



Florida Department of Transportation
Florida's Turnpike Enterprise

DESIGN-BUILD
REQUEST FOR PROPOSAL
for

SR 821 (HEFT) Widening from SW 288th St. (Biscayne Dr.) to
SW 216th St. (Hainlin Mill Rd.), Miami-Dade County

Financial Projects Number: 423372-2-52-01
Federal Aid Project Number: N/A
Contract Number: E8N92

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Table of Contents

I.	Introduction.....	1
A.	Design-Build Responsibility.....	2
B.	Department Responsibility.....	3
II.	Schedule of Events.....	3
III.	Threshold Requirements.....	5
A.	Qualifications.....	5
B.	Joint Venture Firm.....	5
C.	Price Proposal Guarantee.....	5
D.	Pre-Proposal Meeting.....	6
E.	Technical Proposal Page-Turn Meeting.....	6
F.	Question and Answer Session.....	6
G.	Protest Rights.....	7
H.	Non-Responsive Proposals.....	7
I.	Waiver of Irregularities.....	8
J.	Modification or Withdrawal of Technical Proposal.....	9
K.	Department's Responsibilities.....	9
L.	Design-Build Contract.....	9
IV.	Disadvantaged Business Enterprise (DBE) Program.....	9
A.	DBE Availability Goal Percentage.....	9
B.	DBE Supportive Services Providers.....	10
C.	Bidders Opportunity List.....	10
V.	Project Requirements and Provisions for Work.....	10
A.	Governing Regulations.....	10
B.	Innovative Aspects.....	13
C.	Geotechnical Services.....	16
D.	Department Commitments.....	16
E.	Environmental Permits.....	16
F.	Railroad Coordination: Not applicable to this Project.....	18
G.	Survey.....	18
H.	Verification of Existing Conditions.....	19
I.	Submittals.....	19
J.	Contract Duration.....	22
K.	Project Schedule.....	22
L.	Key Personnel/Staffing.....	24
M.	Meetings and Progress Reporting.....	24

N.	Public Involvement:	25
O.	Quality Management Plan (QMP):	26
P.	Liaison Office:	27
Q.	Engineers Field Office: Not Applicable	27
R.	Schedule of Values:	28
S.	Computer Automation:	28
T.	Construction Engineering and Inspection:	28
U.	Testing:	28
V.	Value Added:	29
W.	Adjoining Construction Projects:	29
X.	Design Issue Escalation:	30
Y.	Construction Clarification, Conflict Resolution, and Issue Escalation:	30
VI.	Design and Construction Criteria.	31
A.	General:	31
B.	Vibration and Settlement Monitoring:	32
C.	Right-of-Way:	33
D.	Tolling Infrastructure Requirements:	34
E.	Geotechnical Services:	35
F.	Utility Coordination:	37
G.	Roadway Plans:	41
H.	Geometric:	45
I.	Design Documentation, Calculations, and Computations:	46
J.	Structure Plans:	46
K.	Specifications:	54
L.	Shop Drawings:	54
M.	Sequence of Construction:	55
N.	Stormwater Pollution Prevention Plans (SWPPP):	56
O.	Temporary Traffic Control Plan:	56
P.	Environmental Services/Permits/Mitigation:	59
Q.	Signing and Pavement Marking Plans:	60
R.	Lighting Plans:	61
S.	Intelligent Transportation System Plans:	62
T.	Landscaping:	72
U.	Toll Equipment Building Criteria:	73
VII.	Technical Proposal Requirements:	74
A.	General:	74
B.	Submittal Requirements:	74
C.	Evaluation Criteria:	75
D.	Final Selection Formula:	80
E.	Final Selection Process:	81
F.	Stipend Awards:	81
VIII.	Bid Proposal Requirements.	82

A. Bid Price Proposal: 82

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	Bid Price Proposal Summary
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	Project Advertisement
Attachment No. 11	Florida's Turnpike Enterprise Field Operations Guide
Attachment No. 12	Turnpike Aesthetic Guidelines
Attachment No. 13	State Environmental Impact Report – FPID 423372-1-22-01
Attachment No. 14	Preliminary Engineering Report – 423372-1-22-01
Attachment No. 15	Joint Application for Environmental Resource Permit / Authorization to Use State-Owned Submerged Lands / Federal Dredge Permit (SFWMD Permit #TO BE COMPLETED WHEN OBTAINED, USACE Permit #TO BE COMPLETED WHEN OBTAINED)
Attachment No. 16	Existing Bridge Load Rating Analysis – Bridge Nos. 870382 & 870175
Attachment No. 17	Project Control Network Sheet
Attachment No. 18	Right of Way Maps
Attachment No. 19	Synchro/VISSIM Models
Attachment No. 20	Final Traffic Technical Memorandum
Attachment No. 21	Hazardous Materials Report
Attachment No. 22	Final Approved Typical Section Package
Attachment No. 23	Approved Design Exceptions
Attachment No. 24	Approved Design Variations
Attachment No. 25	Value Added Specifications
	DEV475 – Value Added Bridge Components

Attachment No. 26	Noise Study Report
Attachment No. 27	FTE Landscape Brand Guidelines
Attachment No. 28	Lane Closure Analysis
Attachment No. 29	Additional Governing Regulations
Attachment No. 30	FGT Agreement and Global Settlement
Attachment No. 31	FGT Natural Gas Pipeline Easement Agreement

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.

