 589 north of Wilsky Blvd. This requires the extension of the construction limits beyond the Project limits stated above to implement the express lanes. The southern-most construction limit required for this Project to implement the express lanes is Sta. 1479+00, which extends the limits of construction for select construction activities south into all of “Section 4” (FPID 429350-1) and parts of “Section 3” (FPID 431275-1). The following select construction activities are required of this Project as far south of Sta. 1479+00 to complete and open the express lanes:
 - a. Apply the friction course along the inside lane (the future express lane) in both the northbound and southbound directions within the entire limits of “Section 4” (FPID 429350-1).
 - b. Apply final pavement markings (including raised delineators) and install any remaining sign panels in both the northbound and southbound directions within the entire limits of “Section 4” (FPID 429350-1) and northern most limits of “Section 3” (FPID 431275-1).
 - c. Fabricate and install sign panels designed by others.
 - d. Install all ITS components within “Section 4” (FPID 429350-1) and “Section 3” (FPID 431275-1) associated with the express lanes. Refer to Conceptual ITS Plans for more detail/information (Reference Document No. 3)

- e. The northbound express lane begins at Sta. 1479+00 within “Section 3” (FPID 431275-1), which is also the introduction point of the raised delineators.
- f. The northbound express lane ends at Sta. 1716+00, which is also the termination point of the raised delineators.
- g. The southbound express lane begins at Sta. 1655+00, which is also the introduction point of the raised delineators.
- h. The southbound express lane ends at Sta. 1479+00 within “Section 3” (FPID 431275-1), which is also the termination point of the raised delineators.

The number of intersection turn lanes and minimum storage lengths are identified in the Project Traffic Forecast Memorandum. Any changes to the intersection configurations and turn lane lengths must provide the same or lesser intersection delay and queue lengths for signalized intersection operations, using Synchro 7.0 Software. Traffic models are available upon request. Any proposed changes will be verified by the Department through the ATC process. In addition to the intersection operational requirement, the Design-Build Firm must gain Hillsborough County concurrence that would affect the signalization of the interchanges.

The following list of bridges identifies structures improvements required of the Design-Build Firm:

1. Widening of SR 589 (Veterans Expressway) bridges over Rawls Road (Bridge No. 100556 SB and Bridge No. 100557 NB)
2. Widening of SR 589 (Veterans Expressway) bridges over Hutchison Road (Bridge No. 100558 SB and Bridge No. 100559 NB)
3. Widening of SR 589 (Veterans Expressway) bridges over Wilcox Road (Bridge No. 100560 SB and Bridge No. 100561 NB)
4. Widening of SR 589 (Veterans Expressway) bridges over Lake LeClare Road (Bridge No. 100562 SB and Bridge No. 100563 NB)

Other structures are anticipated for the Project as follows:

1. Walls:
 - a. Permanent Retaining Walls
 - b. Temporary Retaining Walls
 - c. Noise Walls
2. Miscellaneous Structures:
 - a. Special Drainage Structures
 - b. Cantilever Sign Structures
 - c. Span Sign Structures
 - d. Multi-post ground-mounted signs
 - e. Bridge Mounted Signs
 - f. Signal Structures (including bridge-mounted signals)
 - g. Light Poles (including bridge-mounted light poles and pier cap mounted light poles)
 - h. DMS Structures
 - i. CCTV Poles
 - j. MVDS Poles
 - k. Pier Protection Barriers
 - l. TTS Poles

Other major work elements include drainage, permit modification, traffic control, traffic signals, signing and pavement, lighting, ITS, and utility coordination (see Section V. and VI.)

Landscape construction documents are not required as part of this Project, but will be performed under a separate contract/project. The Design-Build Firm is required to identify general landscape areas within the Project limits that are consistent with the Conceptual Landscape Plans (Concept Plans). Landscape Opportunity Plans (Opportunity Plans) shall be prepared by the Design-Build Landscape Architect indicating all general landscape areas. Any deviations from the Concept Plans required as final roadway designs (including all other disciplines) are completed by the Design-Build Firm's shall be documented in the Opportunity Plans. Initial coordination, as well as throughout the Project design process, will be required by the Design-Build Firm with FTE Landscape Architect.

Adjoining projects will be built concurrently with this Project ("Section 5"). Therefore coordination of all design elements and construction activities at these interface points will be imperative for safe traffic flow through the corridor. FPID 431275-1-52-01 ("Section 3") is a Design-Bid-Build project currently under construction to the south of this Project ("Section 5") and ends south of Gunn Hwy. at MP 9.000. The project will widen the Veterans Expressway from 4 to 8 lanes with a typical 26-foot wide median and convert the tolling system to AET, while also replacing the existing ramp toll plazas with new ramp toll gantries. This Project ("Section 5") will be required to match and extend/expand from the new existing conditions created by "Section 3" when completing construction activities required to implement the express lanes. FPID 406151-4-52-01 ("AET 6B") is a Design-Bid-Build project currently under construction to south of this Project ("Section 5"), but also has construction activities within the limits of this Project ("Section 5") on all tolled ramps north of Gunn Hwy. The project will convert the tolling system to AET, while also replacing the Sugarwood Mainline Toll Plaza and all existing ramp toll plazas with new ramp toll gantries. Landscape plant installation is part of the "AET 6B" project. Limited mainline and ramp widening and rework is already being performed, and this Project ("Section 5") will be required to match and extend/expand from the new existing conditions and shall not impact the landscape plantings created by "AET 6B". FPID 429350-1-52-01 ("Section 4") is a Design-Build project this is currently under development and will be awarded prior to this Project ("Section 5"). The limits of "Section 4" begin south of Gunn Hwy. and end at the Sugarwood mainline toll plaza. "Section 4", similar to this Project ("Section 5"), will widen the Veterans Expressway from 4 to 8 lanes and will have no toll conversion component. However, the main difference between the two projects is that this Project ("Section 5"), once "Section 4" is complete, will extend its construction limits into the limits of this "Section 4" and perform all remaining construction activities necessary to implement the express lane system for the Veterans Expressway north of Wilsky Blvd. The Department is currently coordinating the implementation of the express lane system south of Gunn Hwy. as a new project, which will also need to be accommodated by this Project.

A. Design-Build Responsibility

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

The Design-Build Firm shall develop an Inventory of Structural Welding, Metals and Coatings Inspection (Inventory) and provide this inventory to the Department's Materials Office (Contact: Mr. Brad Biery, Turnpike Contract and Certification Manager – Metals & Coatings Specialist; Email: brad.biery@dot.state.fl.us) prior to the RFC Plans.

The Inventory should include List of Components to be inspected and Type of Services Requested. See the Sample Inventory for Welding Inspection in Reference Documents.

The Design-Build Firm shall coordinate all aspects of Utility notifications and coordination of relocations, as stipulated in Section VI.C of this RFP.

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

The Design-Build Firm shall be responsible for coordinating the Design Variations and Exceptions provided as Attachments to this RFP and preparing any other Design Variations and Exceptions not already identified.

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

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

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

The Design-Build Firm shall examine 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.

B. Department Responsibility

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

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

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

II. Schedule of Events.

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

Date	Event
February 18, 2014	Advertisement
March 11, 2014	Expanded Letters of Interest for Phase I of the procurement process due in District Office by 5:00 pm local time
April 7, 2014	Proposal Evaluators submit Expanded Letter of Interest Scores to Contracting Unit 5:00 pm local time
April 10, 2014	Contracting Unit provides Expanded Letter of Interest scores and Proposal Evaluators comments to Selection Committee 5:00 pm local time
April 15, 2014	Public Meeting of Selection Committee to review and confirm Expanded Letter of Interest scores 11:30 am local time
April 15, 2014	Notification to Responsive Design-Build Firms of the Expanded Letter of Interest scores 5:00 pm local time
April 17, 2014	Deadline for all responsive Design-Build firms to affirmatively declare intent to continue to Phase II of the procurement process 5:00 pm local time
April 18, 2014	Shortlist Posting 5:00 pm local time
April 25, 2014	Final RFP provided to Design-Build firms providing Affirmative Declaration of Intent to continue to Phase II of the procurement process
April 29, 2014	Deadline for Design-Build Firm to request an independent session in the Utility Pre-Proposal Meeting
May 5, 2014	Mandatory Pre-proposal Meeting at 10:00 am local time in Florida's Turnpike Headquarters Auditorium A (Turkey Lake Service Plaza), Ocoee, FL. All impacted Utility Agency/Owners are to be invited to

	the mandatory Pre-Proposal meeting.
May 6, 2014	Utility Pre-Proposal Meeting facilitated by the District Utility Engineer at FDOT District 7 Headquarters, 11201 N. Malcolm McKinley Drive, Tampa, FL 33612.. This enables the shortlisted Design-Build Firms to request independent sessions with the utility representatives to discuss the Project. Each firm will have a 30-minute time limit, and the sessions will be scheduled on a first come first serve basis. Requests for a session must be made by the deadline shown in the schedule.
May 9, 2014	Deadline for Design-Build Firm to request participation in One-on-One Alternative Technical Concept Discussion Meeting No. 1
May 16, 2014	Deadline for Design-Build Firm to submit preliminary list of Alternative Technical Concepts prior to One-on-One Alternative Technical Concept Discussion Meeting No. 1
May 27 & 28, 2014	One-on-One Alternative Technical Concept Discussion Meeting No. 1. 90 Minutes will be allotted for this Meeting in Florida's Turnpike Headquarters Room 3001 (Turkey Lake Service Plaza), Ocoee, FL.
May 29, 2014	Deadline for Design-Build Firm to request participation in One-on-One Alternative Technical Concept Discussion Meeting No. 2
June 5, 2014	Deadline for Design-Build Firm to submit preliminary list of One-on-One Alternative Technical Concepts prior to Alternative Technical Concept Discussion Meeting No. 2
June 12 & 13, 2014	One-on-One Alternative Technical Concept Discussion Meeting No. 2. 90 Minutes will be allotted for this Meeting in Florida's Turnpike Headquarters Room 3001 (Turkey Lake Service Plaza), Ocoee, FL.
June 26, 2014	Deadline for submittal of Alternative Technical Concept Proposals 5:00 pm local time.
June 26, 2014	Final deadline for submission of requests for Design Exceptions or Design Variations 5:00 pm local time.
July 18, 2014	Deadline for submittal of questions, for which a response is assured, prior to the submission of the Technical Proposal. All questions shall be submitted to the Pre-Bid Q&A website.
July 25, 2014	Deadline for the Department to post responses to the Pre-Bid Q&A website for questions submitted by the Design-Build Firms prior to the submittal of the Technical Proposal.
August 1, 2014	Technical Proposals due in Florida's Turnpike Headquarters Room 3001 (Turkey Lake Service Plaza), Ocoee, FL by 2:30 p.m. local time
August 4, 2014	Deadline for Design-Build for to "opt out" of Technical Proposal Page Turn meeting 5:00 p.m. local time.
August 8, 2014	Technical Proposal Page Turn Meeting in Florida's Turnpike Headquarters Room 3001 (Turkey Lake Service Plaza), Ocoee, FL. Times will be assigned during the Pre-Proposal Meeting. 30 Minutes will be allotted for this Meeting.
September 11, 2014	Question and Answer Session in Florida's Turnpike Headquarters (Turkey Lake Service Plaza), Ocoee, FL. Times will be assigned during the pre-proposal meeting. One hour will be allotted for questions and responses.
September 18, 2014	Deadline for submittal of Written Clarification letter following Question and Answer Session 5:00 pm local time
September 18, 2014	Deadline for submittal of questions, for which a response is assured, prior to the submission of the Price Proposal. All questions shall be submitted to the Pre-Bid Q&A website 5:00 p.m. local time.

September 24, 2014	Deadline for the Department to post responses to the Pre-Bid Q&A website for questions submitted by the Design-Build Firms prior to the submittal of the Price Proposal.
September 26, 2014	Price Proposals due in Florida's Turnpike Headquarters (Turkey Lake Service Plaza), Ocoee, FL by 2:30 pm local time.
September 26, 2014	Public announcing of Technical Scores and opening of Price Proposals at 2:30 pm local time in Florida's Turnpike Headquarters (Turkey Lake Service Plaza), Ocoee, FL
October 3, 2014	Public Meeting of Selection Committee to determine intended Award, 1:30 p.m. local time in Florida's Turnpike Headquarters (Turkey Lake Service Plaza), Ocoee, FL.
October 10, 2014	Posting of the Department's intended decision to Award
October 10, 2014	Anticipated Award Date
October 28, 2014	Anticipated Execution Date

III. Threshold Requirements.

A. Qualifications

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

B. Joint Venture Firm

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

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

C. Price Proposal Guarantee

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

D. Pre-Proposal Meeting

Attendance at the pre-proposal meeting is mandatory. Any affirmatively declared proposer failing to attend will be deemed non-responsive and automatically disqualified from further consideration. The

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

<https://www3.dot.state.fl.us/BidQuestionsAndAnswers/Proposal.aspx/SearchProposal>

Utility Pre-Proposal Meetings will be facilitated by the District Utility Engineer. All declared Proposers shall be available for meetings with interested Utilities to discuss design and construction criteria, specific to utility relocation and protection. The format will consist of all interested Utilities attending a series of meetings that will be attended by each Proposer, exclusive of the other Proposers.

E. Technical Proposal Page-Turn Meeting

The Department will meet with each Proposer, formally for thirty (30) minutes, for a page-turn meeting. FHWA will be invited on FA Oversight Projects. The purpose of the page-turn meeting is for the Design-Build Firm to guide the Technical Review Committee through the Technical Proposal, highlighting sections within the Technical Proposal that the Design-Build Firm wishes to emphasize. The page-turn meeting will occur between the date the Technical Proposal is due and the Question and Answer session occurs, per the Schedule of Events section of this RFP. The Department will terminate the page-turn meeting promptly at the end of the allotted time. The Department will audiotape record or videotape all or part of the page-turn meeting. All audiotape recordings or videotape recordings will become part of the Contract Documents. The page-turn meeting will not constitute discussions or negotiations. The Design-Build Firm will not be permitted to ask questions of the Technical Review Committee during the page-turn meeting. An unmodified aerial or map of the project limits provided by the Design-Build Firm is acceptable for reference during the page-turn meeting. The unmodified aerial or map may not be left with the Department upon conclusion of the page turn meeting. Use of other visual aids, electronic presentations, handouts, etc., during the page turn meeting is expressly prohibited. Upon conclusion of the thirty (30) minutes, the Technical Review Committee is allowed five (5) minutes to ask questions pertaining to information highlighted by Design-Build Firm. Participation in the page-turn meeting by the Design-Build Firm shall be limited to five (5) representatives from the Design-Build Firm. Design-Build Firms desiring to opt out of the page-turn meeting may do so by submitting a request to the Department.

F. Question and Answer Session

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

Within one (1) week of the Q & A session, the Design-Build Firm shall submit to the Department a written clarification letter summarizing the answers provided during the Q & A session. The Design-Build Firm

shall not include information in the clarification letter which was not discussed during the Q&A session. In the event the Design-Build Firm includes additional information in the clarification letter which was not discussed during the Q&A session and is not otherwise included in the Technical Proposal, such additional information will not be considered by the Department during the evaluation of the Technical Proposal.

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

G. Protest Rights

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

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

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

H. Non-Responsive Proposals

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

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

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

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

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

I. Waiver of Irregularities

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

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

J. Modification or Withdrawal of Technical Proposal

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

K. Department's Responsibilities

This Request for Proposal does not commit the Department to make studies or designs for the preparation of any proposal, nor to procure or contract for any articles or services. Proposers 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 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 and approximately at the locations indicated. The data presented within the geotechnical documents provided is for informational purposes only. Proposers shall examine the geotechnical data, such as soil borings, and is responsible for their own interpretation of the soil and other data presented. The submission of a proposal is prima facie evidence that the Design-Build Firm has made an examination of the documents as described in this provision.

L. Design-Build Contract

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

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

IV. Disadvantaged Business Enterprise (DBE) Program.

A. DBE Availability Goal Percentage:

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

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

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

B. DBE Supportive Services Providers:

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

C. Bidders Opportunity List:

The Federal DBE Program requires States to maintain a database of all Firms that are participating, or attempting to participate, on DOT-assisted contracts. The list must include all Firms that bid on prime

contracts or bid or quote subcontracts on DOT-assisted Projects, including both DBE's and Non-DBE's.

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

V. PROJECT REQUIREMENTS AND PROVISIONS FOR WORK.

A. Governing Regulations:

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

All plans (including all component plans) and design are to be prepared in accordance with the latest standards in the following hierarchy: *Turnpike Plans Preparation and Practices Handbook* (TPPPH), the Department's *Plans Preparation Manual* (PPM), and AASHTO. Deviations from this hierarchy must be approved in writing by the Department. Plans and design documentation shall be accurate, legible, and complete in design, drawn to the appropriate scale, and furnished in reproducible form on material acceptable to the Department.

The drawings/plans and specifications contained in this RFP reflect only the conceptual design of the project and carry no guarantee of compliance with applicable codes and standards. Proposers shall use the conceptual designs and plans provided along with this RFP only as a guide to develop their Technical Proposals and upon award, the contracted Design-Build Firm shall be solely responsible for compliance of the final design and construction with all applicable codes, standards and the requirements of this document.

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

- <http://www.dot.state.fl.us/rddesign/Hydraulics/ManualsandHandbooks.shtm>
7. Florida Department of Transportation Soils and Foundations Handbook
<http://www.dot.state.fl.us/structures/Manuals/SFH.pdf>
 8. Florida Department of Transportation Structures Manual
<http://www.dot.state.fl.us/structures/StructuresManual/CurrentRelease/StructuresManual.shtm>
 9. Florida Department of Transportation Current Structures Design Bulletins
<http://www.dot.state.fl.us/structures/Memos/currentbulletins.shtm>
 10. Florida Department of Transportation Computer Aided Design and Drafting (CADD) Manual
<http://www.dot.state.fl.us/ecso/downloads/publications/Manual/default.shtm>
 11. Florida Department of Transportation Computer Aided Design and Drafting (CADD) Production Criteria Handbook
<http://www.dot.state.fl.us/ecso/downloads/publications/CriteriaHandBook/>
 12. Florida Department of Transportation Production Criteria Handbook CADD Structures Standards
<http://www.dot.state.fl.us/ecso/downloads/publications/CriteriaHandBook/>
 13. Instructions for Design Standards
<http://www.dot.state.fl.us/structures/IDS/IDSportal.pdf>
 14. AASHTO – A Policy on Geometric Design of Highways and Streets
https://bookstore.transportation.org/collection_detail.aspx?ID=110
 15. MUTCD - 2009
<http://mutcd.fhwa.dot.gov/>
 16. Safe Mobility For Life Program Policy Statement
<http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/000750001.pdf>
 17. Traffic Engineering and Operations Safe Mobility for Life Program
<http://www.dot.state.fl.us/trafficoperations/Operations/SafetyisGolden.shtm>
 18. Florida Department of Transportation American with Disabilities Act (ADA) Compliance – Facilities Access for Persons with Disabilities Procedure
<http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/625020015.pdf>
 19. Florida Department of Transportation Florida Sampling and Testing Methods
<http://www.dot.state.fl.us/statematerialsoffice/administration/resources/library/publications/fstm/discclaimer.shtm>
 20. Florida Department of Transportation Flexible Pavement Coring and Evaluation Procedure
<http://www.dot.state.fl.us/statematerialsoffice/administration/resources/library/publications/materialsmanual/documents/v1-section32-clean.pdf>
 21. Florida Department of Transportation Design Bulletins and Update Memos
<http://www.dot.state.fl.us/rddesign/Bulletin/Default.shtm>
 22. Florida Department of Transportation Utility Accommodation Manual
<http://www.dot.state.fl.us/specificationoffice/utilities/UAM.shtm>
 23. AASHTO LRFD Bridge Design Specifications
https://bookstore.transportation.org/category_item.aspx?id=BR
 24. Florida Department of Transportation Flexible Pavement Design Manual
<http://www.dot.state.fl.us/rddesign/PM/publicationS.shtm>
 25. Florida Department of Transportation Rigid Pavement Design Manual
<http://www.dot.state.fl.us/rddesign/PM/publicationS.shtm>
 26. Florida Department of Transportation Pavement Type Selection Manual
<http://www.dot.state.fl.us/rddesign/PM/publicationS.shtm>
 27. Florida Department of Transportation Right of Way Manual
<http://www.dot.state.fl.us/rightofway/Documents.shtm>
 28. Florida Department of Transportation Traffic Engineering Manual
<http://www.dot.state.fl.us/TrafficOperations//Operations/Studies/TEM/TEM.shtm>

29. Florida Department of Transportation Intelligent Transportation System Guide Book
http://www.dot.state.fl.us/TrafficOperations/Doc_Library/Doc_Library.shtm
30. Federal Highway Administration Checklist and Guidelines for Review of Geotechnical Reports and Preliminary Plans and Specifications
<http://www.fhwa.dot.gov/engineering/geotech/pubs/reviewguide/checklist.cfm>
31. AASHTO Guide for the Development of Bicycle Facilities
https://bookstore.transportation.org/collection_detail.aspx?ID=116
32. Federal Highway Administration Hydraulic Engineering Circular Number 18 (HEC 18).
http://www.fhwa.dot.gov/engineering/hydraulics/library_arc.cfm?pub_number=17
33. Florida Department of Transportation Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways
<http://www.dot.state.fl.us/rddesign/FloridaGreenbook/FGB.shtm>
34. Florida Department of Transportation Project Development and Environment Manual, Parts 1 and 2
<http://www.dot.state.fl.us/emo/pubs/pdeman/pdeman1.shtm>
35. Florida Department of Transportation Driveway Information Guide
<http://www.dot.state.fl.us/planning/systems/sm/accman/pdfs/driveway2008.pdf>
36. AASHTO Highway Safety Manual
<http://www.highwaysafetymanual.org/Pages/default.aspx>
37. Florida Statutes
<http://www.leg.state.fl.us/Statutes/index.cfm?Mode=View%20Statutes&Submenu=1&Tab=statutes&CFID=14677574&CFTOKEN=80981948>
38. Florida Administrative Code
<https://www.flrules.org/gateway/Browse.asp?toType=r&Sort=ID>
39. AASHTO Roadside Design Guide
https://bookstore.transportation.org/collection_detail.aspx?ID=105
40. AISC Steel Construction Manual
<http://www.aisc.org/store/default.aspx?skinId=1>
41. National ITS Architecture – Version 7.0
<http://itsarch.iteris.com/itsarch/>
42. Tampa Bay SunGuide Regional ITS Architecture
<http://www.dot.state.fl.us/trafficoperations/ITS/ITS.shtm>
43. Florida Department of Transportation ITS Integration Guide Book
http://www.dot.state.fl.us/TrafficOperations/Doc_Library/Doc_Library.shtm
44. FDOT Guidelines for the Implementation of Part 940 in Florida
http://www.dot.state.fl.us/trafficoperations/its/Projects_Arch/SITSA.shtm
45. Writing a Project Systems Engineering Management Plan – September 29, 2006
http://www.dot.state.fl.us/trafficoperations/ITS/Projects_Deploy/SEMP/060929%20PSEMP%20V4.pdf
46. 29 CFR, Part 1910.1101 – Asbestos Standard for Industry, U.S. Occupational Safety and Health Administration (OSHA)
47. 29 CFR, Part 1926, 1101 – Asbestos Standard for Construction, OSHA
48. 40 CFR, Part 61, Subpart M – National Emission Standard for Hazardous Air Pollutants (NESHAP), Environmental Protection Agency (EPA)
49. 40 CFR, Part 763, Subpart E – Asbestos-Containing Materials in Schools, EPA
50. 40 CFR, Part 763, Subpart G – Asbestos Worker Protection, EPA
51. Ch. 469, F.S. – Asbestos Abatement, Florida Department of Business and Professional Regulation (DBPR)
http://www.leg.state.fl.us/Statutes/index.cfm?App_mode=Display_Statute&URL=0400-0499/0469/0469.html
52. Ch. 62257, F.A.C. – Asbestos Program, Florida Department of Environmental Protection (DEP)

<https://www.flrules.org/gateway/ChapterHome.asp?Chapter=62-257>

53. Model Guide Specifications – Asbestos Abatement and Management in Buildings, National Institute for Building Sciences (NIBS)
54. Topic 425-000-005 Asbestos Management Program
<http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/425000005.pdf>
55. Topic 625-020-020 Asbestos on Bridges
<http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/625020020.pdf>
56. Florida Department of Transportation – Asbestos Management Program Procedure
57. Ch. 479, F.S – Outdoor Advertising
http://www.leg.state.fl.us/Statutes/index.cfm?App_mode=Display_Statute&URL=0400-0499/0479/0479.html
58. Strategic Intermodal System Handbook (2012)
<http://www.dot.state.fl.us/planning/systems/mspi/pdf/SIS%20Handbook%20-%20Final%20Clean%20Copy.pdf>.
59. FTE Landscape BRAND Guidelines
http://www.floridasturnpike.com/design/prod_design/tppph/2013/Turnpike%20Landscape%20Brand%20Guidelines_March%202013.pdf
60. Florida Department of Transportation, Landscape Architecture Website
<http://www.myfloridabeautiful.com>
61. Florida Exotic Pest Plant Council, Current List of Invasive Plant Species
<http://www.fleppc.org/list/list.htm>
62. Florida Administrative Code, Rule Chapter 14-40, Highway Beautification and Landscape Management
<https://www.flrules.org/Default.asp>

B. Innovative Aspects:

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

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

1. Alternative Technical Concept (ATC) Proposals

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

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

1. Widening of the mainline in both directions to accommodate future express lanes that will be completed and implemented by this Project
2. The required work within the other projects to the south (“Section 3” (FPID 431275-1-52-01) and “Section 4” (FPID 429350-1-52-01), etc.) that will be performed as part of this Project to complete and implement the future express lanes north of Gunn Hwy.
3. Perform no work that would interfere with or delay the opening of the Veterans Expressway Express Lane System south of Gunn Hwy., scheduled to open March 2016.
4. Prioritize early construction of noise walls adjacent to right-of-way.
5. PD&E commitments, including reevaluations such as for locations for noise walls.
6. Typical Section Package minimum design criteria for the following design elements: lane widths, shoulder widths, travel lane cross slopes, mainline design speed, and design life duration.
7. Pavement Design Package parameters (design life duration, design LBR, resilient modulus, 18 kip ESAL analysis projections, milling depth recommendations).
8. No impacts to newly constructed AET mainline and ramp gantries.
9. The number of lanes and designation of those lanes as shown on the Project Traffic Forecast Memorandum (See Attachments).
10. It will be the responsibility of the Design-Build Firm to remove all Category I invasive exotics as defined by the Florida Exotic Pest Plant Council (www.fleppc.org) and as identified in the Conceptual Landscape Plans design, within the Project limits and within the Project right-of-way until final project acceptance.
11. Project limits to the north and to the south.
12. Inside and outside mainline paved shoulders shall be 12’ in width along roadway barriers, including along retaining wall, except for transitions to 10’ shoulders at bridge approaches and departures in accordance with FDOT Design Standards, Index No. 410, or when the shoulders need to be wider to satisfy stopping sight distance requirements along curves.

2. One-on-One ATC Proposal Discussion Meetings

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

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

3. Submittal of ATC Proposals

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

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

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

4. Review and Approval of ATC Submittals

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

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

Design Exception and/or Design Variation, the Design-Build Firm will be given the option to withdraw previously submitted ATC proposals.

The Department reserves the right to disclose to all Design-Build Firms, via an Addendum to the RFP, any errors of the RFP that are identified during the One-on-One ATC meetings, except to the extent that the Department determines, in its sole discretion, such disclosure would reveal confidential or proprietary information of the ATC.

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

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

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

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

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

C. Geotechnical Services:

1. General Conditions:

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

D. Department Commitments:

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

1. PD&E-defined commitments,
2. Revaluation commitments,
3. Number of traffic lanes and designation of each as identified in the Project Traffic Forecast Memorandum (see Attachments),
4. No demolition of existing AET gantries (neither mainline nor ramp gantries), and
5. Design shall include consideration for the future landscape design and construction project. The Conceptual Landscape Plans (See Reference Documents) identifies locations that are favorable for future planting locations.

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.).

No proposed planting areas indicated on the Landscape Opportunity Plan can occur in: federal and/or state jurisdictional wetlands or other surface waters; within open water bodies; in the bottom of stormwater management facilities; or use obligate or facultative wetland species within 25 feet of the seasonal high water of wetlands or other surface waters. Limited plantings may occur on the slopes and bottom of stormwater management facilities once coordinated with the FTE EMO office, The Turnpike Drainage Office and Department's Landscape Architect. Trees may not be planted within 10 feet of storm sewer pipes and utilities.

2. Permits:

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

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

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

The Design-Build Firm will be required to pay all permit fees. Any fines levied by permitting agencies

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

Wetland mitigation is required in the issued permits, which are based on the Conceptual Design Plans, and will be the responsibility of the Department. If any permit applications completed by the Design-Build Firm propose to increase the amount of wetland impact that requires mitigation, the Design-Build Firm shall be responsible for providing to the Department an update on the amount and type of wetland impacts as soon as the impacts are anticipated (including temporary impacts and/or any anticipated impacts due to construction staging or construction methods). The Department will direct the use of a mitigation site, private mitigation bank or the use of the water management district per 373.4137 F.S. The mitigation costs of any additional impacts proposed by the Design-Build Firm shall be the responsibility of the Design-Build Firm. If the Department directs use of a private mitigation bank, the Design-Build Firm shall pay the appropriate fee directly to the bank. If the Department directs use of 373.4137, F.S., the Design-Build Firm shall provide appropriate funds to the Department at the time of permit issuance and the Department will then transfer the mitigation funds to the SWFWMD.

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

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

F. Railroad and Aviation Coordination:

1. Railroad Coordination: N/A

2. Aviation Coordination:

Aviation Notification Requirements:

It shall be the Design-Build Firm's responsibility to acquire all aviation permits and determinations necessary to complete this project. References in the PPM which refer to airspace obstruction shall be expanded and the user is hereby directed to utilize the following aviation permitting procedure for this project:

The Design-Build Firm shall provide the Hillsborough County Aviation Authority (HCAA) with location and elevation information for all temporary and permanent structures more than 190 feet above existing ground elevation in accordance with HCAA policies and procedures. The Design-Build Firm shall notify the Federal Aviation Authority (FAA) of all temporary and permanent structures, including light poles, signs, and associated construction if requested by the FAA Notice Criteria Toll (reference: CFR Title 14 Part 77.9); whereupon any additional HCAA involvement can be identified.

The Design-Build Firm shall coordinate and submit a permit package, in accordance with HCAA requirements. All required form(s) shall be signed by the FTE Director of Planning & Production.

Once a permit has been issued, a copy of the permit(s) shall be in the possession of the Design-Build Firm on site at all times during construction. Any conditions stipulated by HCAA or FAA must be met.

An FAA / HCAA permit application has been obtained for this Project for pile driving at the Project's existing bridges based on a maximum 200' boom height. Any deviations to the permit conditions must be coordinated for HCAA approval directly by the Design-Build Firm. The duration of a FAA/HCAA permit is typically 18 months and can usually be extended an additional 18 months, which again requires coordination directly between the Design-Build Firm and HCAA.

G. Survey:

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

H. Verification of Existing Conditions:

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

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

I. Submittals:

1. Plans

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

A Google Earth © ready KMZ file will be developed and submitted for all plan or roll plot submittals to the Department. The file will have both existing and proposed information for each discipline.

The Design-Build Firm should note that to the maximum extent possible the project documentation that is to be submitted for phase reviews should be directly created/printed electronically to an Adobe PDF format from the software that is used to produce the plan sheet(s), calculation sheet(s), report(s), etc.

Creating the project documentation electronically rather than simply scanning the documents from a hard copy will greatly aid in the reviews of project submittals.

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

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

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

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

90% Design Submittal

Hard copy:

1 set of each plan component set in 11" X 17" plan sheets

Electronic:

1 PDF of each plan component set

1 PDF of all design calculations and documentation

1 PDF of signed and sealed Final Geotechnical Report

1 PDF Independent Peer Reviewer's comments and comment responses

Final Design Submittal

Hard copy:

1 set of each plan component set in 11" X 17" plan sheets

1 set of all final design calculations / documentation

Electronic:

1 PDF of each plan component set

1 PDF of all design calculations and documentation

1 PDF of Draft Specifications Package

1 PDF of Draft Technical Special Provisions

1 PDF Independent Peer Reviewer's signed and sealed cover letter that all comments have been addressed and resolved

- Submit Inventory for Welding Inspection.

Construction Set:

Electronic:

1 PDF of each signed and sealed component plan set for the Department to stamp "Released for construction"

The intended construction set of signed and sealed plans, with all comments resolved, will be delivered to the Department's Design Project Manager a minimum of 5 calendar days, excluding Department-observed holidays and weekends, prior to construction of that component. The Department's Design Project Manager will make the construction plan set available to the Department reviewers to resolve any previous comments. Once all comments have been satisfactorily resolved as determined by the Department, the Department's Design Project Manager will stamp the signed and sealed plans as "Released for Construction". Only signed and sealed plans which are stamped "Released for Construction" by the Department's Design Project Manager are valid and all work that the Design-Build Firm performs in advance of the Department's release of Plans will be at the Design-Build Firm's risk. To work at risk, the Design-Build Firm must submit signed and sealed plans and can begin working prior to the Department's Design Project Manager providing stamped "Release for Construction" plans. The Design-Build Firm shall notify the Department five (5) days prior to starting work at risk. All work that the Design-Build Firm performs in advance of the Department's release of Plans will be at the Design-Build Firm's risk.

- 1 PDF of all signed and sealed design calculations and documentation
- 1 PDF of signed and sealed Specifications Package
- 1 PDF of signed and sealed Technical Special Provisions

Record Set / As-Built Set:

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

- 1 set of 11" X 17" signed and sealed plans
- 1 ___ set 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
- 1 ___ set of final signed and sealed documentation (if different from final component submittal)
- 2 (two) Final Project CD's
- 2 CD/DVDs containing PDFs of all hardcopies listed above
- 2 CD/DVDs of CADD design files incorporating as-built conditions

The Design-Build Firm's Engineer of Record (EOR) in responsible charge of the Project's design shall professionally endorse (signed and sealed and certified) the record prints, the special provisions and all reference and support documents. The professional endorsement shall be performed in accordance with the Department Plans Preparation Manual.

The Design-Build Firm shall complete the record set as the Project is being constructed. The pipe length and material ultimately installed is required to be labeled in the plan view. The record set becomes the as-builts at the end of the Project. All changes shall be signed and sealed by the EOR responsible for that portion of the Project. The record set shall reflect all changes initiated by the Design-Build Firm or the Department in the form of revisions. The record set shall be submitted on a Final Project CD upon Project completion. The Department's CEI shall perform a review of the record set prior to final acceptance in order to verify that the record set is complete and reflects as-built conditions.

The CEI shall do a review of the record set prior to final acceptance in order to complete the record set.

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

Refer to Section V.R Computer Automation regarding final “as-built” CADD requirements.

2. Milestones:

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

- Plans review prior to submittal for environmental permits (if required)
 - 2 sets 11” x 17” Project Plans
 - 2 copies of final Geotechnical Report
 - 2 sets of Roadway and Drainage documentation
 - 2 copies of Technical Special Provisions
 - 2 CD/DVD with PDF files of all documents listed above
- Permit documentation and submittal (if required)
 - The specific number of copies required for each of the various agencies
 - 2 copies for the Department
 - Where permits require the signature by the owner, the Department will provide said signature
- Other submittals identified by the Proposers in their Technical Proposal

3. Railroad Coordination: N/A

J. Contract Duration:

The Design-Build Firm shall establish the Contract Duration for the subject Project. In no event shall the Contract Duration exceed 1,200 calendar days. The Proposed Contract Duration shall be submitted with the Bid Price Proposal.

K. Project Schedule:

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

The Design-Build Firm shall also provide, within 14 days of the Project’s Notice to Proceed, a Project Submittal Schedule itemizing all of the Project’s submittals through the design phase. This Project Submittal Schedule is for the Department’s use in resource loading for reviews. The Project Submittal Schedule shall be updated monthly and is due to the Department’s Design Project Manager by the end of the third week of each month for the upcoming month’s submittals.

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

No Special Events have been identified in accordance with Specification 8-6.4 at this time.

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

- Anticipated Award Date
- Design Submittals
- Shop Drawing Submittals
- Design Survey
- Submittal Reviews by the Department and FHWA
- Design Review / Acceptance Milestones
- Materials Quality Tracking
- Geotechnical Investigation
- Utility Coordination
- Comment Resolution Meetings following Department Review of Submittals
- Start of Construction
- Activities Prior to Express Lane Tolling Implementation
- Activities After Express Lane Tolling Implementation
- Construction Milestones
- Clearing and Grubbing
- Construction Mobilization
- Embankment/Excavation
- Environmental Permit Acquisition
- Foundation Design
- Foundation Construction
- Bridge Design
- Bridge Construction
- Substructure Design
- Substructure Construction
- Superstructure Design
- Superstructure Construction
- Walls Design
- Walls Construction
- Miscellaneous Structures Design
- Miscellaneous Structures Construction
- Roadway Design
- Roadway Construction
- Signing and Pavement Marking Design
- Signing and Pavement Marking Construction
- Signalization and Intelligent Transportation System Design
- Signalization and Intelligent Transportation System Construction
- Intelligent Transportation System Integration Activities
- Lighting Design
- Lighting Construction
- Landscape Opportunity Plan
- 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

For 90% and Final design submittals, comments and responses shall be exchanged using the FTE's Electronic Review Comment (ERC) System: <http://www.fltpkdb.com/>

L. Key Personnel/Staffing:

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

M. Meetings and Progress Reporting:

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

- Department technical issue resolution
- Permit agency coordination
- Local government agency coordination
- Scoping Meetings
- System Integration Meetings
- Partnering Meetings
- DRB Meetings
- Public Involvement
- Comment Resolution Meetings

During design, the Design-Build Firm shall meet with the Department's Design Project Manager on a weekly basis for the first three months of coordination and monthly thereafter until completion. The Design-Build Firm will provide a one month look ahead of the activities to be completed during the upcoming month.