Reference No. 1	Conceptual Roadway Plans
Reference No. 2	Conceptual Signing Plan (with Toll Equipment Site locations) – 423372-1-22-01 (8-lane)
Reference No. 3	Conceptual Signing Plan (with Toll Equipment Site Locations) – 423372-2-32-01 (6-lane)
Reference No. 4	Conceptual Landscaping Opportunity Plan
Reference No. 5	Existing Record Plans SPN 87005-3302 – HEFT from Florida’s Turnpike to South of Homestead SPN 87005-3303 – HEFT from Florida’s Turnpike to South of Homestead SPN 87005-3304 – HEFT from Florida’s Turnpike to South of Homestead SPN 87005-3305 – HEFT from Florida’s Turnpike to South of Homestead SPN 87005-3306 – HEFT from Florida’s Turnpike to South of Homestead SPN 87005-3502 – HEFT from Florida’s Turnpike to South of Homestead SPN 97870-2348 – Florida City Ramp at HEFT and US 1 SPN 97870-3322 – SR 821 Interchange Improvements SPN 97870-3330 – SR 821 Interchange Improvements SPN 97870-3375 – SR 821 and Campbell Drive Interchange SPN 97871-3321 – SR 821 from Government Center at Cutler Ridge to Eureka Dr. FPID 251830-1 – SR 821 at Campbell Drive FPID 417544-1 – Homestead Mainline Toll Plaza – AET Phase 1 and 2 FPID 419578-1 – Heft Resurfacing from MP 0.00 to MP 9.20 FPID 422817-1 – Homestead Mainline ORT Lite – Signing and Pavement Marking Plans FPID 426155-1 – Widen, Mill and Resurface SR 821 from Allapattah Rd to Kendall Dr. Bridge Inspection Reports

	ITS As-Builts
	Existing Sign Inventory
	Existing Sign Structure Inspection
Reference No. 6	Stormwater Management Report
Reference No. 7	Base Clearance Water Elevations Report
Reference No. 8	Geotechnical Data Report
Reference No. 9	Geotechnical Technical Memorandum
Reference No. 10	ITS Technical Memorandum
Reference No. 11	Lighting Justification Report
Reference No. 12	Advanced Utility Coordination Documentation
Reference No. 13	Right of Way Certification
Reference No. 14	Adjacent Project Plans (PDF)
Reference No. 15	Adjacent Project CADD files
Reference No. 16	FPID 423372-2 CADD Files
Reference No. 17	Survey Data
Reference No. 18	Subsurface Utility Engineering Information
Reference No. 19	Equivalent Single Axle Loading (ESAL) Memo
Reference No. 20	423372-1-22-01: PD&E Support Documents
	Air Quality Technical Memorandum
	Water Quality Impact Evaluation Checklist
	Final Bridge Analysis Technical Memorandum
	Cultural Resource Assessment Survey
	Contamination Screening Evaluation Report
	Endangered Species Biological Assessment
	Interchange Analysis Technical Memorandum
	Location Hydraulics Report
	Pond Siting Report
	Utility Assessment Package
	Wetland Evaluation Technical Memorandum
	Typical Section and Alignment Analysis and Recommendation Technical Memorandum
Reference No. 21	Preliminary inventory of storm sewer and cross drain pipes
Reference No. 22	Pavement Survey and Evaluation Report
Reference No. 23	Pavement Design Guidelines
Reference No. 24	Sample Inventory for Welding Inspection
Reference No. 25	Resilient Modulus Memo
Reference No. 26	FP&L Cost Estimate and Proposed Relocation of Electric Services

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 and widening of SR 821, the Homestead Extension of Florida's Turnpike (HEFT), to accommodate the future needs for capacity, operational and safety improvements, from SW 288th Street (Biscayne Drive) to SW 216th Street (Hainlin Mill Road). For the purposes of this document, Florida's Turnpike Enterprise (FTE), Department and District are the same entity. 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 Firm's Landscape Architect (DBLA) shall review and identify future unencumbered landscape areas for this Project. This Project shall reserve landscape opportunities and implement the FDOT Highway Beautification Policy. Landscape construction will be performed by others and not included with this Project. Areas shall 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 and the District Landscape Architect. Coordination between Design-Build Firm's Landscape Architect, the District Landscape Architect and Engineer will be required during the Design-Build plans development process to ensure landscape opportunities are accommodated within the project limits. The DBLA shall be included in the project kick-off meeting and subsequent progress meetings.

Description of Work

1. Widen SR 821 towards the median to accommodate the express lanes as indicated in the Approved Typical Section Package to provide two (2) general purpose toll lanes with a minimum width of 11.5' and one (1) express lane with a minimum width of 11.5' separated by a 2' buffer in each direction. Median paved shoulders adjacent to the express lanes must be a minimum of 13.5' wide and constructed in full-depth pavement to match the express lane pavement design and to accommodate future 8-lane expansion to the median.
2. Mill and resurface the existing lanes within the project limits to a 3.0% cross slope.
3. Design and construct median emergency crossovers at the approximate locations indicated in the Conceptual Roadway Plans (See Reference Documents).
4. Widen the northbound SR 821 bridge (Bridge No. 870382) over SW 137th Avenue (Tallahassee Road) as shown in the Approved Typical Section Package (See Attachments) and Final Bridge Analysis Technical Memorandum (See Reference Documents) to accommodate the express lanes.
5. Widen the southbound SR 821 bridge (Bridge No. 870175) over SW 112th Avenue (Allapattah Road) as shown in the Approved Typical Section Package (See Attachments) and Final Bridge Analysis Technical Memorandum (See Reference Documents) to accommodate the express lanes.
6. Upgrade bridge expansion joints, guardrail at bridge approaches, traffic railings and other miscellaneous maintenance/construction on existing bridges as described in Section VI.J.2 of this RFP.
7. Design and construct one (1) mainline toll gantry and equipment buildings at the approximate locations identified in the Conceptual Roadway Plans. The existing toll gantries and equipment buildings shall be removed.
8. Construct noise walls at the locations indicated in the Conceptual Roadway Plans (see Reference Documents) and the Noise Study Report (See Attachments).
9. Relocate existing ITS fiber backbone system through the limits of the project to avoid impact with the proposed noise walls.
10. Remove and replace any existing ITS system affected by the construction.
11. Provide fiber optic communications to the proposed mainline toll gantry and proposed signing locations that will contain variable tolling signs within them.
12. Construction of stormwater management elements in compliance with SFWMD permit.

13. Installation of appropriate signing as shown in the Conceptual Signing Plan (See Reference Documents).
14. 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 the “Bold Landscaping” requirements as set forth by the Department.

A. Design-Build Responsibility

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

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

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

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

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

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

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

The Design-Build Firm shall 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 Released for Construction Plans.

The inventory should include a 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 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. District Office is Florida's Turnpike Headquarters (Building 5315) at Turkey Lake Service Plaza at Milepost 263 of Florida's Turnpike in Ocoee, Florida. All meetings will be held at this location unless otherwise indicated below.

Date	Event
<u>09/02/2014</u>	Advertisement
<u>10/07/2014</u>	Expanded Letters of Interest for Phase I of the procurement process due in District Office by 5:00pm local time
<u>10/31/2014</u>	Technical Review Committee Meeting 2:00 pm local time
<u>11/04/2014</u>	Proposal Evaluators submit Expanded Letter of Interest Scores to Contracting Unit 5:00 pm local time
<u>11/07/2014</u>	Contracting Unit provides Expanded Letter of Interest scores and Proposal Evaluators comments to Selection Committee 2:00 pm local time
<u>11/12/2014</u>	Public Meeting of Selection Committee to review and confirm Expanded Letter of Interest scores 1:00 pm local time

<u>11/12/2014</u>	Notification to Responsive Design-Build Firms of the Expanded Letter of Interest scores 4:00 pm local time
<u>11/14/2014</u>	Deadline for all responsive Design-Build firms to affirmatively declare intent to continue to Phase II of the procurement process 2:00 pm local time
<u>11/14/2014</u>	Shortlist Posting 5:00 pm local time
<u>11/20/2014</u>	Final RFP provided to Design-Build firms providing Affirmative Declaration of Intent to continue to Phase II of the procurement process
<u>12/02/2014</u>	Mandatory Pre-proposal meeting at 10:00 am local time in the District Office. All Utility Agency/Owners that the Department contemplates an adjustment, protection, or relocation is possible are to be invited to the mandatory Pre-Proposal meeting.
<u>12/09/2014</u>	Deadline for Design-Build Firm to request participation in One-on-One Alternative Technical Concept Discussion Meeting No. 1
<u>12/16/2014</u>	Deadline for Design-Build Firm to submit preliminary list of Alternative Technical Concepts prior to One-on-One Alternative Technical Concept Discussion Meeting No. 1
<u>01/06/2015</u>	One-on-One Alternative Technical Concept Discussion Meeting No. 1. 90 Minutes will be allotted for this Meeting.
<u>01/06/2015</u>	Deadline for Design-Build Firm to request participation in One-on-One Alternative Technical Concept Discussion Meeting No. 2
<u>01/13/2015</u>	Deadline for Design-Build Firm to submit preliminary list of One-on-One Alternative Technical Concepts prior to Alternative Technical Concept Discussion Meeting No. 2
<u>01/20/2015</u>	One-on-One Alternative Technical Concept Discussion Meeting No. 2. 90 Minutes will be allotted for this Meeting.
<u>02/03/2015</u>	Deadline for submittal of Alternative Technical Concept Proposals 5:00 pm local time.
<u>02/03/2015</u>	Final deadline for submission of requests for Design Exceptions or Design Variations
<u>03/03/2015</u>	Deadline for submittal of questions, for which a response is assured, prior to the submission of the Technical Proposal. All questions shall be submitted to the Pre-Bid Q&A website.
<u>03/10/2015</u>	Deadline for the Department to post responses to the Pre-Bid Q&A website for questions submitted by the Design-Build Firms prior to the submittal of the Technical Proposal.
<u>03/17/2015</u>	Technical Proposals due in District Office by 5:00 p.m. local time
<u>03/17/2015</u>	Deadline for Design-Build for to "opt out" of Technical Proposal Page Turn meeting.
<u>03/24/2015</u>	Technical Proposal Page Turn Meeting. Times will be assigned during the Pre-Proposal Meeting. 30 Minutes will be allotted for this Meeting.
<u>04/08/2015</u>	Deadline for Department to provide a preliminary list of questions in advance of the Q&A Session.
<u>04/20/2015</u>	Question and Answer Session. Times will be assigned during the pre-proposal meeting. One hour will be allotted for questions and responses.
<u>04/27/2015</u>	Deadline for submittal of Written Clarification letter following Question and Answer Session 5:00pm local time

<u>04/27/2015</u>	Deadline for submittal of questions, for which a response is assured, prior to the submission of the Price Proposal. All questions shall be submitted to the Pre-Bid Q&A website.
<u>05/04/2015</u>	Deadline for the Department to post responses to the Pre-Bid Q&A website for questions submitted by the Design-Build Firms prior to the submittal of the Price Proposal.
<u>05/07/2015</u>	Price Proposals due in District Office by 5:00 pm local time.
<u>05/07/2015</u>	Public announcing of Technical Scores and opening of Price Proposals at 3:00 pm local time in the District Office.
<u>05/14/2015</u>	Public Meeting of Selection Committee to determine intended Award
<u>05/14/2015</u>	Posting of the Department's intended decision to Award
<u>06/04/2015</u>	Anticipated Award Date
<u>06/19/2015</u>	Anticipated Execution Date

III. Threshold Requirements.

A. Qualifications

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

B. Joint Venture Firm

Two or more Firms submitting as a Joint Venture must meet the Joint Venture requirements of Section 14-22.007, 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://www3b.dot.state.fl.us/BidQuestionsAndAnswers/Proposal.aspx/SearchProposal>

E. Technical Proposal Page-Turn Meeting

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

I. Waiver of Irregularities

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

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

J. Modification or Withdrawal of Technical Proposal

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

K. Department's Responsibilities

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

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

L. Design-Build Contract

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

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

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 in the Project Advertisement and on the bid blank/contract front page under "% DBE Availability Goal". The Department has determined that this DBE percentage can 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 Department's Equal Opportunity Compliance (EOC) system.