Prior to proceeding with the structural design, the Design-Build Firm's lead structures and geotechnical engineer shall meet with the District Structures and Geotechnical Engineers. The purpose of this meeting is to provide information to the Design-Build Firm that will better coordinate the structural and geotechnical engineer's design efforts. This meeting is Mandatory and is to occur within fifteen (15) working days of the Notice to Proceed.

Prior to proceeding with the Drainage Design, the Design-Build Firm's Drainage Engineer of Record shall meet with the District Drainage Engineer. The purpose of this meeting is to provide information to the Design-Build Firm's drainage engineer that will better coordinate the Preliminary and Final Drainage Design efforts. This meeting is Mandatory and is to occur 15 working days prior to any submittals containing drainage components.

Prior to proceeding with the Landscape Opportunity Plan, the Design-Build Firm's Landscape Architect (DBLA) shall meet with the FTE Landscape Architect. The purpose of this meeting is to provide information to the DBLA that will better coordinate the Landscape Opportunity Plan intent and efforts.

After the Notice to Proceed has been issued, a pavement meeting is required with the Department and the Design-Build Firm on applications of the information provided in the attached Pavement Requirements table and alternate pavement designs. The meeting is Mandatory; contact the Department's Design Project Manager to schedule the meeting.

After the Notice to Proceed has been issued, two MOT workshops with the Department and the Design-Build Firm are required. These workshops are Mandatory; contact the Department's Design Project Manager to schedule the meetings.

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

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

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

ITS Integration Meetings will be held on mutually agreeable dates.

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

The Design-Build Firm shall, on a monthly basis, provide written progress reports to the Department's Construction Project Manager that describe the items of concern and the work performed on each task.

Prior to proceeding with the Landscape Opportunity Plan, the Design-Build Firm's Landscape Architect (DBLA) shall meet with the FTE Landscape Architect. The purpose of this meeting is to provide information to the DBLA that will better coordinate the Landscape Opportunity Plan intent and efforts.

The Design-Build Firm shall be responsible for preparing all agendas and meeting minutes for all meetings including the on-board review. The agendas shall be sent to the Department's Design Project Manager not less than two (2) working days prior to the meeting. All meeting minutes shall be prepared and sent to the Department's Design Project Manager within three (3) working days after the meeting was conducted. Any comments from the Department shall be incorporated by the Design-Build Firm within two (2) working days after receipt and distributed to all attendees for final distribution.

N. Public Involvement:

1. General:

Public involvement is an important aspect of the Project. Public involvement includes communicating to all interested persons, groups, and government organizations information regarding the development of the Project. The District Public Involvement Office (PIO) will carry out an exhaustive Public

Involvement Campaign and a marketing effort. The Design-Build Firm will continue to be part of the Public Involvement effort but on a limited basis as described below.

2. **Public Meetings:**

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

- Kick-off or introductory meeting
- Metropolitan Planning Organization (MPO) Citizens Advisory Committee Meetings
- MPO Transportation Technical Committee Meetings
- MPO Meetings
- Public Information Meetings
- Elected and appointed officials
- Special interest groups (private groups, homeowners associations, environmental groups, minority groups and individuals)

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

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

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

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

The Design-Build Firm shall provide all the support services listed in No. 2 above.

All legal/display ads announcing workshops, information meetings, and public meetings will be prepared and paid for by the District PIO.

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

4. **Public Involvement Data:**

The Design-Build Firm is responsible for the following:

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

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

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

O. Quality Management Plan (QMP):

1. Design:

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

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

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

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

2. Construction:

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

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

Prepare and submit to the Department's Construction Project Manager a Job Guide Schedule (JGS) using the Laboratory Information Management System (LIMS) in accordance with Section 105 of Standard Specifications.

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

P. Liaison Office:

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

Q. Engineers Field Office: (Not Applicable)

R. Schedule of Values:

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

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

S. Computer Automation:

The Project shall be developed utilizing computer automation systems in order to facilitate the development of the contract plans. Various software and operating systems were developed to aid in assuring quality and conformance with Department 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 record 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'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.

As part of the Record/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. The Department's Design Project Manager will require fifteen (15) calendar days, excluding Department-observed holidays and weekends to review Record/As-Built Set CADD design deliverables before accepting.

T. Construction Engineering and Inspection:

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

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

U. Testing:

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

V. Value Added:

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

- Roadway features
- Roadway drainage systems,
- Approach slabs
- Superstructure
- Substructure
- Concrete defects
- Structural steel defects
- Post-tensioning systems
- Specified ITS field elements and software not listed in the APL
- And any other products or features the Design-Build Firm desires.

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

The Design-Build Firm shall guarantee the performance of all structural components in accordance with DEV475, Value Added Bridge Component, included as an Attachment.

The Design-Build Firm shall guarantee the performance of all Highway Lighting components in accordance with DEV725, Value Added Highway Lighting System, included as an Attachment.

W. Adjoining Construction Projects:

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

FPID Number	Project Description	Department Contact	Design Status	Construction Status
431275-1-52-01	Veterans Expressway Widening – Section 3 (South of this Project)	Dan Kelly	Complete	In Progress; To Be Completed by Spring 2016
406151-4-52-01	Veterans Expressway Toll System Conversion – AET 6B (Within this Project's Limits)	Dan Kelly	Complete	In Progress; To Be Completed by Spring 2015
429350-1-1-52-01	Veterans Expressway Widening – Section 4 (South of this Project)	Dan Kelly	Conceptual Design Complete; DB Firm Proposal Development in Progress	Begins Late 2014

X. Design Issue Escalation:

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

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

The District Executive Director will have the final authority on design decisions.

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

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

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

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

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

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

VI. Design and Construction Criteria.

A. General:

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

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

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

The Design-Build Firm shall be responsible for selecting appropriate construction methods and techniques for various construction activities including, but not limited to: pile driving, installation and extraction of casing, installation and extraction of sheet pile, vibratory compaction during embankment, MSE wall backfill and pavement placement, and demolition work such that (1) the maximum peak particle velocity for ground vibrations do not occur at any structures or appurtenant structures, such as garages or swimming pools, which exceed 0.20 in/sec in any direction (longitudinal, transverse, and vertical; not vector sum) when measured on the ground surface immediately adjacent to any existing building or appurtenant structures outside of the Project right-of-way when construction activities described below are performed and (2) ground vibration levels at MSE walls do not exceed the threshold criteria established by the MSE wall supplier and do not induce MSE wall panel movement which exceeds the threshold criteria established by the MSE wall supplier. The Design-Build Firm's Specialty Engineer shall monitor a minimum of two locations on each wall face/side for every 50 lineal feet or less of MSE wall alignment when construction activities described below are performed.

The Design-Build Firm shall monitor and record vibration levels and MSE wall panel movement during construction when construction activities are within the distances to existing structures or MSE walls indicated below.

The threshold vibration criteria and MSE wall panel movement threshold criteria shall be obtained by the Design-Build Firm in coordination with the MSE wall manufacturer and provided to the Department prior to the beginning of construction activities. The monitoring locations for vibrations and wall panel movement and the criteria for vibrations and MSE wall panel movement shall also be provided as a required component of the MSE Wall Shop Drawing.

The Design-Build Firm shall notify the Department at least 4 weeks in advance of any structures which the Design-Build Firm has identified for vibration monitoring to provide right of way entry to the existing structures, if required. The Design-Build Firm shall make their own arrangements to enter properties for vibration monitoring if they so choose.

At a minimum, the vibration monitoring for structures outside of the Project right-of-way and MSE walls shall be carried out by the Design-Build Firm's Specialty Engineer whenever the following activities occur:

- Compaction of asphalt, base course, and earthwork are within 200 feet from any existing buildings or appurtenant structures outside of the Project right-of-way,
- Pile driving activities are within 150 feet from any existing buildings or appurtenant structures outside of the Project right-of-way,
- Installation and/or extraction of sheet piles, soldier piles, and/or casing within 200 feet from any existing buildings or appurtenant structures outside of the Project right-of-way, and
- Compaction of asphalt, base course, and earthwork, pile driving, soldier pile or sheetpile or casing installation/extraction, and/or MSE wall modifications are within 100 feet from any

permanent MSE walls.

At a minimum, MSE wall panel movement monitoring shall be carried out by the Design-Build Firm's Specialty Engineer whenever the following activities occur:

- Compaction of asphalt, base course, and earthwork, pile driving, soldier pile or sheetpile or casing installation/extraction, and/or MSE wall modifications are within 100 feet from any permanent MSE walls.

The Design-Build Firm's Specialty Engineer shall submit all MSE wall vibration monitoring and panel movement monitoring to the Department within 7 days after data collection.

Before the end of the Project, submit to the Department a signed and sealed report compiling all vibration monitoring data and MSE wall panel movement monitoring data and document the monitoring locations relative to the construction work areas using roadway baselines depicted on the "Released for Construction" plan set.

Compaction with static rolling may be required to achieve the above requirements and should be considered by the Design-Build Firm during its bidding.

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

B. Geotechnical Services:

Driven Pile Foundations for Bridges and Major Structures

The Design-Build Firm shall determine the appropriate resistance factors to be used for pile design based on dynamic or static/statnamic load testing. Prepare a Technical Special Provision (TSP) for tests other than the Modified Quick Test, such as Osterberg Cell Load Test or Statnamic Load Test. For Osterberg Cell Load Tests use the same loading and unloading intervals, as well as the same loading times specified for the Modified Quick Test. Comply with the instrumentation requirements of 455-2.4. Before the resistance factors for static/statnamic load testing may be used for pile foundations in any of the following areas of the Project, a minimum of two successful load tests must be performed per bridge structure in representative locations of that area and not more than 50 feet from the closest production pile.

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. Before the resistance factors for static/statnamic load testing may be used for drilled shafts, a minimum of two successful load tests must be performed per bridge structure in representative locations of that area and no more than 50 feet from the closest production drilled shaft. 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.

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

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

Spread Footings Foundations

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

1. Evaluating geotechnical conditions and designing the spread footing.

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

Auger Cast Piles for Sound Barrier Walls

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

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

C. Utility Coordination:

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

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

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

1. Ensuring that all utility coordination and activities are conducted in accordance with the requirements of the Contract Documents.
2. Identifying all existing utilities and coordinating any new installations. Reviewing proposed utility permit application packages and recommending approval/disapproval of each permit application based on the compatibility of the permit as related to the Design-Build firm's plans.
3. Scheduling utility meetings, preparing and distributing minutes of all utility meetings, and ensuring expedient follow-up on all unresolved issues.
4. Distributing all plans, conflict matrices and changes to affected Utility Agency/Owners and making sure this information is properly coordinated.
5. Identifying and coordinating the execution and performance under any agreement that is required for any utility work needed in with the Design-Build Project.
6. Preparing, reviewing, approving, signing, coordinating the implementation of and submitting to the Department for review, all Utility Work Schedules.
7. Resolving utility conflicts.
8. Obtaining and maintaining all appropriate Sunshine State One Call Tickets.

9. Performing Constructability Reviews of plans prior to construction activities with regard to the installation, removal, temporary removal, de-energizing, deactivation, relocation, or adjustment of utilities.
10. Providing periodic Project updates to the Department Project Manager and District Utility Office as requested.
11. Coordination with the Department on any issues that arise concerning reimbursement of utility work costs.
12. The Design-Build Utility Coordinator shall participate in discussion with the Design-Build Landscape Architect for the purposes of coordination and avoiding conflicts where ever possible between the utility design efforts and the Landscape Opportunity Plan areas.

The following Utility Agency/Owners (UA/O's) have been identified by the Department as having facilities within the Project corridor which may be impacted by the Project. Also provided below is a determination made by the Department as to the eligibility of reimbursement for each potentially impacted UA/O identified herein. The Design-Build Firm shall be solely responsible for all costs incurred by the Firm or any UA/O identified as eligible for reimbursement and such cost shall be included in the price proposal.

UA/O	Eligible for Reimbursement (Y/N)
Bright House Networks	N
Duke Energy Transmission	Y
Tampa Electric Company Transmission	Y
Hillsborough County Public Utilities	Y
Level3 Communications	N
Tampa Electric Company (Distribution)	N
TW Telecom	N
Verizon Florida, LLC	N

DEVIATION FROM THE CONCEPTUAL PLANS: If the Design-Build Firm chooses to deviate from the conceptual plans as described under Reference Document 28, Summary of Utility Involvement, and thereby causes a greater impact to a utility, the Design-Build Firm shall be solely responsible for all costs incurred by the utility owner associated with the increase in the scope of the impact, regardless of the utilities' reimbursement eligibility. The Design-Build Firm shall obtain an agreement from the utility owner being impacted which outlines the changes to the scope of the impact to a utility and shall be responsible for documenting its coordination with the utility and presenting to the Department during the ATC process and throughout the contract term. The agreement shall also address the Design-Build Firm's obligation to compensate the utility owner for the additional costs above the costs which would have been incurred without the Design Build Firm's increase in the scope of the impact to a utility. The Design-Build Firm shall also provide a draft utility permit application acceptable to the Department for the placement of the utility owner's facilities based on the final design. The Department shall not compensate or reimburse the Design-Build Firm for any cost created by a change in scope of the impact to a utility, or be liable for any time delays caused by a change in scope of the impact to a utility.

Utility permit applications are to be forwarded to the Department for review by the District Utility Office (DUO) and the Department's Construction Manager. Once reviewed, the utility permit application will be forwarded to the District Maintenance office for the permit to be signed and recorded or submitted through the Online System Permitting (OSP) system.

The Department has conducted limited advance utility coordination with the UA/O's listed above. Information pertaining to this coordination is included in the Reference Documents under "Advance Utility Coordination Documentation". Limited Subsurface Utility Engineering (SUE) of the existing utilities has been conducted for the Conceptual Design Plans and is also included in the "Advance Utility Coordination documentation".

The acquisition of utility services and removal of utility services is covered below.

1. Electric and Communication Services

The Design-Build Firm shall be responsible to cover costs for procurement and termination of services for Department-owned facilities. This amount is to cover all costs incurred from the Power or Telecommunication Company for providing or terminating services to meter/ service points. The Design-Build Firm's bid price shall include the cost of installing and removing all secondary facilities from the meter/service points to the facility requiring service or being terminated, per the providing company specifications.

The Design-Build Firm shall coordinate the plans and design documents with Tampa Electric Company. The aforementioned coordination shall include but not be limited to demolition/relocation of existing primary circuiting and transformers, routing of the new primary circuiting, installation of pull boxes, and service points. Design-Build Firm shall schedule work costs to provide electric power services to required facilities including Tolling Equipment Buildings, ITS and Roadway Lighting services as required in the scope of work.

It is the responsibility of the Design-Build Firm to obtain all new physical addresses that are required for the initiation of new services.

The Design-Build Firm is responsible for all costs and fees associated with acquiring services required for this Project in support of any temporary power or telecommunication systems. TECO requires payment for such services in advance of the work.

2. Existing Department-owned Utilities

The Design-Build Firm will be responsible for removal of Department-owned utilities, including TECO and Verizon service connections, and responsible to pay for any costs associated with having the abandoned portion of utility-owned utilities removed.

None of the utility components (neither Department-owned nor utility-owned), such as poles, wiring, cables, conduits, pipes, duct banks, vaults, manholes, transformers, lift stations, water or sewer pipes, and storm drains shall be abandoned in place, except for empty utility components that are installed under an operational road as defined herein. Utility components that are installed under an operational road shall have the contents removed from them and be grouted and capped at both ends using new materials listed or labeled for this purpose. The abandoned portion of the utility components shall not extend more than 4 feet past the paved edge of the road.

An operational road shall be defined as any active travel lane or ramp. Driveways and parking lots shall not be considered active roads.

The Design-Build Firm's EOR shall coordinate directly with the appropriate utility company(ies) to determine which portions of their utility(ies) laterals located outside of the Department's right-of-way

will need to be removed as part of the demolition process.

Continuity and integrity of roadway lighting circuits, fiber optic cabling, and communications cabling must be maintained at all times. Refer to other sections of this RFP for specific requirements regarding these facilities.

3. Utility Location and Surveying

It is the Design-Build Firm's responsibility for the verification and location of all utility facilities, including any SUE work that is required as part of the design process and in support of utility company relocation work. The Design-Build Firm is responsible for all costs associated with all utility location and surveying including Department-owned facilities (i.e., ITS communications, ITS power, lighting). Additionally, note that Department-owned facilities are not part of the Sunshine One-Call list of utilities.

D. Roadway Plans:

General:

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

Design Analysis:

As part the Conceptual Roadway Plans (See Reference Documents) prepared and developed for this RFP, an approved Typical Section Package, Preliminary Flexible Pavement Design Package and Drainage Design Report were also prepared and developed for the Department and included in the overall RFP package (See Reference Documents). The Design-Build Firm shall develop and submit a signed and sealed Typical Section Package, Pavement Design Package and Drainage Analysis Report for review and concurrence by the Department and FHWA on Federal Aid Oversight Projects. The Design-Build Firm may utilize those Reference Documents provided as part of this RFP, while taking full ownership of those documents and information used, for the development and submission of the Design-Build Firm's own signed and sealed Typical Section Package, Pavement Design Package and Drainage Analysis Report.

The Design-Build Firm may utilize the Typical Section Package already approved by the Department by taking full ownership of the approved document and complying with the same criteria included in the approved document, or the Design-Build Firm can develop and submit a revised Typical Section Package for review and concurrence by the Department. Specific design elements that shall not be changed from the approved Typical Section Package are as follows: lane widths, shoulder widths, travel lane cross slopes, mainline design speed, and design life duration.

The Design-Build Firm may further advance and finalize the Preliminary Pavement Design Package provided with this RFP as a Reference Document, or the Design-Build Firm can develop and submit a new Pavement Design Package for review and concurrence by the Department. Specific design elements in the Pavement Design Package that shall be utilized, and not be changed are as follows: design life duration, design LBR, resilient modulus, 18 kip equivalent single axle load (ESAL) analysis projections (updated by the Department as needed for Design Year), Milling Depth Recommendations (as provided in the most current Pavement Survey and Evaluation Report).

The use of the Mechanistic-Empirical Pavement Design Guide (MEPDG) for pavement design shall not be allowed, as the Department has not fully accepted this method for use in Florida.

Any deviation from the Department's design criteria will require a design variation and any deviation from AASHTO design criteria will require a design exception. All such design variations and exceptions must be approved. See design variations and/or exceptions already approved for this Project under "Attachments".