B. DBE Supportive Services Providers:

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

C. Bidders Opportunity List:

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

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

V. Project Requirements and Provisions for Work.

A. Governing Regulations:

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

1. Florida Department of Transportation Roadway Plans Preparation Manuals (PPM)
<http://www.dot.state.fl.us/rddesign/PPMManual/PPM.shtm>
2. Florida Department of Transportation Design Standards
<http://www.dot.state.fl.us/rddesign/DesignStandards/Standards.shtm>
3. Florida Department of Transportation Standard Specifications for Road and Bridge Construction (Divisions II & III), Special Provisions and Supplemental Specifications
<http://www.dot.state.fl.us/specificationoffice/Default.shtm>

4. Florida Department of Transportation Surveying Procedure
<http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/550030101.pdf>
5. Florida Department of Transportation EFB User Handbook (Electronic Field Book)
http://www.dot.state.fl.us/surveyingandmapping/doc_pubs.shtm
6. Florida Department of Transportation Drainage Manual
<http://www.dot.state.fl.us/rddesign/Hydraulics/ManualsandHandbooks.shtm>
7. Florida Department of Transportation Soils and Foundations Handbook
<http://www.dot.state.fl.us/structures/Manuals/SFH.pdf>
8. Florida Department of Transportation Structures Manual
<http://www.dot.state.fl.us/structures/DocsandPubs.shtm>
9. Florida Department of Transportation Current Structures Design Bulletins
<http://www.dot.state.fl.us/structures/Memos/currentbulletins.shtm>
10. Florida Department of Transportation Computer Aided Design and Drafting (CADD) Manual
<http://www.dot.state.fl.us/ecso/downloads/publications/Manual/default.shtm>
11. Florida Department of Transportation Computer Aided Design and Drafting (CADD) Production Criteria Handbook
<http://www.dot.state.fl.us/ecso/downloads/publications/CriteriaHandBook/>
12. Florida Department of Transportation Production Criteria Handbook CADD Structures Standards
<http://www.dot.state.fl.us/ecso/downloads/publications/CriteriaHandBook/>
13. Instructions for Design Standards
<http://www.dot.state.fl.us/structures/IDS/IDSportal.pdf>
14. AASHTO – A Policy on Geometric Design of Highways and Streets
https://bookstore.transportation.org/collection_detail.aspx?ID=110
15. MUTCD - 2009
<http://mutcd.fhwa.dot.gov/>
16. Safe Mobility For Life Program Policy Statement
<http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/000750001.pdf>
17. Traffic Engineering and Operations Safe Mobility for Life Program
<http://www.dot.state.fl.us/trafficoperations/Operations/SafetyisGolden.shtm>
18. Florida Department of Transportation American with Disabilities Act (ADA) Compliance – Facilities Access for Persons with Disabilities Procedure
<http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/625020015.pdf>
19. Florida Department of Transportation Florida Sampling and Testing Methods
<http://www.dot.state.fl.us/statematerialsoffice/administration/resources/library/publications/fstm/disclaimer.shtm>
20. Florida Department of Transportation Flexible Pavement Coring and Evaluation Procedure
<http://www.dot.state.fl.us/statematerialsoffice/administration/resources/library/publications/materialsmanual/documents/v1-section32-clean.pdf>

21. Florida Department of Transportation Design Bulletins and Update Memos
<http://www.dot.state.fl.us/rddesign/Bulletin/Default.shtm>
22. Florida Department of Transportation Utility Accommodation Manual
<http://www.dot.state.fl.us/specificationsoffice/utilities/UAM.shtm>
23. AASHTO LRFD Bridge Design Specifications
https://bookstore.transportation.org/category_item.aspx?id=BR
24. Florida Department of Transportation Flexible Pavement Design Manual
<http://www.dot.state.fl.us/rddesign/PM/publicationS.shtm>
25. Florida Department of Transportation Rigid Pavement Design Manual
<http://www.dot.state.fl.us/rddesign/PM/publicationS.shtm>
26. Florida Department of Transportation Pavement Type Selection Manual
<http://www.dot.state.fl.us/rddesign/PM/publicationS.shtm>
27. Florida Department of Transportation Right of Way Manual
<http://www.dot.state.fl.us/rightofway/Documents.shtm>
28. Florida Department of Transportation Traffic Engineering Manual
<http://www.dot.state.fl.us/TrafficOperations//Operations/Studies/TEM/TEM.shtm>
29. Florida Department of Transportation Intelligent Transportation System Guide Book
http://www.dot.state.fl.us/TrafficOperations/Doc_Library/Doc_Library.shtm
30. Federal Highway Administration Checklist and Guidelines for Review of Geotechnical Reports and Preliminary Plans and Specifications
<http://www.fhwa.dot.gov/engineering/geotech/pubs/reviewguide/checklist.cfm>
31. AASHTO Guide for the Development of Bicycle Facilities
https://bookstore.transportation.org/collection_detail.aspx?ID=116
32. Federal Highway Administration Hydraulic Engineering Circular Number 18 (HEC 18).
http://www.fhwa.dot.gov/engineering/hydraulics/library_arc.cfm?pub_number=17
33. Florida Department of Transportation Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways
<http://www.dot.state.fl.us/rddesign/FloridaGreenbook/FGB.shtm>
34. Florida Department of Transportation Project Development and Environment Manual, Parts 1 and 2
<http://www.dot.state.fl.us/emo/pubs/pdeman/pdeman1.shtm>
35. Florida Department of Transportation Driveway Information Guide
<http://www.dot.state.fl.us/planning/systems/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>

B. Innovative Aspects:

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

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

1. Alternative Technical Concept (ATC) Proposals

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

The Department will keep all ATC submissions confidential prior to the Final Selection of the Proposer to the fullest extent allowed by law, with few exceptions. Although the Department will issue an addendum for all ATC Proposals contained in the list below, the Department will endeavor to maintain confidentiality of the Design-Build Firms specific ATC proposal. Prior to approving ATC's which would result in the issuance of an Addendum as a result of the item being listed below, the Design-Build Firm will be given the option to withdraw previously submitted ATC proposals. The Department does not intend to revise any of the following requirements described by this RFP, if an approved ATC Proposal related to any change in the following requirements described by this RFP shall result in the issuance of an Addendum to the RFP:

- The general purpose toll lane widths (11.5') and the buffer (2') (interim 6-lane) between the general purpose toll lanes and the express lane must not be modified.
- The widening of the southbound bridge over Allapattah Road (Bridge No. 870175) or the northbound bridge over Tallahassee Road (Bridge No. 870382).

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

- Median treatment
- Cross slope of the general purpose toll lanes
- Cross slope of the express lane
- Cross slope of the inside (median) shoulder

Any changes to the approved, signed and sealed Typical Section Package will require approval of a new Typical Section Package and approval of an ultimate typical section to ensure compatibility.

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2. One-on-One ATC Proposal Discussion Meetings

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

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

3. Submittal of ATC Proposals

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

All ATC submittals are required to be on roll plots no larger than 36" or plan sheets and shall be sequentially numbered and include the following information and discussions:

- a) Description: A description and conceptual drawings of the configuration of the ATC or other appropriate descriptive information, including, if appropriate, product details and a traffic operational analysis;
- b) Usage: The locations where and an explanation of how the ATC would be used on the Project;
- c) Deviations: References to requirements of the RFP which are inconsistent with the proposed ATC, an explanation of the nature of the deviations from the requirements and a request for approval of such deviations along with suggested changes to the requirements of the RFP which would allow the alternative proposal;
- d) Analysis: An analysis justifying use of the ATC and why the deviation, if any, from the requirements of the RFP should be allowed;

- e) Impacts: A preliminary analysis of potential impacts on vehicular traffic (both during and after construction), environmental impacts, community impacts, safety, and life-cycle Project and infrastructure costs, including impacts on the cost of repair, maintenance, and operation;
- f) Risks: A description of added risks to the Department or third parties associated with implementation of the ATC;
- g) Quality: A description of how the ATC is equal or better in quality and performance than the requirements of the RFP;
- h) Operations: Any changes in operation requirements associated with the ATC, including ease of operations;
- i) Maintenance: Any changes in maintenance requirements associated with the ATC, including ease of maintenance;
- j) Anticipated Life: Any changes in the anticipated life of the item comprising the ATC;

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.

The General Tolling Requirements (GTR) has additional language and guidelines for the design and construction of foundations for the Tolling Points (gantry) and the Design-Build Firm is reminded to investigate the GTR for additional information.

D. Department Commitments:

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

- PD&E commitments contained within the State Environmental Impact Report Form
- All noise walls (see Concept Plans) shall be constructed prior to beginning any other construction activities.
- Design shall include consideration for the future landscape design and construction project. The Conceptual Landscape Opportunity Plan (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.).

2. Permits:

The Department will obtain a South Florida Water Management District (SFWMD) Environmental Resource Permit (ERP) and US Army Corps of Engineers (USACE) permits for improvements included in the Concept Plans (see Reference Documents) and the ultimate 8-lane pavement area for treatment and attenuation requirements. The Department previously obtained a SFWMD ERP and Right-of-Way Occupancy permits, USACE and Miami-Dade Environmental Resources Management (DERM) permits. Previously obtained SFWMD and USACE permits are provided as Attachments. Since DERM no longer issues Class II or Class IV permits to FDOT, the previously obtained DERM permits have been provided as Reference Documents for information only. No modifications to the Class II or Class IV DERM permits will be necessary. If a Class III DERM permit is still required, the Design-Build Firm shall be responsible for modifying as necessary to accurately depict the final design and accommodate for the ultimate 8-lane section.

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

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

The Design-Build Firm will be required to pay all permit fees. Any fines levied by permitting agencies shall be the responsibility of the Design-Build Firm. The Design-Build Firm shall be responsible for complying with all permit conditions.

Wetland mitigation is not required in the issued permits, which are based on the Concept Plans. 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.

No dewatering permits have been obtained and the No Notice General Dewatering permit may not be attainable due to contamination and wetland proximity.

3. Building Permits:

New toll equipment buildings and associated site work will require building permits. Permit applications and submittals shall be prepared and submitted in accordance with Section 9 of the General Tolling Requirements.

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

F. Railroad Coordination: Not applicable to this Project.

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.

The Design-Build Firm will be required to utilize the same horizontal and vertical control as provided with the Project Network Control Sheets (CTLS) of this RFP document.

For Subsurface Utility Exploration (SUE) requirements, see Section VI.F

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% Component Plans

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 the Landscape Opportunity Plan

1 PDF of Settlement of Vibration Monitoring Plan (SVMP) for Department acceptance and update throughout the construction period

1 PDF of all design calculations and documentation

1 PDF of Draft Technical Special Provisions

1 PDF of signed and sealed Final Geotechnical Report

1 PDF of Independent Peer Reviewer's comments and comment responses

Final Component Plans

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 the Landscape Opportunity Plan

1 PDF of Final Settlement of Vibration Monitoring Plan (SVMP)

1 PDF of all design calculations and documentation

1 PDF of Draft Specifications Package

1 PDF of Final Technical Special Provisions

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

Construction Set:

Electronic

1 PDF of each signed and sealed component plan set

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

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 Project Manager will initial, date and stamp each submittal as "Released for Construction". Only signed and sealed plans which are stamped "Released for Construction" by the Department's Project Manager are valid and all work that the Design-Build Firm performs in advance of the Department's release of Plans will be at the Design-Build Firm's risk. To work at risk, the Design-Build Firm must submit signed and sealed plans and can begin working prior to the Department's Project Manager providing stamped "Release for Construction" plans. The Design-Build Firm shall notify the Department five (5) days prior to starting work at risk. All work that the Design-Build Firm performs in advance of the Department's release of Plans will be at the Design-Build Firm's risk.

As-Built Set:

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

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

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

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

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

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

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.

1. Plans review prior to submittal for environmental permits (if required):
 - a. 2 sets 11" x 17" Project Plans

- b. 2 copies of final Geotechnical Report
 - c. 2 sets of Roadway and Drainage documentation
 - d. 2 copies of Technical Special Provisions
 - e. 2 CD/DVD with PDF files of all documents listed above
2. Permit documentation and submittal (if required):
- a. The specific number of copies required for each of the various agencies
 - b. 2 copies for the Department
 - c. Where permits require the signature by the owner, the Department will provide said signature
 - d. Other submittals identified by the Proposers in their Technical Proposal

J. Contract Duration:

The Design-Build Firm shall establish the Contract Duration for the subject Project. In no event shall the Contract Duration exceed 1025 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. For Preliminary Phase/90% Design and Final Phase/100% Design submittals, comments and responses shall be exchanged using the FTE's Electronic Review Comment (ERC) System.