The Department is preparing a Design Variation for use by the Design-Build Firm to allow for a minimal length of a reduction in the standard median shoulder width of 12' to no less than 10' in width due to the presence of a proposed median sign structure. The Design-Build Firm may proceed with preparing a design that incorporates this design variation for a minimal length of a reduction in the median shoulder width while also adhering to FDOT Standard Index No. 410 for the approved transitions to and from the standard shoulder width to the reduced shoulder width. This design variation is not approved for any other structure type or location other than the median without approval of the Department through the ATC process. See Section V.B of this RFP for the process for proposing an ATC.

These packages shall include the following:

1. **Roadway Design:**

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

2. **Typical Section Package shall include, at a minimum:**

- Transmittal letter
- Location Map
- Roadway/Bridge Typical Section(s)
 1. Standard and Select Clearing & Grubbing Limits
 2. Median Widths, Shoulder Widths (total and paved), Lane Widths
 3. Widening and Resurfacing Widths/Limits, including Reconstruction and/or New Construction if/where appropriate
 4. Pavement Description (Includes milling depth)
 5. Minimum lane, shoulder, median widths
 6. Cross Slope requirements
 7. Barriers
 8. Right of Way
 9. Limits of Construction
 10. Applicable Station Ranges
 11. Data Sheet
 12. Design Speed

3. **Pavement Design Package shall include, at a minimum:**

- Pavement Design
 1. Design Period
 2. Design Speeds
 3. Design ESAL's
 4. Design Reliability Factors
 5. Resilient Modulus for existing and proposed widening (show assumptions)
 6. Roadbed Resilient Modulus
 7. Required Structural Numbers
 8. Existing and Proposed Pavement Structures (Structural Calculations)

9. Cross slope (Existing and Proposed as Applicable)
10. Overbuild Details as Applicable
11. Pavement Layer Diagrams
12. Identify the need for Modified Binder
13. Pavement Survey and Evaluation Report
14. Cross Slope Analysis
15. Identify if ARMI layer is required
16. Minimum milling depth

Where existing pavement is widened, the widening structural course top lift shall extend at least 6" horizontally into the existing pavement section. Additional milling of the existing pavement may be required to achieve the structural course overlap. See detail:

http://design.floridasturnpike.com/prod_design/roadway/7-10-13%20Longitudinal%20Joints.pdf

4. **Drainage Analysis:**

The Design-Build Firm shall be responsible for designing the drainage and stormwater management systems. All design work shall be in compliance with the Department's Drainage Manual and Drainage Handbooks; Florida Administrative Code, chapter 14-86; Federal Aid Policy Guide 23 CFR 650A; and the requirements of the regulatory agencies. This work will include the engineering analysis necessary to design any or all of the following: cross drains, underdrains, French drains, roadway ditches, outfall ditches, storm sewers, retention/detention facilities, interchange drainage and water management, other drainage systems and elements of systems as required for a complete analysis. Full coordination with all permitting agencies, the district Environmental Management section and Drainage Design section will be required from the outset. Full documentation of all meetings and decisions are to be submitted to the District Drainage Design section. These activities and submittals should be coordinated through the Department's Project Manager. Coordination with the Design-Build Landscape Architect will be necessary in order to give direction as to location of plantings. Consideration for location of landscape materials should be given to the extent where it does not interfere with the functionality of the stormwater management system or maintenance thereof. These activities and submittals should be coordinated through the Department's Design Project Manager.

The Design-Build Firm shall prepare drainage plans in accordance with Department criteria. Both open (e.g. ditches) and closed (e.g. storm sewer) drainage systems are anticipated. There are cross drains on the Project that may require extensions. All stormwater management facilities shall be designed and constructed to accommodate the proposed typical section.

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

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

- a. Grading of areas where pavement is being removed to provide positive drainage while meeting safety requirements, water quality treatment and peak discharge attenuation for additional pavement areas, modification of existing storm sewer systems and cross drains - including safety improvements, extensions, removal or replacement, design calculations and permit application documentation, submittal and processing.
- b. For new ponds or existing ponds that the footprints will be modified:
Initial construction of the stormwater retention area basin shall be rough graded by under-

excavating the basin bottom by approximately 1 foot. After the drainage area contributing to the stormwater retention area has been fully stabilized as determined by the Department's CEI, the basin bottom shall be excavated to final design specifications. The excess soil and unsuitable material shall be carefully excavated and removed from the pond so that all accumulated silts, clays and organics and other fine sediment materials are removed from the retention area. The excavated material shall be disposed of beyond the limits of the drainage area of the basin. To avoid compaction, no fill or other construction materials shall be stored and/or placed within the limits of the pond excavation areas. If the Department's CEI determines avoiding compaction is not practical, once the basin has been excavated to final grade, the entire basin bottom shall be deep raked and loosened for optimal infiltration.

c. For existing ponds to remain in their existing footprint:

Inflow pipes into the pond shall be temporarily blocked during pipe desilting activities. Silt/Runoff from pipe desilting shall not enter the pond. The basin bottom shall be cleared of excess soil and unsuitable material so that all accumulated silts, clays and organics and other fine sediment materials are removed from the retention area. The excavated material shall be disposed of beyond the limits of the drainage area of the basin. To avoid compaction, no fill or other construction materials shall be stored and/or placed within the limits of the pond excavation areas. Once the basin has been excavated to final grade and the drainage area contributing to the stormwater retention area has been fully stabilized, as determined by the Department's CEI, the entire basin bottom shall be deep raked and loosened for optimal infiltration. It is the responsibility of the Design-Build team to verify the location of any underdrain within the stormwater ponds and avoid the pond areas containing underdrain when removing unsuitable soil materials and deep raking.

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

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

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

The Department has submitted for a Southwest Florida Water Management District ERP permit and US Army Corps of Engineers permit and both are pending. The permits obtained by the Department will reflect the design as shown in the Conceptual Design Plans under "Reference Documents". When issued, the permit(s) and agency approved plans will be distributed as an Addendum to this RFP. The Design-Build Firm shall be responsible for modifying the issued permits as necessary to accurately depict the final design. It should be noted that the permits reflect the regulations and conditions present at their date of issuance and the Design-Build Firm is responsible for accommodating any changes therein. Joint-use ponds or other stormwater management alternatives can be considered. However, the Design-Build Firm shall be responsible for the design, permitting, and construction of the alternative design(s) and all costs associated with these activities shall be borne solely by the Design-Build Firm. The Design-Build Firm shall include all necessary activities in their schedule and shall bear all risk of delays, regardless of cause or source. The Design-Build Firm shall design appropriate treatment and attenuation in accordance with Southwest Florida Water Management District and Department criteria for each existing basin outfall.

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

The Design-Build Firm shall ensure that any headwalls located within the clear zone be protected, extended or removed if possible.

The Design-Build Firm shall ensure that positive drainage shall be maintained at Storm Road and other locations where offsite flow has been directed into the Department's right-of-way.

The Design-build Firm shall maintain the integrity and hydraulic capacity of "other facilities" drainage systems within the footprint of this project.

All pipe dimensions shown in the construction plans shall be the inside diameter; unless otherwise noted, and shall correspond with the dimensions in the storm drain hydraulic analysis. The runoff from all bridge ends shall be collected by inlets to eliminate flowing from the roadway pavement to the embankment.

The muck that has been identified in the stormwater retention areas shall be removed from the pond and replaced with select A-3 soils with less than 5% passing through the number 200 sieve. The contractor shall dispose of the muck beyond the limits of the drainage area of the basin.

Ditch pavement to a minimum width of 5 feet around the SMF control structures and below the skimmers shall be provided at both existing control structures to remain and proposed control structures in all SMF's to discourage clogging of the structures with vegetation growth.

If the number of lanes sloped in one direction does not meet FDOT PPM requirements, a hydroplaning analysis is required at all critical locations using NCHRP's PAVDRN. The Design-Build Drainage EOR may run the analysis using a different methodology provided both methodologies are submitted for review.

If deck drains are required on proposed bridges, they shall be closed systems with no direct discharge to highway or rail facilities below the bridge. All deck drains dimensions and pipe sizes shall be in accordance with Department criteria.

Vertical pipes adjacent to MSE walls shall have a concrete thrust block at the base of the pipe and a resilient connector at the base of the inlet.

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

- a. The casing shall extend the entire length from drainage structure to drainage structure. The entire length of the casing run from drainage structure to drainage structure shall have a uniform diameter, wall thickness and material type.

The Design-Build Firm will provide culvert materials analysis of the material to be installed in accordance with the Department's Drainage Manual Criteria demonstrating the design service life and structural integrity are met. The material to be installed is to be indicated in the Roadway Plans in either a Materials Tabulation Sheet similar to the Optional Materials Tabulation Sheet or label the pipes in plan view.

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

E. Geometric:

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

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

The Department has established project-specific roadway design speed criteria using the FDOT PPM and TPPPH. These established design speed requirements can be found in the approved Typical Section Package (See Reference Documents) and the PD&E document (See Attachments). The Design-Build Firm shall not deviate from these established design speeds.

All design elements shall be designed and later constructed to match the existing conditions and future existing conditions created by currently active construction projects (Veterans Widening 6A construction project to the south and Veterans AET 6B construction project throughout the limits of this Project.)

The express lanes shall be designed with the same mainline design speed as the adjacent general purpose lanes.

All geometric design for the Project shall meet Federal Aviation Regulations Part 77 for the Tampa International Airport. The Design-Build Firm shall be responsible for all permitting requirements with the Hillsborough County Aviation Authority (HCAA) and the FAA. The agency requesting the permit shall be the Department.

F. Design Documentation, Calculations, and Computations:

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

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

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

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

G. Structure Plans:

The Design-Build Firm shall prepare a component set of Structures Plans as part of the Plans Package for review and approval by the Department. All plans are to be prepared in accordance with the latest design standards and practices and shall be accurate, legible, complete, drawn to scale and furnished in reproducible form

Refer to Section V.I for submittal requirements.

The structural design shall include, but not be limited to, bridge widenings, walls (retaining walls, noise walls, etc.), sign structures, and other structures, as identified in this RFP. The structural design developed by the Design-Build Firm shall be an engineering solution and not merely an adherence to minimum criteria. The Design-Build Firm is encouraged to develop innovative solutions that result in time and cost savings.

1. Bridge Design Analysis:

- a. The Design-Build Firm shall insure that the final geotechnical and hydraulic recommendations and reports required for bridge design are submitted with the 90% bridge plans.
- b. The Design-Build Firm shall "Load Rate" all bridges in accordance with the Department Procedure 850-010-035 and the Structures Manual. The As-Bid Load Rating (based on 90% design plans) shall be submitted. The As-Bid Load Rating shall be signed and sealed by a Professional Engineer licensed in the State of Florida. A final, signed and sealed copy of the Bridge Loading Rating, updated for the As-Built conditions shall be submitted to the Department's Project Representative and the FTE Structures Maintenance Engineer with the As-Built bridge plans before any traffic is allowed on the bridge.
- c. Load and Resistance Factor Ratings (LRFR) for HL 93 design load and FL120 permit vehicle, have been computed using as-built plans for each of the existing bridges proposed to be widened (Bridge Nos. 100556 (SB), 100557 (NB), 100558 (SB), 100559 (NB), 100560 (SB), 100561 (NB), 100562 (SB) and 100563 (NB)). The load rating calculations have been provided as an Attachment for use by the Design-Build Firm and as a Reference Document within the BCR.
- d. Any erection, demolition, and any proposed sheeting and/or shoring plans that may potentially impact the railroad must be submitted to and approved by the railroad. This applies to areas adjacent to, within and over railroad rights of ways.
- e. The Engineer of Record for bridges shall analyze the effects of the construction related loads on the permanent structure. These effects include but are not limited to: construction equipment loads, change in segment length, change in construction sequence, etc. The Engineer of Record shall review all specialty engineer submittals (camber curves, falseworks systems, etc.) to ensure compliance with the contract plan requirements and intent.
- f. The Design-Build Firm shall refer to the Bridge Geotechnical Data Reports for the environmental classifications to be used at each bridge site. The Design-Build Firm may establish their own environmental classifications for each bridge site, but only if the Design-Build Firm's geotechnical data supports a more stringent classification. Any environmental classifications established by the Design-Build Firm that differ from those provided within the Bridge Geotechnical Reports must be approved by the Department as part of the ATC process.

2. Bridge Structures

Existing bridge structures impacted by the Project are identified and described in the Bridge Concept Report (BCR) provided as a Reference Document in the RFP Package. Design concepts for each bridge

facility are provided in the BCR, and are intended to provide guidelines as to the expectations and design requirements of the Department.

- a. NB and SB SR 589 over Rawls Road (Bridge No. 100556 SB & 100557 NB). Existing bridges proposed to be widened.
- b. NB and SB SR 589 over Hutchison Road (Bridge No. 100558 SB & 100559 NB) Existing bridges proposed to be widened.
- c. NB and SB SR 589 over Wilcox Road (Bridge No. 100560 SB & 100561 NB) Existing bridges proposed to be widened.
- d. NB and SB SR 589 over Lake Le Clare Road (Bridge No. 100562 SB & 100563 NB) Existing bridges proposed to be widened.
- e. SB Veterans Expressway over Suncoast Parkway (Bridge No. 100538) Existing bridge will require addition of pier protection.

3. Inventory for Welding Inspection

Prepare a List of Components of all steel structures that need welding inspection to be included in the Inventory for Welding Inspection. For example – steel bridges, cantilever sign structures with span lengths greater than 41 feet, span sign structures, gantry structures, bridge-mounted sign structures, any structures with field welds, etc.

4. Criteria

The Design-Build Firm shall incorporate the following design criteria into the Structures Plans for the Project:

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

a. Bridges

1. For each bridge, all beams are to be constructed of a single material (i.e. all concrete beams or all structural steel). A combination of steel spans and concrete spans is not allowed.
2. The widened portions of existing bridges shall match the existing superstructure and substructure in type, span arrangement, and materials as outlined in the Structures Manual. For example, pile bents will not be allowed adjacent to a framed pier substructure or a steel girder adjacent to a prestressed beam. Substructures shall be generally in-line and on the same skew as the adjacent existing foundation. Piles or drilled shafts do not have to match those of the existing foundations.
3. The widened portion of bridges shall satisfy the current vertical clearance requirements as outlined in the Plans Preparation Manual. Where existing bridges do not meet current vertical clearance requirements, the widened portion of the structure shall not reduce the existing vertical clearance.
4. If bridge replacements are proposed in lieu of widening of an existing bridge, full horizontal clearances shall be provided that do not include the use of roadside protection.
5. Prestressed concrete AASHTO beams are acceptable as superstructure elements.
6. Girder depth is to be held constant for all fascia girders for each bridge (i.e., no steps).
7. Open expansion joints are not allowed.

8. GRS abutments are prohibited.
9. All bridge drainage piping and/or utilities shall be hidden from view. Scuppers (open deck drains) are not permitted to discharge storm water off of the bridge.
10. The Design-Build Firm shall use an operation importance factor equal to 1.0 for all bridges.
11. For widening superstructures, the entire bridge deck shall be grooved. However, the deck surface does not need to meet profilograph requirements.
12. For steel superstructures, the fascia girders shall not have intermediate stiffeners on the outside face of the girder.
13. The Department has performed a contamination impact evaluation on the existing bridges within the limits of the Project. The Contamination Impact Certification, provided as an Attachment, includes the summary findings of the evaluation. A compilation of the surveys performed for this evaluation is provided as a Reference Document for use by the Design-Build Firm.
14. All A325 bolts for connecting painted steel members shall be hot-dip galvanized.
15. Construction vibration monitoring will be required along select portions of the Project. Areas where construction vibration monitoring is anticipated are identified in the BCR, which is provided as a Reference Document to this RFP. Plan notes to identify nearby structures that are close enough to warrant vibration monitoring, and pre- and post-condition surveys are to be provided in the final design plans.
16. Lightweight concrete will not be permitted for any structural applications.
17. Minor widenings shall comply with the minimum bearing support dimensions required by LRFD [4.7.4.4].
18. Field welding is not allowed.
19. Pier protection shall be provided for existing bridge piers as required. An initial investigation regarding the need for pier protection at the various Project bridge sites is provided in the BCR as a Reference Document.

b. Walls

1. Anticipated retaining wall locations are provided in the Project Concept Plans, as provided as a Reference Document to the RFP. The Design-Build Firm shall be responsible for identifying, designing and detailing all retaining walls within the project limits. Calculations and plans shall be signed and sealed by a Professional Engineer licensed in the State of Florida.
2. Critical Temporary Retaining Walls: Whenever the construction of a 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 required during the construction stage (only), it may be removed and reused after completion of the work. Installation or removal of temporary walls shall not cause damage to already completed works or existing features such as MSE walls, existing buildings or utility lines. Limitations on vibration levels or settlement shall meet the requirements in the Contract Documents or the utility owner, whichever is more stringent. When steel sheet piling, soldier piles and lagging, or other similar systems are used, the Design-Build Firm is responsible for designing and detailing the wall in the set of contract plans. The calculations and plans must be signed and sealed by a Professional Engineer licensed in the State of Florida.
3. Noise walls shall be designed and constructed so as to satisfy the SR 589 Noise Wall Study (see Attachment). Noise walls shall include specific maintenance access points along the walls as per TPPP 32.3.
4. All permanent retaining walls shall be full height walls. Partial height walls, such as perched walls or toe walls, are normally not permitted. An exception would be a partial height wall with a side slope along the bottom of the wall, instead of along the top, that is easily accessible to

maintenance. All proposed partial height walls must be approved as an ATC through the ATC process as described in Section V.B.

c. Sign Structures

1. All sign structures that are removed as part of this Project shall become the property of the Design-Build Firm and disposed of properly, unless otherwise directed in the RFP.
2. The top strut of bridge mounted signs may be mounted to the back of the traffic railing barrier, however, they shall be no higher than 1-ft above the top of the bridge deck.

d. Surface Finish Aesthetic Treatment Notes

1. Surface Finish Aesthetic Treatment Details have been provided as an Attachment to clarify the intent of these Aesthetic Treatment Notes.
2. New MSE wall panels that are connected to an existing MSE wall and which are located in front of the bridge abutments shall use the same panel shape and finish as the existing MSE wall panels. All other walls and wall segments that turn ninety degrees away from the MSE walls located in front of the bridge abutments shall receive a vertical 'fractured fin' finish and shall either match the existing panel shape or shall be a 5'x5' panel. Color coating for all existing and new MSE wall panels shall be Class 5 applied finish coating Federal Standard No. 595B, Color 37778. MSE wall coping shall receive a Class 5 applied finish coating Federal Standard No. 595B, Color 33617.
3. All permanent sheet pile walls, soldier pile walls, and specialty walls shall have a concrete facing, cap, and coping. If wales are used, they shall be covered with concrete. Concrete facing on sheet pile walls, soldier pile walls, and specialty walls/retaining walls shall receive a vertical 'fractured fin' finish, and shall receive a Class 5 applied finish coating Federal Standard No. 595B, Color 37778. Coping for the walls shall receive a Class 5 applied finish coating Federal Standard No. 595B, Color 33617.
4. Anti-graffiti coating is not required for this Project.
5. Stand-alone noise walls will have a vertical 'fractured fin' finish on the front face and a smooth finish on the back face, and will be coated on both sides. Class 5 applied finish coating shall be Federal Standard No. 595B, Color 37778.
6. Logo Panels near the ends of the MSE walls and near the end of each stand-alone noise wall shall be provided. A detail of the Logo Panel is provided in the Surface Finish Aesthetic Treatment Details.
7. Outside surfaces of shoulder barriers and barrier mounted noise walls shall receive a Class 5 applied finished coating Federal Standard No. 595B, Color 33617. The traffic faces of shoulder barriers and barrier mounted noise walls shall be uncoated.
8. An Inorganic Zinc Coating System shall be used for steel bridges. Finish coating shall be Federal Standard No. 595B, Color 35095. Due to the condition of the existing paint system, a single top coat of the correct color of paint described in the previous sentence is all that will be needed for existing girders and components to match the proposed color.
9. The outside face of the fascia girder for concrete beam bridges shall receive a coating of inorganic lacquer paint Federal Standard No. 595B, Color 33617.
10. Existing and new exposed concrete surfaces of end bents (except tops of caps) and the underneath sides and surfaces of deck slab cantilevers shall receive a Class 5 applied finish coating Federal Standard 595B, Color 33617. Existing and new exposed concrete surfaces of pier columns and pier caps (except tops of caps) shall receive a Class 5 applied finish coating Federal Standard 595B, Color 37778.

e. Existing Bridge Repair Criteria

The Design-Build firm shall incorporate the following repair criteria for the existing bridges into the scope of work to be performed. It is the responsibility of the Design-Build Firm to identify and incorporate a repair plan for all items identified as “requiring repairs”. An Existing Bridge Repair List has been provided as an Attachment to identify locations requiring repair by the Design-Build Firm. The existing Bridge Inspection Reports for each existing bridge have also been provided as a Reference Document.

1. All existing bridge expansion joints shall be replaced in their entirety (i.e., continuous across the entire width of bridge, both existing and new sections) with a comparable expansion joint that is on the list of approved expansion joints and meets the requirements of the Structures Manual. All joint seals are to be installed in strict accordance with the manufacturer’s recommendations (inclusive of any necessary repairs to joint headers to accommodate proper installation of seal material).
2. There are some nuts missing at the elastomeric bearing pad anchor bolts at Bridge 100559 (NB Veterans Expressway over Hutchison Road). The missing nuts are to be replaced as part of this widening project.
3. Spalls in concrete surfaces shall be repaired at all locations with exposed reinforcement.
4. All cracks in concrete structures exposed to moisture exceeding 1/16” in width or wider are to be repaired by epoxy injection.
5. Repair slope protection systems with deteriorated seals and eroded or undermined areas, and replace any damaged or missing components (i.e., concrete slope protection panels, sand-cement bags, etc.) throughout the slope protection system.
6. Settlement at various bridge approaches may require repair and remediation at locations identified in the bridge inspection reports. Ensure a smooth transition between the approach asphalt and the bridge approach slab.

H. Specifications:

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

Before construction activities can begin, the Design-Build Firm shall prepare and submit a signed and sealed Construction Specifications Package for the Project, containing all applicable Division II and III Special Provisions and Supplemental Specifications from the Specifications Workbook in effect at the time the Bid Price Proposals were due in the District Office. The Specifications Package shall be prepared, signed and sealed by the Design-Build Firms Engineer of Record who has successfully completed the mandatory Specifications Package Preparations Training. The website for completing the training is at the following URL address:

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

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

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

The signed and sealed Specifications Package shall also include individually signed and sealed Technical Special Provisions for any and all work not addressed by Department Specifications. Any Technical

Special Provisions included in the signed and sealed Construction Specifications Package which had not been included in the proposal phase, may require a contract cost modification as a condition of approval.

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

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

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

I. Shop Drawings:

The Design-Build Firm shall be responsible for the preparation and approval of all Shop Drawings. Shop Drawings shall be in conformance with the Department’s Division I Specifications for Design-Build Contracts, Turnpike Plans Preparation and Practice Handbook and FDOT 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 Department’s 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 Department’s review is not meant to be a complete and detailed review. Upon review of the shop drawing, the Department’s Engineer will stamp, initial and date “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.

J. Sequence of Construction:

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

1. Expedite construction of noise walls.
2. 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.
3. Minimize the number of different Traffic Control Plan (TCP) phases, i.e., number of different diversions and detours for a given traffic movement.
4. 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.
5. 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.
6. Proper coordination with adjacent construction Projects and maintaining agencies.

7. Perform all installation of new structures and demolition of existing facilities, as described in this RFP.
8. Perform ITS sub-system testing.
9. Perform end-to-end testing of the express lane system (ITS and tolling).
10. Implement AET express lanes.

AET express lanes will be implemented near the end of construction. Implementation of AET express lanes will require:

1. On the day AET express lanes are implemented, all toll related signage required by the Conceptual Signing Plan (See Reference Documents) is furnished and installed and uncovered and all conflicting and non-relevant signage is covered or removed.
2. When toll-related signs are placed prior to AET express lanes implementation, these signs shall be covered until AET express lanes implementation. Refer to Section VI.N for details.
3. The actual date of AET express lanes implementation shall be as directed by the Department upon confirmation that all activities required for the safe and coordinated implementation can be performed.

For shop drawing coordination, please contact the Department's Shop Drawing Review Office at 407-532-3999.

K. Stormwater Pollution Prevention Plans (SWPPP):

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

L. Temporary Traffic Control Plan:

1. Traffic Control Analysis:

The Design-Build Firm shall design a safe and effective Temporary Traffic Control Plan to move vehicular traffic safely and expeditiously during all phases of construction. 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, traffic monitoring sites, and guide signs. 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 Design-Build Firm shall coordinate all work and all temporary traffic control with the Veterans Widening "Section 3" project (FPID 431275-1-52-01) and Veterans Widening "Section 4" project (FPID 429350-1-52-01) to the south, and Veterans AET 6B (FPID 406151-4-52-01).

The Temporary Traffic Control Plan shall be prepared by a certified designer who has completed the

Department's training course, and in accordance with the Department's Design Standards and the Roadway Plans Preparation Manual and TPPP.

This Project is considered a Significant Project, which requires a Transportation Management Plan (TMP). The TMP will consist of three components:

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

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

2. **Hurricane Readiness Plan**

Refer to the Florida's Turnpike Enterprise Field Operations Guide (see Attachments) for requirements of the Design-Build Firm as related to the implementation of Hurricane Operations on the FTE System.

3. **Temporary Traffic Control Plans:**

a. **General**

The Design-Build Firm shall utilize Index Series 600 of the Department's Design Standards and the Turnpike's Supplemental 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) and temporary drainage features.

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

The Design-Build Firm shall design a safe and effective TCP to ensure that all vehicular traffic can be accommodated through the construction zones with minimum delay and exposure to unsafe conditions during all phases of construction. The work shall include, but not be limited to, overall phase planning, temporary static signs and portable changeable message signs (PCMS), utility relocation, temporary lighting, temporary drainage structures, ditches, front slopes, back slopes, drop offs within clear zone, traffic monitoring sites, and provide an open area for the staging of disabled vehicles.

Special consideration shall be given for temporary drainage for each construction phase. Positive drainage must be maintained at all times. Gutter spread calculations at the temporary barrier walls shall be performed. Temporary barrier walls adjacent to an active travel lane shall be placed so that the resulting gutter spread due to the temporary barrier wall does not encroach beyond the temporary pavement stripe.

The Temporary Traffic Control Plan shall include:

- a. Accommodation for traffic impacts associated with local events,
- b. A written plan detailing each activity involved in a lane closure, including back-up plans for activities critical to re-opening the lanes to traffic,
- c. Locations and details for work zone access.

The Design-Build Firm shall maintain a median barrier (permanent or temporary barrier) on the mainline during all phases of construction.

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

Overlays or milling with overlays will be the only acceptable method(s) to achieve a positive means for the obliteration of existing pavement markings in areas such as long term crossovers, diversions, and in some cases tangent sections that provide a rough riding pavement.

High pressure water blasting is the only acceptable method for the removal of conflicting pavement markings in those areas not mentioned above. When removing pavement messages via water blasting, the entire area within the pavement message, including the interior of the message that is not painted or have thermoplastic, shall be water blasted so that the message outline is completely obliterated and drivers are not able to read or see the scar outlining the former message.

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

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

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

All commercial material for temporary driveway maintenance shall be milled asphalt.

The Design-Build Firm shall provide a dedicated crew for the installation, maintenance and removal of the temporary traffic control devices. This crew shall consist of at least three members of the work force whose sole responsibility is the installation, maintenance and removal of the temporary traffic control devices. This crew shall have immediate access to a work vehicle to aid in these activities.

The Design-Build Firm shall ensure that all logo signs are displayed to the traveling public at all times during the project. The Design-Build Firm shall coordinate any relocation of the signs with Florida Logo, Inc. at 813-686-5261.

The Design-Build Firm shall operate and maintain existing signals for the entire project duration or until the signal is no longer necessary and removed from service. New signals shall be operated and maintained commencing with the need for the new signal and continuing through to the project completion.

The Design-Build Firm shall contact the FDOT Tampa Bay SunGuide Center at 813-615-8600 at least 90 days in advance of any necessary ITIP (Intelligent Transportation Infrastructure Program) detector removal or relocation within the project limits.

The Design-Build Firm shall notify a property owner 96 hours prior to clearing and grubbing any existing privately constructed sprinkler systems, signs or landscaping within the project limits.

b. Temporary Lighting Notes and Criteria

1. The Design-Build Firm shall maintain lighting throughout all phases of construction either by maintaining the existing lighting system, providing temporary lighting, or activating the proposed lighting system.
2. Temporary Lighting Criteria:

- Average Initial Intensity 1.7 Foot Candles
 - Uniformity Ratio Avg./Min. 4:1 or less
Max./Min. 10:1 or less
 - Wind Speed 130 mph
3. Provide a temporary lighting system on existing illuminated sections of the Project at all times. The Design-Build Firm shall provide a temporary lighting design signed and sealed by a professional engineer registered in the state of Florida. The Design-Build Firm shall provide voltage drop calculations, conductor and conduit sizes, load center drawings and wiring diagrams for temporary power service.
 4. All structure calculations and drawings must be signed and sealed by a professional engineer registered in the state of Florida.
 5. Furnish, install, maintain and remove the temporary lighting system in accordance with the National Electric Code and National Electric Safety Code requirements.
 6. Provide overhead wiring wherever possible, however, the use of underground conduit and conductors shall be provided where overhead wiring would interfere with construction.
 7. Provide all maintenance of temporary lighting equipment, including existing load centers, once they are connected to the temporary lighting system.
 8. Coordinate all temporary lighting work with the Design-Build Firm and Traffic Control Plans for the appropriate sequence of construction.
 9. The overhead electrical supply conductors shall be a minimum of 15 feet above the highest construction grade level during all phases of construction.
 10. The nominal height of the temporary light poles shall not exceed the nominal height of the existing light poles.
 11. Wherever possible, the Design-Build Firm shall utilize existing circuits from the existing service points to power the temporary lighting system.
 12. Install temporary or proposed lighting fixtures and modifications to existing systems during daylight hours. Those poles replaced or installed by the Design-Build Firm shall be operational at night. The Design-Build Contractor may elect to remove/install poles at night, but shall provide sufficient lighting per the Temporary Lighting Criteria (provided above) to compensate for the down poles.
 13. All components of the temporary lighting systems that are not part of the proposed lighting system shall be removed when no longer needed and disposed of by the Design-Build Firm.
 14. Prior to any equipment order, submit for approval equipment specification or design data for all material proposed for the temporary lighting design. These must specifically include:
 - a. Luminaire photometrics, including electronic IES photometric files
 - b. Pole strength calculations
 - c. Pole frangibility test
 - d. Temporary service points
 - e. Calculations and drawings for temporary barrier wall light poles and mountings
 - f. Load center electrical equipment, including wiring schematics
 - g. Design calculations, including voltage drops and load analysis

c. Temporary ITS Notes

1. If the Design-Build Firm chooses to use a temporary ITS system, it shall be installed and demonstrated by the Design-Build Firm to the Engineer's satisfaction to be a fully functioning ITS system before the existing ITS system is removed from service.
2. The Design-Build Firm may furnish and install additional temporary poles with wireless radios as

needed in order to obtain full communications to all work zone ITS (WZITS) locations.

3. The Design-Build Firm may field adjust WZITS locations in order to avoid construction activity conflicts. Submit new locations to the Engineer for review and approval.
4. Temporary WZITS CCTV cameras shall be installed a minimum of 40' above the adjacent roadway's final grade elevation at the WZITS camera location.
5. The Design-Build Firm shall submit all WZITS equipment to the Engineer for review and approval.
6. Temporary WZITS locations shall be submitted to the Engineer for review and approval. They shall remain in place in that phase throughout the duration of construction unless relocation is needed due to a conflict.
7. Temporary WZITS DMS shall be installed within 20' of the outside travel lane at a height that is visible to all lanes of oncoming traffic.
8. All WZITS equipment installed in the clear zone that is not protected by a permanent traffic railing or guardrail shall be protected by temporary barrier wall.
9. At the Design-Build Firm's discretion, WZITS equipment shall be installed on temporary poles or mobile trailers fitted with vertical masts. The Design-Build Contractor shall construct temporary mounds as needed to meet installation location and height requirements.
10. All WZITS CCTV cameras shall be able to be viewed and controlled by Adtech Steelbox software. All CCTV video shall be encoded MPEG-2.
11. The Design-Build Firm shall be responsible to integrate the temporary WZITS DMS's into the FTE Turkey Lake TMC Sunguide System. DMS's shall be Sunguide compatible and shall provide full functionality (DMS control) through the Sunguide software.
12. The Design-Build Firm shall be responsible to integrate the temporary WZITS CCTV cameras into the FTE Turkey Lake TMC Steelbox software system. All CCTV cameras shall be Adtech Steelbox software compatible and shall provide full functionality (CCTV video and pan-tilt-zoom (PTZ) control) through the Steelbox software. The Design-Build Firm shall coordinate with FTE TMC personnel for access to the TMC and network configuration information (i.e. IP addresses, port numbers, security settings, etc.).
13. Each CCTV shall meet the requirements found in the FDOT Standard Specifications.
14. The Design-Build Firm shall be responsible for the removal of all temporary WZITS items after Department acceptance of the permanent ITS system.

4. Traffic Control Restrictions:

The Design-Build Firm shall maintain the existing number of lanes on all roadways at all times, except for during permissible lane closures and detours. There will be **NO LANE CLOSURES ALLOWED** between the hours of **5:00 AM to 9:00 PM during weekdays**. There will be **NO LANE CLOSURES ALLOWED** from **5:00 AM Friday to 9:00 PM Sunday**. A lane may only be closed during active work periods. Pacing Operations will be allowed during the approved lane closure hours. All lane closures, including ramp closures, must be reported to the local emergency agencies, the media and the District PIO. 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. Refer to FTE's Lane Closure Policy in the TPPPH for more information.

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

1. The Design-Build Firm shall allow for 10 work days (24 hours periods) per year for Special Events, annually, that will be determined during the construction phase of the Project.

2. Two hours before, two hours after and during any events with an anticipated crowd over 35,000 at Raymond James Stadium.

Refer to the Attachments for detailed Lane Closure requirements of the Veterans Expressway.

M. Environmental Services/Permits/Mitigation:

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

The Department will provide the original permitted mitigation. If, as a result of design changes proposed by the Design-Build Firm, additional environmental mitigation is required, it shall be the responsibility of the Design-Build Firm to pay for the mitigation of impacts beyond what was originally permitted for the new proposed work and their proposed revisions.

The Department has conducted an investigation of the Project site and determined that potential gopher tortoise habitats could be impacted by the Project. All coordination by the Design-Build Firm with the Department regarding gopher tortoises will be completed through the District Environmental Management Office. If the Department has determined that suitable gopher tortoise habitat exists in the project area, then the Design-Build Firm shall be responsible for the potential gopher tortoise burrow survey that could be impacted by the Project including any areas to be used for construction staging. The Design-Build Firm shall be responsible for conducting the gopher tortoise burrow survey for the purpose of identifying potential gopher tortoise habitats that could be impacted by the Project including any areas to be used for construction staging. The habitat will be systematically surveyed according to the current Gopher Tortoise Permitting guidelines published by the Florida Fish and Wildlife Conservation Commission (FWC). The Department must verify the completeness and accuracy of the assessment prior to commencement of any permitting or construction activities. Any areas where the Design-Build Firm proposes to protect burrows to remain on-site with "exclusionary fencing" shall be reviewed and approved by the Department. The Design-Build Firm shall submit an "exclusionary fencing" plan for review prior to any "exclusionary fencing" installation. If there are unavoidable impacts to gopher tortoise burrows, the Design-Build Firm shall be responsible for preparing required documentation for the Department to obtain a FWC permit for the relocation of gopher tortoises and commensals from burrows which cannot be avoided. Preparation of complete permit packages will be the responsibility of the Design-Build Firm. As the "permittee", the Department is responsible for reviewing and approving the permit application package including all permit modifications, or subsequent permit applications. This applies whether the project is Federal or state funded. Once the Department has approved the permit application, the Design-Build Firm is responsible for submitting the permit application to FWC. A copy of the permit and any subsequent reports to FWC must be provided to the District Environmental Management Office or District Environmental Permit Office, as appropriate. If FWC rejects or denies the permit application, it is the Design-Build Firm's responsibility to make whatever changes necessary to ensure the permit application is approved. Once the permit is obtained, the Design-Build Firm shall notify the Department at least one week prior to the relocation of gopher tortoises. If gopher tortoise relocations are phased throughout the construction, the Design-Build Firm shall notify the Department at least one week prior to each relocation phase. The Department will provide oversight of the relocations and ensure permit compliance. The Design-Build Firm shall be responsible for any necessary permit extensions or

re-permitting in order to keep the relocation permit valid throughout the construction period. The Design-Build Firm shall provide the Department with draft copies of requests to modify the permits and/or requests for permit extensions, for review and approval by the Department prior to submittal to the Agencies. The Design-Build Firm shall provide the appropriate reports as required by the permit conditions, including closing out the permit. The Design-Build Firm shall note that permits for gopher tortoise relocation for areas outside of the Department owned right of way (i.e. utility easements; license agreements) cannot be obtained with the Department as the “permittee”, per FWC requirements. Should permits in areas outside of the right of way be required, the Department will still perform the oversight of the process as described above. The Design-Build Firm will be required to pay all permit fees including any and all fees associated with the relocation of gopher tortoises. Any fines levied by permitting agencies shall be the responsibility of the Design-Build Firm.

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

1. Cultural Resources
2. Section 4(f) (federal projects only)
3. Wetlands and Mitigation
4. Wildlife and Habitat
5. Contaminated Materials
6. Southwest Florida Water Management District – Environmental Resource Permit
7. United States Army Corps of Engineers – Individual Permit
8. Florida Department of Environmental Protection – Stormwater Discharge from Large and Small Construction Activities Permit
9. Florida Fish and Wildlife Conservation Commission – Gopher Tortoise Permitting
10. Any applicable local permits

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

N. Signing and Pavement Marking Plans:

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

Plans are to be prepared in accordance with the criteria listed in Section V.A of this RFP and shall be accurate, legible, complete in design, drawn to scale indicated in the Department’s manuals and furnished in reproducible form.