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

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

- Two hours before, two hours after and during any events with an anticipated crowd over 35,000 at the Homestead Motor Speedway
- Spiny Lobster Season
- Fantasy Fest, Key West
- Working day before Martin Luther King Jr. Day
- Working day after President's Day
- Before/After Independence Day, July 3 and July 5
- Friday before Easter
- Friday before Memorial Day
- Wednesday before Thanksgiving

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, Completion and Approval Dates
- 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
- Tolling Point Activities (Design, Shop Drawings, Fabrication, Construction & Completion
- Activities Prior to Express Lane Tolling Implementation as described in Section VI.M.11.
- Site Specific Delivery dates for Turnover to FTE for Toll Equipment Installation and Testing
- New Toll Equipment Installation and Testing
- ITS Relocation and Testing
- Installation of Noise Walls
- DMS Installation and Testing
- Construction Milestones
- Clearing and Grubbing
- Construction Mobilization
- Embankment/Excavation
- Environmental Permit Acquisition
- Foundation Design
- Foundation Construction
- Substructure Design
- Substructure Construction
- Superstructure Design
- Superstructure Construction
- Walls Design
- Walls Construction
- Miscellaneous Structures Design
- Miscellaneous Structures Construction
- Roadway Design
- Roadway Construction
- Drainage Design
- Signing and Pavement Marking Design
- Signing and Pavement Marking Construction
- Signalization and Intelligent Transportation System Design
- Signalization and Intelligent Transportation System Construction

- Lighting Design
- Lighting Construction
- 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

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
- Adjacent Project Coordination Meetings
- Partnering Meetings
- DRB Meetings
- Public Involvement
- Comment Resolution Meetings
- Pavement Design Meeting
- MOT Workshop
- Structures Meeting
- Landscape Coordination Meeting

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

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

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

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

System Integration Meetings will be held on mutually agreeable dates.

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

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

N. Public Involvement:

1. General:

Public involvement is an important aspect of the Project. Public involvement includes communicating to all interested persons, groups, and government organizations information regarding the development of the Project. 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 PIC to hold various public meetings, which may include:

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

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

For any of the above type meetings the Design-Build Firm shall provide all technical assistance, data and information necessary for the 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 PIC to prepare responses to any public inquiries as a result of the public involvement process. The Department shall review all responses prior to mailing.

O. Quality Management Plan (QMP):

1. Design:

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

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

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

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

2. Construction:

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

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

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

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

P. Liaison Office:

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

Q. Engineers Field Office: 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 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 AutodeskTM'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) working 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 Value Added Project Features, in accordance with Article 5-14 of the Design-Build Specifications for the following features:

- Roadway features
- Roadway drainage systems,
- Approach slabs
- Superstructure
- Substructure
- Concrete defects
- Structural steel defects
- Post-tensioning systems
- And any other products or features the Design-Build Firm desires.

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

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.

FPID Number/Project Number	Project Description	Department Contact	Design Status	Construction Status
406096-1-52-01, 406096-1-52-02, 406096-2-52-01	SR 821 (HEFT) Widening from North of Eureka Drive to South of Killian Parkway	Paul Naranjo	In-Progress	In-Progress
415051-1-52-01	SR 821 (HEFT) Widening from South of SW 104 th St. (Killian Parkway) to North of SW 72 nd St. (Sunset Dr.)	Craig Bostic	In-Progress	In-Progress
427146-1-52-01	SR 821 (HEFT) Widening from North	Craig Bostic	In-Progress	In-Progress

	of SW 72 nd St. (Sunset Dr). to North of Bird Rd.			
415051-4-52-01	SR 821 (HEFT) Widening from North of Bird Rd to SR 836 (Dolphin Expressway)	Paul Naranjo	In-Progress	In-Progress
415488-1-52-01	SR 821 (HEFT) Widening from SW 216 th Street to north of Eureka Drive	Paul Naranjo	Complete	In-Progress
2006-0240	Moody Drive	Fernando Mardones/Miami-Dade County	30% - On Hold	Not Currently Scheduled
2004-0344	SW 137 th Avenue	Raul Quintela/Miami-Dade County	In-Progress	Scheduled to begin July 2015

X. Design Issue Escalation:

The Department has established the issue escalation process for design questions and conflict resolution that the Design-Build Firm shall follow unless revised by the Partnering agreement. All issues are to be directed to the Department Project Manager. If the issue cannot be resolved at this level the Department Project Manager shall forward the issue to the next level in the process. The escalation process begins with the District Design Engineer, followed by the Director of Transportation Operations, and finally to the District Secretary. Each level shall have a maximum of three (3) calendar days (excluding weekends and Department observed holidays), to answer, resolve or address the issue. The three (3) calendar 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 Secretary will have the final authority on design decisions.

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

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

- If the resolution does not change the original intent of the technical proposal/RFP, then the Design-Build Firm Engineer of Record (EOR) will be responsible for developing the design solution to the construction problem and the Resident Engineer will be responsible for review and response within ten (10) calendar days

(excluding weekends and Department observed holidays). The Resident Engineer will either concur with the proposed solution or, if the Resident Engineer has concerns, the issue will be escalated as described in the process below.

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

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) and TPPPH; as described in the RFP. 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 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 Project Manager. 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 2 bridge plans shall have a peer review analysis in accordance with PPM Volume 1 Chapter 26.

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

B. Vibration and Settlement Monitoring:

The Department has identified vibration sensitive sites along the Project corridor. The Design-Build Firm shall be responsible for the identification of and coordination with vibration sensitive sites impacted by the Work for the duration of the construction period.

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

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

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

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

C. Right-of-Way:

In addition to the above-stated requirements, 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 existing RFP under any circumstances. The Department will have sole authority to determine whether the acquisition of additional right-of-way on the Project is in the Department's best interest, and the Department reserves the right to reject the acquisition of additional right-of-way.