A Conceptual Signing Plan (see Reference Documents) was prepared for the Department identifying potential signing locations and language within the Project limits. As part of the Conceptual Signing Plan, signing within the project limits of the 413275-1-52-01 project was also displayed.

Existing Sign Structure Work:

Existing Express Lane Exit signs in the northbound direction are to be removed and replaced with Gunn Highway Local Exit signs as shown in the conceptual signing plan. In addition, Express Lane Entrance signs are also to be installed along with toll schedule signs as shown in the conceptual signing plan for the Express Lane extension north of Gunn Highway.

In the southbound direction, Linebaugh Ave/Wilsky Blvd Local Exit signs are to be installed on existing sign structures as shown in the conceptual signing plan.

Pavement Markings:

On concrete bridge decks all longitudinal markings (edge lines and skip lane lines) shall be high performance tape. Transverse lines (gore markings and chevrons), directional arrows and pavement messages shall be standard preformed tape. White skip lines, arrows and pavement messages shall all have a black preformed border.

On concrete pavement (non-bridge decks), high performance contrast tape is required for longitudinal skip pavement markings. Arrows and pavement messages shall be standard preformed tape with black preformed borders. All solid lines (longitudinal edge lines, lane lines and transverse lines) shall be paint.

See Standard Specifications Sections 710 and 713.

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

The express lane shall be striped using the "Express Lane Buffer and Transition Detail" (see Reference Documents) as well as coordination with the Department regarding acceptance of this striping at the time of design and implementation. In the NB direction, delineators for the express lane shall start at approximate Sta. 1479+00 (431275-1-52-01) and end at approximate Sta. 1716+00. In the SB direction, delineators for the express lane shall start at approximate Sta. 1655+00 and end at approximate Sta. 1479+00 (431275-1-52-01).

The Design-Build Firm shall prepare a separate set of Thermoplastic Pavement Marking Plans. These plans shall have a different FPID Number and shall be coordinated with the Department's Project Manager. This set of plans will be used by the Department's Maintenance Group as a separate let project for the installation of Thermoplastic Markings after the Design-Build project is complete and accepted. The Project limits of these Thermoplastic Pavement Marking Plans shall match the project limits of this Design-Build project.

Signing:

All interchange guide signs (1 mile, ½ mile, and exit signs) on the Veterans shall be mounted overhead.

All lane designation signs, as needed on the Veterans exit ramps shall be mounted overhead.

All ground mounted signs on local roads have been or will be installed through the Veterans AET 6B project (406151-4-52-01). Overhead bridge mounted signs shall be installed on local roads as shown in the conceptual signing plan.

The Design-Build Firm shall reference the Conceptual Signing Plan and use it as a guide as to where signs are to be placed and as a guide as to messages to be placed on each sign. All header panels on guide signs leading to an AET Facility (Veterans) shall have a white background with the legend "SunPass or Toll-By-Plate". All guide sign layouts shall be reviewed and approved by the Department.

All sign panels within the Project limits shall be removed unless identified in the concept sign plans.

All overhead signs shall adhere to DCE Memo 23-13.

All sign installations on side streets shall be coordinated with the appropriate maintaining agencies.

These other agencies can include FDOT District 7 and Hillsborough County.

Express lane signing shall consist of the overhead guide sign, with a 1-line DMS for Express Lane Entrance Signs. For the toll schedule sign, a Toll Schedule DMS shall be provided for the toll pricing. All three line DMS shall be installed at the beginning of all express lane sign sequences as shown in the Conceptual Signing Plan. All ITS components are to be included for the signs with DMS components as well. All DMS associated with express lanes shall be full color.

O. Lighting Plans:

The Design-Build Firm shall provide a component set Lighting plans in accordance with the Governing Regulations identified in this RFP (See Section V.A). A Lighting Design Conceptual Report (See Reference Documents) has been provided for the use of the Design-Build Firm in the preparation of the Lighting design and plans. This report is not a requirement to be followed but has been prepared and provided to aid the Design-Build Firm.

The Project consists of widening and resurfacing of the existing 4-lane facility to an 8-lane facility between Sugarwood Mainline AET Gantry Plaza and Van Dyke Road, lighting modifications will be needed to provide continuous lighting to meet the Governing Regulations. The project limits are from Sugarwood Mainline AET Gantry Plaza at MP 10.727 (Stationing 1595+19) to Van Dyke Road.

Due to roadway widening, the proposed portion of SR 589 overpassing existing cross roads will be wide enough to experience the potential of "Tunnel Effect". The Design-Build Firm shall refer to the latest requirements set forth in ANSI/IESNA RP-22-96 as described in the TPPPH, Volume I, and Section 7.3. The design analysis shall take into account variables such as tunnel length, traffic volume, traffic speed and any other required design parameter, which affects the visibility conditions as outlined in applicable TPPPH and ANSI/IESNA related documents. Any justification on supplemental daytime lighting has to be approved by Turnpike Electrical Engineer. Even though current requirements are for pier-cap or wall-mounted underdeck lighting, Hutchison Road is too wide to be lit entirely by fixtures mounted on the outside walls. For this reason pendant fixtures should be used as a solution to satisfactorily meet lighting design criteria.

Services shall include, but are not limited to: preparation of the Lighting Design Analysis Report (LDAR) and lighting plans. Where new conventional roadway lighting is required, new lighting shall be continuous. Intermixing new and existing poles and luminaires is not allowed. Since the Mongoose luminaire is primarily used on Turnpike system including the adjacent projects, existing Cobrahead luminaires at interchanges within the Project limits shall be replaced with Mongoose luminaires. However, the approval shall be obtained from Turnpike Electrical Engineer on the selected luminaires before performing photometric analysis. Roadway lighting shall be outside shoulder-mounted luminaires and not luminaires mounted in the median.

The Design-Build Firm shall perform detailed field reviews prior to construction. The Design-Build Firm shall identify all poles affected by the project construction that require extra foundation depth and/or a non-standard design. All deficiencies within the project scope of work shall be addressed and corrected. Any damaged and/or non-functioning equipment shall be documented and forwarded to the Turnpike Design Project Manager and Turnpike Electrical Engineer. All damaged and/or non-functioning equipment and/or equipment which appear to be reaching the end of its useful life shall be replaced.

Field reviews take precedence over as-built plans. Review and evaluate all existing sign structures affected by the project construction. This review includes: conductors, disconnect switches, conduit, distribution equipment, grounding, sign luminaires, operating voltage, height, pull boxes, etc. New and modified sign structures shall comply with the Governing Regulations. Reuse of salvaged materials is not

allowed. All existing Cobrahead light poles and arms identified for removal shall be coordinated with Turnpike Maintenance personnel to whether become the property of Design-Build Firm or salvaged, transported, and delivered to the Turnpike Maintenance Yard for future use.

Review and evaluate all existing load centers. This review includes: conductors, conduit, distribution equipment, grounding, enclosure, voltage, height, pillboxes, etc. New and modified load centers shall comply with the Governing Regulations. Where existing light circuit sources are being removed, the Design-Build Firm shall either:

- a. Provide a new load center per current codes and all design criteria identified in this RFP and lighting design conceptual report.
- b. Identify an existing load center capable of feeding the proposed lighting while meeting all current codes and design criteria identified in this RFP and the lighting design conceptual report.

Where new electrical service is required, the Design-Build Firm shall coordinate location of distribution transformer and service pole to minimize service feeder conductors and conduit lengths. Power service will be provided by Tampa Electric Company (TECO). A preliminary coordination took place with TECO's field engineer in order to receive power service at those locations where major cross roads intersecting Veterans mainline within the project limits. The usage of existing electric service points in conjunction with new load centers shall be maximized on this project to reduce the cost and new service laterals may not be necessary.

P. Signalization and Intelligent Transportation System Plans:

1. General

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

All plans are to be prepared in accordance with the criteria set forth in Section V.A of this RFP and shall be accurate, legible, complete in design, drawn to scale indicated in the Department's manuals and furnished in reproducible form.

The Signalization Plans shall include notes, plan sheets, and details. The Design-Build Firm shall coordinate with Hillsborough County, which is the maintaining agency, include their required notes, details and other signalization conventions, and get written approval of the proposed signalization plans. The Design-Build Firm shall coordinate with Hillsborough County for the placement of loops along the exit ramps that are being milled and resurfaced as part of this project.

Conceptual traffic signal plans (see Reference Documents) have been included with the RFP. A preliminary meeting was held with Hillsborough County to go over impacts to traffic signals. The County has reviewed the plans and agrees with the proposed preliminary traffic signal plans and design.

The following list is a compilation of the signalized intersections within the limits of this Project and impacted by changes proposed in this RFP:

- a. Hutchison Road and NB off ramp (adding pedestrian features).
- b. Hutchison Road and SB off ramp (adding pedestrian features).

The Design-Build Firm shall prepare design plans and provide necessary documentation for the procurement and installation of the Signalization and Intelligent Transportation System devices as well as

overall system construction and integration. The construction plan sheets shall be in accordance with Department requirements and include, but not be limited to:

- Project Layout / Overview sheets outlying the locations of field elements
- Detail sheets on:
 - CCTV, MVDS and TTS installation, DMS Structure, DMS attachment, DMS display/layout
 - Fiber optic splice and conduit
 - Power Service Distribution
 - Wiring and connection details
 - Conduit, pull box, and splice vault installation
 - Communication Hub and Field Cabinets
 - System-level block diagrams
 - Device-level block diagrams
 - Field hub/router cabinet configuration details
 - Fiber optic Splicing Diagrams
 - System configuration/Wiring diagram/Equipment Interface for field equipment at individual locations and communications hubs.

Anticipated DMS features and details:

DMS Feature	Approximate Location	Direction	Notes
One Line DMS	Sta. 3400+90 (431275-1)	NB	One Line Express Lane Entrance DMS sign with static panel – DMS to be full color
Toll Rate DMS	Sta. 3415+00 (431275-1)	NB	Toll Rate DMS for toll schedule sign in Express Lane – DMS to be full color
One Line DMS	Sta. 3427+00 (431275-1)	NB	One Line Express Lane Entrance DMS sign with static panel – DMS to be full color
Toll Rate DMS	Sta. 1467+00 (431275-1)	NB	Toll Rate DMS for toll schedule sign in Express Lane – DMS to be full color
One Line DMS	Sta. 1479+70 (431275-1)	NB	One Line Express Lane Entrance DMS sign with static panel – DMS to be full color
Three Line DMS	South of Rawls Rd	NB	Three Line Express Lane DMS Sign – DMS to be full color
One Line DMS	South of Hutchison Rd	SB	One Line Express Lane Entrance DMS sign with static panel – DMS to be full color
Toll Rate DMS	North of Hutchison Rd	SB	Toll Rate DMS for toll schedule sign in Express Lane – DMS to be full

			color
One Line DMS	South of Wilcox Rd	SB	One Line Express Lane Entrance DMS sign with static panel – DMS to be full color
Toll Rate DMS	North of Wilcox Rd	SB	Toll Rate DMS for toll schedule sign in Express Lane – DMS to be full color
Three Line DMS	North of Wilcox Rd	NB	Three Line GENERAL USE DMS
Three Line DMS and One Line DMS	South of Lake Le Clare Rd	SB	Three Line GENERAL USE DMS and Once Line Express Lane Entrance DMS sign with Static Panel- One Line DMS for Express Lane to be full color
Three Line DMS	North of Dale Mabry Spur	SB	Three Line Express Lane DMS Sign – DMS to be full color
Three Line DMS	On Ramp from Dale Mabry	EB to SB Veterans	Three Line Express Lane DMS Sign – DMS to be full color

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

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

At a minimum, the ITS work in this project consists of the following major components:

- a. Ensure the continuous operation of all existing ITS System components including the Veterans Expressway ITS fiber optic cable (FOC) communications backbone (backbone) and the FOC lateral drops (lateral drops) to all ITS System components and toll plazas within the Project limits. If continuous operation is not viable, then a temporary system is to be installed and maintained.
- b. Relocation or replacement of any ITS System components that are impacted by the Design-Build Firm's scope of work as approved by the Department.
- c. Protect and maintain all lateral drops (communications and electrical) to all existing toll facilities within the project limits. If lateral drops cannot be maintained, temporary connections are to be installed and maintained until permanent drops can be installed and connected.
- d. Testing of backbone and lateral drops provided or modified by the Design-Build Firm.
- e. Provision of new ITS devices to support dynamic pricing on SR 589 (Veterans).
- f. Testing of ITS system.
- g. The Design-Build Team shall design ITS power and communication conduits in a manner that they align parallel and in close proximity to the ROW and/or edge of roadway pavement within clear zones to maximize landscaping opportunity areas to the greatest extent possible.

- h. Refer to Section VI.L.3c for Temporary ITS requirements.
- i. Provide all infrastructure (conduit, pull boxes, cabinet slab / slopes, splice vaults, etc.) for the future express lane DMS (3-line, 1 line and imbedded Toll Rate DMS). See Conceptual ITS Plans (Reference Documents) for guidance only.

All ITS components installed as part of the Project shall meet FDOT Standards and shall be listed on FDOT's Approved Products List (APL).

2. Existing Conditions

This section is intended to provide a general overview of the existing conditions of the Department's ITS System and its components such as fiber optic network (FON) communications infrastructure within the project limits. The Design-Build Firm shall refer to the ITS Concept Roll Plot provided with this RFP as a Reference Document for additional information and shall be responsible for field verifying all existing site conditions within the project limits.

The ITS System components along the Veterans are owned, operated and maintained by the FTE. Some of the ITS System components and also existing toll plazas (mainline and ramp plazas) are connected to the backbone for connectivity with the Local Hubs along the corridor and the FTE Tolls Data Center in Boca Raton (Milepost 75) and FTE Headquarters in Ocoee (Milepost 263). The following is an overview of the existing ITS System components including communications infrastructure along the Veterans.

The ITS components shall be defined as follows:

- a. Closed Circuit Television (CCTV) Camera System: The CCTV Camera System on the Veterans Expressway consists of pan-tilt-zoom (PTZ) cameras along the corridor and are typically spaced at one (1) mile intervals. The CCTV cameras are used by FTE Traffic Management Center (TMC) staff for incident management and traffic monitoring. The cameras are integrated and communicate with Local Hubs along the corridor and FTE Headquarters in Ocoee via the 96-count single mode FOC communications backbone running along the corridor.
- b. Travel Time System (TTS): The TTS provides travel time information from vehicles equipped with the SunPass Automatic Vehicle Identification (AVI) toll transponders. The system's field components consist of AVI antennas and readers placed at intermediate locations and interchanges along the corridor. The TTS field devices are typically thirteen (13) feet or closer to the edge of travel lane and are installed on concrete poles, existing DMS structures or other ITS components along the corridor. The TTS are connected and communicate with the FTE Headquarters via the 96-count single mode FOC communications backbone running along the corridor.
- c. Vehicle Detection Systems (VDS): The VDS consists of non-intrusive, microwave technology sensors used to collect vehicle volume, speed and occupancy data from mainline travel lanes. The detectors are typically placed at approximately one-half (1/2) mile intervals. The detectors are installed on stand-alone concrete poles, attached to other ITS devices in a side-fired configuration from each side of the corridor to detect data on a lane by lane basis. The VDS is used for incident detection by TMC's Operations staff and communicate with the FTE Headquarters via the 96-count single mode FOC communications backbone running along the corridor.
- d. Dynamic Message Signs (DMS): DMS consist of general use DMS signs for traveler information placed strategically though the corridor. DMS are also used for the Express Lane Entrance sequence for Express Lane Traveler information and dynamic toll pricing information.
- e. Fiber Optic Network (FON): The Veterans FON infrastructure provides communications for FTE's ITS and Tolls components. The FON is composed of the FOC communications backbone, lateral connections and communications equipment including but not limited to field and HUB Ethernet switches, port servers, routers, fiber patch panels installed at the various ITS device(s) serving as a

LHUB and at existing toll plazas along SR 589 (Veterans Expressway).

- f. For clarification purposes, any reference in this RFP to the mainline fiber optic backbone that is installed along the east side of the corridor of the Veterans Expressway shall be defined as the “backbone”. The fiber optic cable between the backbone and a building (ramp and mainline locations) shall be defined as the “Tolls lateral”. The fiber optic cable between the backbone and ITS components shall be defined as the “ITS lateral”.
- g. The FOC communications backbone consists of a 96-count single mode fiber optic cable and four (4), 1.25-inch HDPE conduit, locate tone wire, warning tape, fiber route markers, pull boxes, and splice boxes running along the east side of the corridor. Three (3) of the four (4), 1.25-inch HDPE conduits are spare conduits. The backbone provides access points for the various ITS and Toll System components along the corridor for network connectivity as previously described.
- h. Some components are typically connected to the backbone through a lateral twelve (12) count single mode fiber optic cable inside a one (1), 1.25-inch HDPE conduit.

The FTE Tolls Communications Network includes but is not limited to the fiber optic drops from the backbone to each toll plaza as well as fiber optic cable that interconnects ramp toll plazas within each interchange and all other associated communications elements. The lateral drops for the existing toll plaza consist of a twenty-four (24) count single mode fiber optic cable for ramp plazas and forty-eight (48) count for mainline toll plazas. The mainline and ramp toll plaza lateral drops typically consist of two (2), 2 inch underground conduits of which one is a spare.

3. Design and Engineering Services:

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

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

a. Preservation of Existing ITS System

If the contractor determines that a WZITS system is not needed and the existing ITS system can be preserved throughout all phases and stages of construction then the following guidelines are to be followed. If the Design-Build Firm uses WZITS, then the guidelines in Section VI.L.3.c are to be followed. The Tolls Communications Network is to remain operational throughout the duration of the Project.

The Design-Build Firm may propose minimal downtime of ITS components as result of new construction as defined in this RFP. The Design-Build Firm shall be responsible for developing engineering design and construction plans of new ITS construction and relocation of existing ITS components found to be in conflict with the proposed scope of work and for submitting the plans to the Department for review and approval. The Design-Build Firm shall be responsible for all labor and materials associated with the relocation of ITS components, and associated power and communications infrastructure. Any ITS components and/or supporting power and communications infrastructure damaged by the Design-Build Firm, shall be replaced by the Design-Build Firm with equal or better product at no additional cost to the Department.

All existing ITS devices connected to a local HUB (LHUB) inside an existing ramp toll building or other facility along the Veterans which are proposed to be removed or in conflict with the project work shall remain operational throughout the project duration. The Design-Build Firm is responsible for connecting

the affected ITS devices with a new LHUB site or provide direct fiber connectivity with the Veterans backbone. When relocating or re-routing affected ITS devices to an existing or new LHUB, the Design-Build Firm is responsible for all modifications and materials for a fully functional LHUB. When connecting directly to the Veterans backbone, the Design-Build Firm shall ensure there is no distance limitation for the new fiber connection. The Design-Build Firm shall provide all communications hardware required to ensure there is no excess signal degradation between the new fiber connection point and nearest HUB.

Prior to the relocation or downtime of any ITS System component as approved by the Department, the Design-Build Firm shall submit a Method of Procedure (MOP) to the Department for review and approval. The MOP shall be submitted for review seven (7) working days prior to the proposed outage and shall outline the anticipated field procedures to take place. The MOP shall be in accordance with the requirements described in Section VI.P-3, ITS Repair and Preservation, of this RFP. After a proposed ITS component or backbone downtime MOP is approved, the Design-Build Firm shall provide a minimum of two (2) working days advance notice prior to disconnecting any ITS System component or relocation of the backbone.

The existing ITS System to be protected and remain operational before, during, and after construction includes, but is not limited to, the following:

1. Closed Circuit Television Cameras (CCTV)
2. Dynamic Message Signs (DMS) System
3. Travel Time System (TTS)
4. Vehicle Detection Systems (VDS)
5. Fiber Optic Network (FON)
6. Fiber Optic Cable (FOC) – Mainline FOC backbone and lateral FOC drops, pull boxes, splice boxes, route markers
7. Fiber Locate System (route markers and locate wire)
8. Miscellaneous ITS Components (Encoders, Switches, etc.)
9. Wireless Equipment
10. Power run and service

The relocation of any of the above ITS components, as approved by the Department, shall provide at a minimum the same coverage, service and functionality currently being provided by the ITS component.

For any relocated ITS Component and associated power and communications, fiber backbone segment, new splices, new ITS lateral, new Tolls lateral, new ITS components, the Design-Build Firm shall submit hard copies and an electronic file of updated As-Built Plans as required in Section VI.I of this RFP. The as-built plans shall be submitted to the Department for review and approval. The Design-Build Firm shall submit a shape file document containing Global Positioning System (GPS) coordinates acceptable for the Department's use for all ITS components and associated power and communications, relocated fiber backbone segments, ITS laterals and Tolls laterals affected by the scope of work. The GPS unit shall be provided by the Design-Build Firm and used to collect data with a sub-foot accuracy level.

b. Stationary Devices

All stationary ITS components determined to be in conflict and to be relocated as approved by the Department shall be placed outside the clear zone or protected by guardrail or barrier wall when clear zone requirements cannot be met. All stationary devices located above ground level and within the clear zone must be protected with guardrail or barrier. The Department, before construction, must approve the location of all stationary devices. This approval will occur during the Phase III-90% plans review.

c. Utility Conflicts

The Design-Build Firm shall identify, evaluate, address, and mitigate any conflicts between existing ITS System components, including but not limited to the FON infrastructure, and proposed work. All conduit and utility adjustments shall be reviewed and approved by the Department. The Design-Build Firm shall be responsible for relocation of all existing utilities as per FTE Manuals, FDOT Standards and FDOT Utilities Accommodation Manual. Any segment of the FOC communications backbone determined to be in conflict and to be relocated as approved by the Department shall meet the requirements in the RFP.

d. Structure Conflicts

The Design-Build Firm shall investigate and show all potential conflicts of the existing ITS components and proposed work including but not limited to barrier walls, drainage structures, guardrail, sign structures including but not limited to full span trusses, half span trusses, cantilever trusses, light poles, post mount signs, sheet pile wall, barrier wall, retaining walls, etc.

e. Grade Change (+ or -)

The final elevation of underground ITS conduits shall be 36 inches below final grade. When the ITS conduit is directionally bored, then the conduit duct bank depth shall be 48 inches below final grade or ten (10) times the diameter of the casing, whichever is greater. If the ITS system will be affected by “fill section” conflicts, the Design-Build Firm shall be responsible for raising all ITS components including ITS poles and boxes to grade level. Raising pull boxes may also require the adjustment of conduits entering the boxes. Adjustment to conduits, pull boxes, splice boxes shall be performed as per manufacturer’s recommended procedures. Any damaged pull boxes (power and communications) or fiber splice boxes during adjustment operations shall be replaced with a new equal or better product. Existing conduit to remain under proposed pavement shall be encased in 6” split duct HDPE conduit.

For any sections that require grading including, the existing fiber backbone and conduit system shall be located and maintained operational throughout construction. Pull boxes, splice boxes, fiber route markers, conduits, locate wire and warning tape shall be adjusted or replaced with new product as a result of the grade change.

All concrete aprons around ITS device poles, cabinets, pull boxes and splices boxes impacted by the grade change shall be leveled to match the new grade. All concrete aprons damaged as a result of the work in the scope shall be replaced with a new concrete apron as per FDOT Design Standards.

f. Maintenance Pads

The Design-Build Firm shall furnish and install poured in place maintenance pads at each ITS component support pole location and ground mount cabinets that require relocation. The size of the maintenance pad shall comply with the existing ITS concrete pads currently deployed within the project limits. The Design-Build Firm shall modify the size and shape of the maintenance pad design to accommodate sloped areas where device support poles are to be relocated.

g. Conduit and Interconnect System

The existing fiber and conduit systems to be impacted and relocated or replaced shall be replaced in kind including but not limited to the size, number, and color of the existing conduits. The Department must approve the location of any proposed conduit during the plans review phase. All spare conduits shall be continuous and tested prior to final acceptance of the project. The following general criteria must be employed:

1. The installation and routing of the fiber optic conduit system at any specific location shall not

damage trees and landscaping. The fiber optic drop conduit system shall maintain a minimum clearance from utilities as outlined in the FDOT Design Standards and Utilities Accommodation Manual.

2. Design criteria shall use the most feasible horizontal and vertical location of the conduit line.
3. Existing conduit within the construction limits of all AET express lanes and roadway widening work shall be tested before and after construction activities to ensure integrity of the conduit.
4. Avoid existing and proposed utilities.
5. Avoid future roadway, ramp and toll plaza widening.
6. Minimize clearing and grubbing.
7. Locate fiber and conduit system outside the existing and future clear zone but no closer than five feet to existing and proposed sound walls.
8. Maintain a straight conduit line.
9. The mainline and drop fiber line shall not be attached to bridge structures, plaza canopy's or run along roof tops.
10. Install fiber 15 feet from right-of-way where there are no sound walls and 5 feet in front of existing sound walls whenever possible. In areas where the fiber cannot be installed in the ground adjacent to the roadway or where maintenance access is restricted, install the fiber within the roadway shoulders similar to the Veterans widening projects south of Gunn Highway.
11. All spare conduits shall have a pull tape installed and shall be capped with a waterproof seal approved by the conduit manufacturer immediately after testing. Ensure all conduit duct banks have a tone wire connection from end to end.
12. All ITS and tolls conduit installed underground shall be SDR 11 high density polyethylene (HDPE).
13. All conduit interconnect system, locate tone wire, fiber route markers, warning tape shall comply with the FDOT's Specifications for Road and Bridge Construction, applicable FDOT Design Standards and the Turnpike Plans Preparation and Practice Handbook (TPPPH) 2013 Edition, Addendum 1 for Fiber Optic Cable Designating System point of contact information requirements for the fiber markers.
14. All existing conduit to remain under new proposed pavement shall be encased in a 6-inch diameter HDPE split duct conduit system.

h. Fiber Optic Pull and Splice Boxes

Fiber optic pull boxes shall be installed at the following locations:

1. At all new or relocated ITS components
2. Both ends of directional bores
3. All building entrances
4. 90 degree turns in the conduit system
5. Include a concrete apron around the pull box of one (1) foot minimum width from edge of the pull box by six (6) inches deep

The spacing of the fiber optic pull boxes shall not compromise the maximum pulling tension of the fiber optic cable. Locations must be approved by the Department during the Phase III-90% review phase. All pull and splice boxes must meet HS-20 loading if they are to be installed in the limited access right-of-way. If pull or splice boxes are installed within the roadway shoulder they are to be traffic load bearing pre-cast concrete and meet the requirements for pre-cast concrete drainage structures as set forth in Specifications Section 449. In addition, the traffic load bearing boxes shall meet the requirements for pre-cast concrete box culverts (Section 410) as called for in Section 449-3. Traffic load bearing boxes shall be

designed for AASHTO HL-93 live loading.

All fiber optic pull boxes shall comply with the FDOT's Specifications for Road and Bridge Construction and applicable FDOT Design Standards. All splice boxes shall comply with the detail included in the Reference Documents.

i. Electrical Utility Service to ITS Device Cabinets

For new or relocated service, or for new or relocated ITS cabinets, the electrical conductors shall be increased so that maximum voltage drop at the new location does not exceed the voltage drop at the existing cabinet location, as well as meet FTE requirements.

If the Design-Build Firm designs for new or relocated power services, the Design-Build Firm shall be responsible to coordinate with the power service provider(s). The Design-Build Firm shall be responsible for any and all associated design, labor and material costs for new or relocated power services including but not limited to:

1. HDPE power conduit (sized to accommodate new service wire)
2. Electric power cable
3. Pull boxes
4. Grounding
5. Surge suppression
6. Disconnect switch
7. Transformers
8. Power distribution panels

j. Electrical Pull Boxes

Electrical pull boxes shall be installed at:

1. All ITS device locations
2. Over all grounding rods at power service points
3. Adjacent to existing building transformer / load center
4. 90 degree turns in the power conduit system
5. At both ends of directional bores crossing travel lanes
6. Include a concrete apron around the pull box of one (1) foot minimum width from edge of the pull box by six (6) inches deep

The spacing of the electrical pull boxes shall not exceed 500 feet. Locations must be approved by the Department during the Phase III-90% review phase. All pull boxes must meet HS-20 loading and shall comply with the applicable FDOT's Specifications for Road and Bridge Construction and applicable FDOT Design Standard indices. If pull boxes are installed within the roadway shoulder they are to be traffic load bearing pre-cast concrete and meet the requirements for pre-cast concrete drainage structures as set forth in Specification Sections 449. In addition, the traffic load bearing boxes shall meet the requirements for pre-cast concrete box culverts (Section 410) as called for in section 449-3. Traffic load bearing boxes shall be designed for AASHTO HL-93 live loading.

Power pull boxes shall have lids labeled with raised letters "Turnpike ITS Electrical".

4. ITS Repair and Preservation

a. ITS System

This section establishes the requirements for the repair and preservation of the existing FTE Intelligent Transportation System (ITS) within the Project limits throughout the Project duration. The ITS System is defined to include FTE tolls communications, fiber optic communications networks, wireless communication networks, underground conduit, pull boxes, vaults, underground fiber optic cable, ITS field devices (i.e., cameras, vehicle detection, travel time, dynamic message signs, ITS field network devices, ITS device cabinets, power circuitry/systems, aboveground route markers and associated temporary or permanent ITS related infrastructure.

Whenever actions of the Design-Build Firm cause the ITS or related components to fail or disrupt normal operations, as determined by the Department, repair/restore the ITS and related components to their previous condition and normal operation as specific in the modified Standard Specification, Article 7-11, dated December 13, 2012.

In the case of failure on the part of the Design-Build Firm to respond to damage, provide a repair plan or repair the ITS to normal operations, the Department may proceed to repair and enforce the provisions of modified Standard Specifications, Article 7-11, dated December 13, 2012. Lack of manpower or parts will not be considered as items beyond the Design-Build Firm's control. Repairs and responses must be performed by FDOT prequalified contractors in work class Intelligent Transportation Systems.

ITS failures and disruption of normal operation are defined to include, but are not limited to the following:

1. Telecommunications - This item entails the failure, partial failure, or cutting of any telecommunications including but not limited to fiber optic cable, composite cable, wireless links, data lines, or leased telephone data lines that brings down the system in whole or any part of the system or its functions that include communication between the Master Hubs. Telecommunications failure also includes causing a system to fail over to a redundant path or the removal of a redundant path without written permission from the Department.
2. Camera System – This item includes the loss of Video or Pan, Tilt or Zoom from a specific camera site. This also includes any change in the height, angle, or location of the support structure of the camera caused by the contractor.
3. Vehicle Detection System / Travel Time System – This item includes the loss of correct data flow from the field device to the Department's Software system located at FTE's Traffic Management Centers (Turkey Lake and Pompano). This includes data for all lanes of travel. If a temporary detection system is used it shall maintain all standards that the existing system is currently using.
4. Dynamic Message System (DMS) - This item entails the failure or partial failure for a mainline (within limited/access FTE right of way) DMS. This is to include the inability to send or receive data to a DMS and or the inability for the Operator at the TMC to display, blank, change, or verify a message sent to the sign.
5. Power Systems – This item includes the complete or partial failure of power to all systems including but not limited to HUBs, LHUBs, cameras, vehicle detection or travel time systems, DMS systems.

Temporary fusion splices may be used to temporarily reconnect any broken fibers. Mechanical splices are not permitted. After any temporary splices are added to the system and prior to final acceptance of the project in accordance with FDOT Specifications Article 5-11 permanent repair to ITS fiber optic cable shall be completed. All temporary and permanent splicing shall be performed in accordance with the provisions of FDOT Standard Specifications for Road and Bridge Construction.

Submit an ITS repair plan to the Department at the pre-construction conference. The plan shall outline the procedures, resources and points of contact for a step-by-step guideline in the event the Design-Build Firm damages or disrupts normal operation.

Provide detailed plans to the Department which show how damage to any ITS facility will be remedied. These details will become part of the as-built plans package. Remediation plans must follow the same guidelines for development and presentation of the as-built plans. They must be approved by the Department before any remediation work proceeds.

b. Fiber Optic Cable Restoration and Repair

The Design-Build Firm shall protect the ITS System and the Tolls Communication Network within the limits of this project. Any damage to the ITS System or the FTE Tolls Communications Network caused by the Design-Build Firm shall be fixed within the allotted time specified above. The Design-Build Firm shall obtain approval for all repair or replacement procedures from the FTE Toll Operations staff before breaking ground. Due to the sensitivity of the FTE's fiber optic infrastructure, the following additional requirements shall be met by the Design-Build Firm:

1. The Design-Build Firm shall conduct an initial fiber test of 12 fibers through the project limits to test the FOC communications backbone. The test shall be conducted at the start of the project before breaking ground using a test procedure approved by the Department with District Traffic Operations staff present. The fiber tests shall be uni-directional tests at a single wavelength using an Optical Time Domain Reflectometer (OTDR). The fibers to be tested shall be determined by the Department and shall not exceed 12. After substantial completion of the project but before final acceptance, the Design-Build Firm shall perform a final fiber test of the same 12 fibers using the same test procedure and repair any damage or excessive degradation (as defined below) found at no additional cost to the Department. This fiber optic testing shall include the fiber optic cable to the nearest master hub beyond the project limits in both directions. Master hub to the south is located on Eisenhower Blvd, north of Memorial Highway. Master hub to the north is located at the former Sugarwood Toll Plaza.
2. The Design-Build Firm shall restore communication service to all fibers and associated infrastructure including but not limited to the conduit duct bank, tone wire, and warning tape as required by FTE.
3. The Design-Build Firm shall restore and repair damage to the FTE Tolls Communications Network following the same restoration time requirements as the FTE ITS Network. However, no splices will be allowed in the FTE Tolls Communications Network due to the short lengths of the runs.
4. If the restoration and repair are not performed as described above or within the specified time, the Department reserves the right to restore or repair the damage and will deduct the cost thereof from any monies due or which may become due to the Design-Build Firm under the Contract. In addition, the Design-Build Firm shall reimburse the Department for any toll revenue losses caused by Design-Build Firm damages to any of the communication items described herein.

A CD/DVD with all OTDR test results performed on this project initially and after any fiber repairs shall be submitted to the Department's Construction Project Manager.

5. Fiber Optic Cable Relocation and Removal Requirements

The Design-Build Firm shall be responsible for identifying any conflicts between the existing backbone and FTE Tolls Communication Network infrastructure and the proposed work within the limits of this project. In event of a conflict, the Design-Build Firm shall develop design plans and a fiber relocation procedure and submit to the FTE ITS Office for review and approval prior to relocating any segment of

the mainline FOC communications backbone. At a minimum, the Design-Build Firm shall comply with the following criteria for relocating any portion of the FOC communications backbone.

Introduction of new fiber splice boxes or butt splices for the relocation of any segment of the FOC communications backbone is not allowed unless approved by the Department. The section of fiber to be replaced as approved by the Department will be from the nearest butt end splice point on either side of the section in conflict. This new cable shall be housed in the same color conduit as the existing cable and shall include the re-splicing of the fiber optic drop cables within the section. The Design-Build Firm shall be limited to use of an existing splice box to perform any new butt splice as approved by the Department.

The fiber optic splice box shall be HS-20 rated, shall meet the requirements of the existing splice box and shall comply with the FDOT's Specifications for Road and Bridge Construction and applicable FDOT Design Standards. Splice boxes are also required to comply with the splice box detail as shown in the Reference Documents. Splice box spacing shall not compromise the maximum pulling tension of the fiber optic cable. Splice box locations must be approved by the Department during the Phase III-90% review phase. If splice boxes are installed within the roadway shoulder they are to be traffic load bearing pre-cast concrete and meet the requirements for pre-cast concrete drainage structures as set forth in Specification Sections 449. In addition, the traffic load bearing boxes shall meet the requirements for pre-cast concrete box culverts (Section 410) as called for in section 449-3. Traffic load bearing boxes shall be designed for AASHTO HL-93 live loading.

Splice boxes must come equipped with knock-outs on all four sides to facilitate any future conduit installations and splicing needs. If the area for the proposed fiber splice box is not easily accessible then a reasonable amount of extra slack beyond the 200 feet minimum required slack per FDOT Standard Specifications for Road and Bridge Construction shall be furnished and installed to accommodate future splicing. The amount of proposed slack must be noted on the Phase III-90% plan submittal. Actual slack amounts shall be noted on final project as-built plans.

Any relocated segment of the fiber backbone, ITS lateral, new Tolls lateral and re-splicing of the removed Tolls lateral at the fiber backbone access point (splice box) shall be tested using an OTDR per FDOT Standard Specifications. A CD/DVD with all OTDR test results performed on existing fiber, new fiber reel test, and factory test results shall be submitted to the Department's Construction Project Manager. The fiber testing and certification shall comply with the FDOT's Specifications for Road and Bridge Construction.