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

If the Design-Build Firm's Technical Proposal requires additional right-of-way, the additional right-of-way will be required to be directly acquired by the Department. The Design-Build Firm shall submit, along with the Technical Proposal, certified sketches and legal descriptions including area in square feet of any proposed additional right-of-way parcels. On a State-funded project, the additional right-of-way will be acquired by the Department in accordance with all applicable state laws. On a Federally-funded project, the additional right-of-way will be acquired by the Department in accordance with all applicable federal laws, specifically including, but not limited to, the Uniform Relocation Assistance and Real Property Acquisition Policies for Federal and Federally Assisted Programs (42 USC Chapter 61) and its implementing regulations. All costs concerning the acquisition of additional right-of-way shall be borne solely by the Design-Build Firm. The Department will have sole discretion with respect to the entire acquisition process of the additional right-of-way. If the Design-Build Firm's Technical Proposal requires additional right-of-way, the acquisition of any such right-of-way shall be at no cost to the Department, and all costs associated with securing and making ready for use such right-of-way for the Project shall be borne solely by the Design-Build Firm as a part of the Design-Build Firm's Lump Sum Price Bid. The Department will not advance any funds for any such right-of-way acquisition and the Design-Build Firm shall bear all risk of delays in the acquisition of the additional right-of-way, regardless of cause or source.

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

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

If the Department's attempt to acquire the additional right-of-way is unsuccessful, then the Design-Build Firm shall provide a design for the Project within existing right-of-way and be required to complete the Project solely for the Lump Sum Price Bid, with no further monetary or time adjustments arising therefrom. 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.

D. Tolling Infrastructure Requirements:

The Design-Build Firm shall furnish and install tolling infrastructure in accordance with the Florida's Turnpike Enterprise General Tolling Requirements (GTR) which is by this reference hereby incorporated into and made a part of this RFP.

The GTR can be downloaded from the following link:

http://www.floridasturnpike.com/design/prod_design/tppph/tppph.html

The table below is a complement to the GTR and contains infrastructure types and quantities that shall be furnished and installed by the Design-Build Firm.

Infrastructure Type & Quantity	Tolling Point
	1
Gantry Type	Non-Accessible
Gantry Quantity	1
Pavement Type	Asphalt
Building Type	New Master
Building Quantity	1
E6 Reader Location	Inside Building
Building Communication Type	Fiber

Tolling Point #1 (General Purpose Tolling and Express Lane Tolling), shall be located at Station 4069+40 as indicated on the associated Conceptual Roadway Plans. The proposed Tolling Point site location, as indicated on the Conceptual Roadway Plans, represent locations that have been reviewed by and are acceptable to the Department.

In addition to the requirements identified in the GTR the following apply to the proposed Tolling Point site:

- Tolling Point #1 shall have four (4) tolling movements (Express Lane Northbound, Express Lane Southbound, General Purpose Toll Lane Northbound and General Purpose Toll Lane Southbound)

tolled from the building.

- All tolling points are to be connected to the relocated Department owned backbone and consequently to the Department's Tolls Data Center by fiber optic communication cables.
- The existing toll equipment building shall be removed, salvaged and delivered to the Spring Hill Toll Plaza on the Suncoast Parkway.
- The existing mainline gantry at Station 4055+50 shall be removed, salvaged and delivered to the Spring Hill Toll Plaza on the Suncoast Parkway.

E. Geotechnical Services:

Based on past experience hard limestone formation will be encountered in this project. Excavations through hard limestone will be difficult and will require above normal excavation efforts. Also, limestone is porous and dewatering in this stratum will be difficult.

Borings performed encountered organic and plastic soils. These soils can be encountered also under the existing paved shoulder areas.

Driven Pile Foundations for Bridges and Major Structures

The Design-Build Firm shall determine whether the resistance factors used for pile design will be based on static/statnamic load testing. Prepare a Technical Special Provision (TSP) for tests other than the Modified Quick Test, such as Osterberg Cell Load Test or Statnamic Load Test. For Osterberg Cell Load Tests use the same loading and unloading intervals, as well as the same loading times specified for the Modified Quick Test. Comply with the instrumentation requirements of 455-2.4. Before the resistance factors for static/statnamic load testing may be used for pile foundations in any of the following areas of the Project. A minimum of 2 (two) successful load tests (one on each side of the cross street) must be performed for each bridge widening location.

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

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

Drilled Shaft Foundations for Bridges and Miscellaneous Structures

The Design-Build Firm shall determine whether the resistance factors used for drilled shaft design will be based on static/statnamic load testing. Prepare a Technical Special Provision (TSP) for tests other than the Modified Quick Test, such as Osterberg Cell Load Test or Statnamic Load Test. For Osterberg Cell Load Tests use the same loading and unloading intervals, as well as the same loading times specified for the Modified Quick Test. Comply with the instrumentation requirements of 455-2.4. Before the resistance factors for static/statnamic load testing may be used for drilled shafts in any of the following areas of the Project. A minimum of 2 (two) successful load tests (one on each side of the cross street) must be performed for each bridge widening.

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 Noise 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 a 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.

Foundations for Tolling Points (Gantry)

Refer to the General Tolling Requirements for specific requirements.

- 1 PDF of each plan component set
- 1 PDF of the Landscape Opportunity Plan
- 1 PDF of Settlement of Vibration Monitoring Plan (SVMP) for Department acceptance and update throughout the construction period
- 1 PDF of all design calculations and documentation
- 1 PDF of Draft Technical Special Provisions
- 1 PDF of signed and sealed Final Geotechnical Report
- 1 PDF of Independent Peer Reviewer's comments and comment responses

F. Utility Coordination:

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

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

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

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

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

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

<u>UA/O</u>	<u>Utility Relocation Type</u>	<u>Cost Estimate</u>	<u>Lump Sum Bid</u>
FPL Distribution	BE (Services to Existing Mainline Toll Gantry)	\$45K*	\$0

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

<u>UAO</u>	<u>Contact Name</u>	<u>Contact Number</u>
AT&T Distribution	Steve Massie	305-222-8745
Comcast Cable	Norman Bell	305-525-0705
Florida City Gas	Michael Alexander	305-968-5516
Florida Gas Transmission	Joseph Sanchez	407-838-7171
FPL Distribution	Angel Vargas	305-442-5129
FPL Transmission	George Beck	561-904-3604
Homestead Gas Company	Adelkys Romero	305-247-7522
Miami-Dade Public Works &	Frank Aira	305-979-3466

Traffic		
Miami-Dade Water & Sewer	Patrick Chong	786-268-5255

Florida Gas Transmission (FGT) maintains a 24” natural gas pipeline along the east right-of-way at SW 216th Street (Hainlin Mill Road) that will not be adjusted or relocated within this project. Relocation, adjustment, or cost impacts to FGT are avoidable by the Concept Design Plan. If the Design-Build Firm pursues a deviation from the Concept Design Plans, the Design-Build firm is responsible for documenting its coordination with FGT and presenting to the Department during the ATC process and throughout the contract term those deviations from the Concept Plan and all correspondence from FGT. Any and all costs and/or schedule impacts of deviating from the Concept Design Plans regarding FGT’s facilities will be the sole responsibility of the Design-Build Firm.