6. Construction and Integration Services:

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

7. Testing and Acceptance:

All equipment furnished by the Design-Build Firm shall be subject to monitoring and testing to determine conformance with all applicable requirements. The Design-Build Firm is responsible for the coordination and performance of material inspection and testing, field acceptance tests, and system acceptance tests. The times and dates of tests must be accepted in writing by the FDOT Project Manager. The Design-Build Firm shall conduct all tests in the presence of the FDOT Project Manager or designated representative. The Design-Build Firm shall develop and submit to FTE, for review and approval, test plans for all ITS components to be tested as part of the Project a minimum of 60 days prior to conducting each test.

a. General

The testing requirements of the Department specifications shall apply to any and all ITS components affected by the construction of this project including but not limited to proposed conduits, proposed and existing fiber optic cables within the project areas, and ITS components that experience interruptions in communications or require relocation as a result of conflicts associated with this project. ITS testing shall also include a Spare Conduit Test (SCT), Fiber Optic Cable Test (FOCT), Stand Alone Test (SAT), Operational System Acceptance Test (OSAT), and a Burn-In Period as described below. The Department reserves the right to have a representative witness all testing. The Design-Build Firm shall request in writing the Department's approval for each test procedure a minimum of 14 calendar days prior to the requested test date.

b. Spare Conduit Test

The Design-Build Firm shall be responsible for completing a final conduit proofing test of all conduits that were relocated or installed within any roadway work part of this Project. The Design-Build Firm shall be responsible for identifying and repairing any damage to the spare conduit regardless of whether the conduits were damaged before or during this project. The conduit proof test method is to be consistent with testing requirements in the FDOT Standard Specifications for Road and Bridge Construction. The diameter of the proofing dart shall be a minimum of 80% of the actual duct inside diameter. The proofing dart shall have a minimum length of three (3) inches. The ability to successfully blow the pull string in the conduit for the proofing dart will satisfy the requirement for testing an airtight seal.

c. Fiber Optic Cable Test

The Design-Build Firm shall be responsible for completing a final test of proposed fiber optic cable within the project limits per the Department's Specifications for Road and Bridge Construction including the use of an optical time domain reflectometer (OTDR) to ensure the specifications are met and to take responsibility for repairing any damage found at its own cost. Any segment of the FOC communications backbone to be relocated shall also meet the testing requirements described in this section of the RFP.

d. Stand Alone Test

The Design-Build Firm shall perform a complete SAT on all ITS components affected in any way by this project. The SAT shall demonstrate that all equipment and materials are in full compliance with all project requirements and fully functional as installed and in final configuration. If a unit fails its stand-alone test, the Design-Build Firm shall correct the problem or replace the unit and retest it until satisfactory completion of the SAT. All equipment used to conduct the SAT shall be provided by the Design-Build Firm.

The SAT shall demonstrate full compliance with all operational and performance requirements of the project including but not limited to full coverage of CCTV camera location to meet or exceed previous coverage, full operation of any mainline DMS affected by the project, detection accuracy for VDS and adequate toll transponder penetration for the TTS sites if impacted by the project. SATs also include a visual inspection of the cabinets and all construction elements at the site to ensure they are compliant with the specifications of this project.

e. Operational System Acceptance Test (OSAT)

The Design-Build Firm shall perform a complete OSAT on all equipment and materials affected in any way by this project including but not limited to relocated ITS Components, new ITS Components replaced as a result of damages by the Design-Build Firm. The Design-Build Firm shall not request the OSAT test until all SATs have been satisfactorily completed. Prior to the official OSAT, the Design-Build Firm shall provide advance notice of and written test results documentation that the Design-Build Firm has performed a dry-run of the OSAT. The FTE ITS Office reserves the right to require the

attendance of a dry run test session.

The Design-Build Firm shall test all project systems simultaneously from the TMC in the FTE Operations Center in a manner equivalent to the normal day-to-day operation of the system. The OSAT shall demonstrate that all equipment and materials in the network are in full compliance with all project requirements and fully functional as installed and in final configuration, communicating with and being controlled through the TMC.

The FTE ITS Office reserves the right to require, at no additional expense, the attendance of a qualified technical representative of the equipment and/or software manufacturers to attend any given OSAT.

f. ITS Burn-In Period

Following the FTE ITS Office's written notice of successful completion of the CSAT, the Burn-In Period for ITS will begin. The entire ITS system within the project limits excluding toll equipment but including communication infrastructure to toll equipment must operate successfully for 30 days. The Design-Build Firm shall be responsible for the full maintenance of the ITS system components within the project limits during the Burn-In Period and until Final Acceptance. Successful completion of the Burn-In Period will occur at the end of the 30 days of operation without a system failure due to failed ITS Component, hardware, software or communications components.

Each system failure during the Burn-In Period will require an additional 10 days of successful operation prior to being eligible for Final Acceptance. (i.e., if there are two system failures during the initial 30 day period, the burn-in period would be increased to 50 days).

8. Landscape Coordination

Coordinate with the Design-Build Landscape Architect (DBLA) to avoid conflicts with landscape plantings within the Department Right of Way. Delivering a fully operational ITS and landscapes at the same locations will require early and frequent coordination of ITS engineers and the DBLA. While procedures are revised to facilitate this increased collaboration and cooperation, the Design-Build Firm is required to ensure that the design and construction of each ITS Project and each landscape Project is entirely coordinated with existing and proposed ITS facilities and landscapes. Both programs have been determined to be important components of the state transportation system.

Q. Landscaping

The Landscape Opportunity Plan (Opportunity Plan) shall be prepared by a Florida Registered Landscape Architect (DBLA).

It is the intent of this work item to preserve to the greatest extent possible the opportunity to provide for significant landscape planting areas within the Project limits indicated on the Concept Landscape Plan (Concept Plan), see Reference Documents. This is accomplished by early and consistent coordination between the various design elements which compete to occupy the Project site.

The Concept Plan was designed to meet the intent of FDOT Beautification Policy and adhere to the FTE Landscape Brand Guidelines (BRAND) as design criteria and create a unified Landscape theme throughout the Turnpike Roadways. The Design Build Landscape Architect (DBLA) shall coordinate directly with the Florida Turnpike Enterprise Landscape Architect (FTELA) for information regarding the design concepts and planting materials utilized along the Florida Turnpike right of way.

The website for BRAND document is at the following URL address:

http://www.floridasturnpike.com/design/prod_design/tppph/2013/Turnpike%20Landscape%20Brand%20Guidelines_March%202013.pdf

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

The AET 6B project (FPID # 406151-4-52-01) Landscape Plan construction documents have been completed which overlap this project. These plans only include the ramp and Sugarwood toll gantry areas. Proposed landscape plantings in these areas shall be preserved to the greatest extent possible.

The Design-Build Firm shall ensure that the DBLA is part of on-going discussions during development of the design efforts for purposes of coordination, avoiding conflicts and discussing design issues that accommodate, to greatest extent, the preservation of the landscape opportunities identified on the Concept Plan and be in compliance to all FTE and FTE requirements and guidelines. Disciplines that will have greatest impact to preserving landscape opportunities include, but not limited to: environmental, drainage, utilities, signing, lighting, noise walls, and ITS. The DBLA shall identify potential conflicts relating to preserving opportunity landscape areas and provide suggested resolutions to preserve them. If conflicts cannot be resolved by the Design-Build Firm and the DBLA, they shall be discussed with the Department's Project Manager and FTE Landscape Architect for coordination and resolution.

The Design-Build Firm shall provide the necessary inventory and analysis to prepare a "Landscape Opportunity Plan" (Opportunity Plan) as component of the roadway plan set. The DBLA shall consider and indicate on the Opportunity Plan proposed roadway improvements, utilities, retention, lighting, noise walls (heights to be noted), ITS, setbacks clear zone dimensions and any other elements which will impact planting locations, etc., in identifying future landscape planting areas.

The Landscape Opportunity Plan shall include the following:

1. Note overlapping AET 6B project limits;
2. Updated with all proposed improvements and existing elements to remain associated with the Project;
3. Proposed and existing remaining noise walls (include height), barrier / retaining walls, guardrails, etc.;
4. Existing vegetation groupings that will remain to include vegetation information as identified above with method of protection;
5. Wetland jurisdictional lines;
6. Existing to remain and proposed stormwater treatment areas (indicate intention of dry or wet treatment) and stormwater management conveyance systems;
7. All existing to remain and proposed utilities;
8. General objectionable or desired views;
9. Locations of proposed landscape opportunity planting areas in a bubble format which identifies various vegetation groupings in a hatched or colorized manner indicating plant species as identified in the Conceptual Landscape Plans;
10. Label all applicable clear zone, horizontal clearance, setback dimensions on the plans and in chart form which reflect AASHTO, FDOT and Department guidelines for landscape installation and maintenance operations, including those that have been coordinated with other disciplines;
11. Indicate potential areas for wildflower plantings, as applicable;
12. The existing landscape buffer from Rawls Road to approx. Sta. 1650 needs to remain, be enhanced, and/or replaced to ensure existing buffer quality; and
13. Retention area SMF L, Per settlement with neighborhood, requires the extensive landscape buffer placed on Half Moon Lake Road side of SMF shall remain undisturbed or be enhanced and/or replaced to ensure existing buffer quality.

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

This proposed roadway is heavily vegetated. It is the intent to preserve existing trees and palms that do not conflict with proposed improvements to greatest extent possible. Continued coordination during the design process between the DBLA and other design disciplines are required to achieve this goal.

The DBLA shall conduct a visual survey of existing vegetation within and adjacent to the right-of-way. These areas have been identified on the Concept Plan. The DBLA shall confirm accuracy and shall general locations of existing vegetation that will remain after roadway and associated improvements are completed. The DBLA shall identify proposed buffer areas as needed. All of this information shall be included on 90%, Final component Plans and Construction set.

The Design-Build Firm will be responsible for preparing a tree protection plan. Existing tree and palm protection shall comply with FDOT Standard Index 544 or other acceptable FTE method. Protection areas and methods shall be coordinated with the DBLA and indicated in the Roadway Construction Plan set.

Planting areas in front of noise walls shall be discussed with the Department's Project Manager and FTELA prior to incorporation into the Opportunity Plan. Determination of off-set depth dimensions to accommodate landscape planting strips to greatest extent possible, shall be considered to address maintenance accessibility.

It will be the responsibility of the Design-Build Firm to remove all Category 1 invasive exotics as defined by the *Florida Exotic Pest Plant Council* (www.fleppc.org) within the Project limits. These invasive exotics shall be removed as necessary until final project acceptance.

All existing palm trees that remain shall be trimmed to remove all seed pods and dead, damaged or diseased fronds. Existing trees that remain shall be pruned as needed to accommodate construction or to remove dead, damaged or broken branches. Existing palms and trees shall be maintained as necessary until final acceptance. Pruning shall be conducted by a certified Arborist.

The DBLA shall research and confirm any legally permitted outdoor advertising billboard (ODA) within and 1000' beyond the Project limits. The ODA sign(s) and 1000' maximum vegetation protection zone limit shall be indicated on the plans. The DBLA shall register with the FDOT Central Office Landscape Architect the landscape intent of this Project. Design-Build Firm's Landscape Architect shall provide copy of all correspondence and attachments to the Department's Landscape Architect.

The DBLA shall meet with the FTE Landscape Architect prior to beginning work for the purposes of coordination and discuss Concept Plan, direction of the BRAND landscape design guidelines and optimal method of conveying landscape intent. As the Design-Build Firm progresses with the design, provide overlay of the roadway on the Opportunity Plan to identify changes to the planting areas as applicable. Discuss with the Department's Project Manager and FTELA. The Drainage Engineer shall participate in discussion with the DBLA for the purposes of coordination and avoiding conflicts where possible between the preliminary and final drainage design efforts and the Opportunity Plan areas.

Documentation of all meetings and decisions shall be prepared by the Design-Build Firm and are to be submitted to the Department's Project Manager and Department's Landscape Architect. These activities and submittals should be coordinated through the Department's Project Manager.

In addition to what is identified as submittal requirements in Chapter 2 of the PPM, the Design Build Firm shall submit a Landscape Opportunity Roll Plot with their Technical Proposal depicting the Design-

Build intent of preserving landscape areas. Particular emphasis shall include the preservation of existing landscape and consistency within the Concept Plan.

VII. Technical Proposal Requirements:

A. General:

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

B. Submittal Requirements:

The Technical Proposal shall be bound with the information, paper size and page limitation requirements as listed herein.

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

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

Submit 1 Original, 5 CD/DVD's, and 7 hard copies of the Technical Proposal to:

Mr. Richard Nethercote
Turnpike Contract Administrator
Florida's Turnpike Enterprise
Turkey Lake Service Plaza
Building 5315, MP 263
Ocoee, FL 32761

The minimum information to be included:

Section 1: Project Approach

- Paper size: 8½" x 11". The maximum number of pages shall be 15, single-sided, typed pages including text, graphics, tables, charts, and photographs. Double-sided 8½" x 11" sheets will be counted as 2 pages. 11"X17" sheets are prohibited.
- Describe how the proposed design solutions and construction means and methods meet the project needs described in this Request for Proposal. Provide sufficient information to convey a thorough knowledge and understanding of the project and to provide confidence the design and construction can be completed as proposed.
- Provide the term, measureable standards, and remedial work plan for any proposed Value Added features that are not Value Added features included in this RFP, or for extending the Value Added period of a feature that is included in this RFP. Describe any material requirements that are exceeded.
- Provide a Written Schedule Narrative that describes the Design and Construction phases and illustrates how each phase will be scheduled to meet the project needs required of this Request for Proposal. Bar or Gantt charts are prohibited. Do not reveal or describe the Proposed Contract Time. Proposed Contract Time will be evaluated when Bid Price Proposals are received.

Section 2: Plans and Technical Special Provisions

- Paper size: 11" x 17". Plan and Profile views of the proposed improvements may be submitted in roll-plot format. The maximum width of the roll-plots shall be 36". The maximum length of the roll-plot shall be 8'. Inclusion of additional information on the roll-plot, other than depictions of the Plan and Profile views, is prohibited and will not be considered by the Proposal Evaluators, if included. The department may determine that such additional information is excessive and may require the Design-Build Firm to revise and resubmit the roll-plots. If this occurs, the Design-Build Firm will have 2 business days to revise and resubmit the roll-plots upon notification by the Department.
- Provide Technical Proposal Plans in accordance with the requirements of the Plans Preparation Manual.
- The Plans shall complement the Project Approach.
- Provide any Technical Special Provisions which apply to the proposed work. Paper Size: 8½" x 11".

C. Evaluation Criteria:

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

Item	Value
1. Design	40
2. Construction	30
3. Innovation	5
4. Value Added	5
Maximum Score	80

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

1. Design (40 points)

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

- Structures design
- Roadway design / and safety
- Drainage design
- Environmental design
- Design coordination plan minimizing design changes
- Geotechnical investigation plan
- Geotechnical load test program
- Minimizing impacts to adjacent properties and structures through design
- Traffic Control Plan design
- Incident Management Plan
- Aesthetics
- Utility Coordination and Design
- Aesthetics consistent with the Veterans Expressway corridor scheme
- Consistent with the Conceptual Landscape Plans and preservation of existing vegetation

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

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

2. Construction 30 points)

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

- Safety
- Structures construction
- Roadway construction
- Drainage construction
- Construction coordination plan minimizing construction changes
- Minimizing impacts to adjacent properties and structures through construction
- Environmental design and Erosion/Sediment Control Plan
- Maintenance of Traffic Plan
- Incident Management Plan
- Utility Coordination and Construction
- Construction coordination with adjacent, concurrent corridor projects. Credit will be given for traffic control plan details and schedule details that coordinate and achieve requirements for all projects; and eliminate schedule and overlapping work zone conflicts.

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

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

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

3. Innovation (5 points)

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

- Minimize or eliminate Utility relocations
- Materials
- Workmanship

4. Value Added (5 points)

Credit will be given for the following Value Added features:

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

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

Value Added Feature	Minimum Value Added Period
Value Added Asphalt	3 years
Value Added Concrete Pavement	5 years
Value Added Bridge Components	5 years
Value Added Lighting	3 years

D. Final Selection Formula:

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

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

BPP = Bid Price Proposal

TS = Technical Score (Combined Scores from ELOI and Technical Proposal, plus Points Awarded for Proposed Contract Time)

Points will be added to the Technical Score, at the time of Bid Price Proposal opening, according to the Proposed Contract Time based on the following table. The number of days shown on the bid proposal form shall be the official Proposed Contract Time.

Proposed Contract Time (Days)	Points Awarded
1200 - 1171	0
1170 – 1141	1
1140 – 1111	2
1110 – 1081	3
1080 – 1051	4
1050 or less	5

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

The Department reserves the right to consider any proposal as non-responsive if any part of the Technical Proposal does not meet established codes and criteria. If the Proposed Contract Time is greater than Maximum Contract Time of 1,200 calendar days the Bid Price Proposal will be considered non-responsive.

E. Final Selection Process:

After the sealed bids are received, the Department will have a public meeting for the announcement of the Technical Scores and opening of sealed Bid Price Proposals. This meeting will be recorded. At this meeting, the Department will announce the score for each member of the Technical Review Committee, by category, for each Proposer and each Proposer's average Technical Score. Following announcement of the technical scores, the sealed Bid Price Proposals will be opened and the adjusted scores calculated. The Selection Committee should meet a minimum of two (2) calendar days (excluding weekends and Department observed holidays) after the public opening of the Technical Scores and Bid Price Proposals. The Department's Selection Committee will review the evaluation of the Technical Review Committee and the Bid Price Proposal of each Proposer as to the apparent lowest adjusted score and make a final determination of the lowest adjusted score. The Selection Committee has the right to correct any errors in the evaluation and selection process that may have been made. The Department is not obligated to award the contract and the Selection Committee may decide to reject all proposals. If the Selection Committee decides not to reject all proposals, the contract will be awarded to the Proposer determined by the Selection Committee to have the lowest adjusted score.

F. Stipend Awards:

The Department has elected to pay a stipend to a limited number of non-selected Short-Listed Design-Build Firms to offset some of the costs of preparing the Proposals. The non-selected Short-Listed Design-Build Firms meeting the stipend eligibility requirements of the Project Advertisement and complying with the requirements contained in this section will ultimately be compensated. The stipend will only be payable under the terms and conditions of the Design-Build Stipend Agreement and Project Advertisement, copies of which are included with this Request for Proposal. This Request for Proposal does not commit the Department or any other public agency to pay any costs incurred by an individual firm, partnership, or corporation in the submission of Proposals except as set forth in the Design-Build Stipend Agreement. The amount of the stipend will be \$90,000 per non-selected Short-Listed Design-Build Firm that meets the stipend eligibility requirements contained in the Project Advertisement. The stipend is not intended to compensate any non-selected Short-Listed Design-Build Firm for the total cost of preparing the Technical and Price Proposals. The Department reserves the right, upon payment of stipend, to use any of the concepts or ideas within the Technical Proposals, as the Department deems appropriate.

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

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

VIII. BID PROPOSAL REQUIREMENTS

A. Bid Price Proposal:

Request for Proposal

SR 589 (Veterans Expressway) Widening and Resurfacing From Sugarwood Mainline Toll Plaza to So. of Van

Dyke Road FPID: 429350-4-52-01

February 18, 2014

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:

Mr. Richard Nethercote
Turnpike Contract Administrator
Florida's Turnpike Enterprise
Turkey Lake Service Plaza
Building 5315, MP 263
Ocoee, Florida 32761

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.

The following Bid Price Proposal Forms are included as Attachments to this RFP:

1. Attachment No. 1 – Bid Blank (375-020-17)
2. Attachment No. 2 – Design Build Proposal of Proposer (375-020-12)
3. Attachment No. 3 – Design Build Bid Proposal Form
4. Attachment No. 4 – Bid or Proposal Bond (375-020-34)
5. Attachment No. 5 – DBE Forms (as applicable)