DEVIATION FROM THE CONCEPTUAL UTILITY RELOCATION PLAN: If the Design-Build Firm chooses to deviate from the conceptual plans and the scope of the impact to a utility depicted in the Reference Documents, and thereby causes a greater impact to a utility, the Design-Build Firm shall be solely responsible for all increased costs incurred by the utility owner associated with the increase in the scope of the impact to a utility from that depicted in the Reference Documents. 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 from that depicted in the Reference Documents. 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 from that depicted in the Reference Documents. 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 from that depicted in the Reference Documents, or be liable for any time delays caused by a change in scope of the impact to a utility from that depicted in the Reference Documents.

All utility agreements, work schedules and plans are to be forwarded to the Department for review by the District Utility Office (DUO) and the Department’s Construction Manager. Utility permit applications, once reviewed by the DBF and the Department’s Construction Manager, are to be forwarded to the District Maintenance Office for the permit to be signed and recorded. The DUO and Department’s Construction Manager only review and will not sign work schedules or agreements.

1. Electric Services

The Design-Build Firm shall coordinate with Florida Power & Light (FP&L). The aforementioned coordination shall include, but not be limited to, demolition/ relocation of existing primary circuiting and transformers, routing of the new primary circuiting if required, installation of pull boxes, and service points. The Design-Build Firm shall provide new electric power service points to serve the Toll Equipment Building, ITS equipment and Roadway lighting equipment. Existing electrical services, conductors, transformers and utility meters within the right-of-way shall not be re-used. FP&L requires payment for such services in advance of the work. The Department will pay FP&L for all associated costs to provide electric power services to required facilities including Toll Equipment Buildings. The Design Build Firm

shall be responsible for applying and receiving new addresses for toll buildings, ITS service points and lighting service points for power.

For this contract, a Do Not Bid item has been established for electric service to cover actual costs known as Contribution in Aid of Construction (CIAC) associated with the design and installation of the electric service required for tolling, lighting and signalization. The Design-Build Firm's bid price shall include the cost of installing all secondary electric facilities from the transformer and/or electric meter to the facility requiring service, per FP&L's specifications, and all other electrical work described within the RFP.

The Department has coordinated with FP&L to obtain preliminary construction cost estimates for electric power necessary for the Project lighting, signalization, ITS and tolling. The estimates are provided in the Reference Documents of this RFP based on the service point locations shown, and are to be used for reference only. The intent of this coordination is to provide bidders an estimated cost for FP&L's work effort based on the concept plans provided.

It is the responsibility of the Design-Build Firm to coordinate with FP&L and complete all work associated with electrical services. All recurring monthly charges from FP&L during the "burn-in" period for all new Turnpike systems to be constructed (ITS, Lighting, Tolls) shall be paid by the Design-Build Firm until Final Acceptance by the Department.

The electrical utility service requirements are specified within the lighting, ITS and tolling sections of this RFP.

2. Existing Utilities

Unless otherwise noted, all costs associated with installation, adjustment, relocation or removal of utilities serving Turnpike facilities, including water, sewer, electric, cable and telecommunications, are the sole responsibility of the Design-Build Firm.

None of the utility components 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 UA/O's 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 Subsurface Utility Engineering (SUE) work that is required as part of the design process. The Design-Build Firm is responsible for all costs associated with all utility location and surveying including Department owned facilities (i.e. ITS, communication, ITS power, lighting) and designating/locating Department owned facilities for the work of Utility Companies and in support of Utility Company relocation work. Additionally, please note that Department owned facilities are not part of the Sunshine 811 list of utilities.

4. Intelligent Transportation System

Refer to the Section VI.S in the RFP entitled Intelligent Transportation System (ITS) Plans.

G. 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.

Roadway Plans Package:

The Design-Build Firm shall prepare a comprehensive Roadway Plans Package for review and approval by the Department. This work effort includes the roadway design and drainage analysis needed to prepare a complete set of Roadway Plans, Traffic Control Plans (TCP), Environmental Permits (if applicable, see Section VI.P), and other necessary documents. Optional Pipe Materials sheets are not required to be included in the Roadway Plans Package.

Plans shall be prepared in accordance with the latest standards listed within this RFP with proper consideration given to: design traffic volumes, design speed, capacity and levels of service, functional classification, adjacent land use, design consistency and driver expectancy, aesthetics, Americans with Disabilities Act (ADA) requirements, the Department's Safe Mobility for Life Program, access management, scope of work, and design criteria.

Design Analysis:

As part of the PD&E study and development of this RFP, a Typical Section Package, Pavement Design Guidelines and Stormwater Management Design Report were approved by the Department (See Attachments and Reference Documents). The Design-Build Firm shall develop and submit a signed and sealed Typical Section Package (if difference than the approved, signed and sealed Typical Section Package provided in the Attachments), Pavement Design Package and Drainage Analysis Report for review and concurrence by the Department and FHWA on Federal Aid Oversight Projects.

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

These packages shall include, at a minimum, 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:**

See PPM and TPPP Volume I, Chapter 16 for Typical Section Package submittal requirements.

3. **Pavement Design Package:**

The Pavement Survey and Evaluation Report and Final Traffic Memorandum (see References and Attachments) have been provided by the Department and shall be used by the Design-Build Firm in the development of the pavement design. It is the responsibility of the Design-Build Firm to review and evaluate both documents and prepare a Pavement Design Report submittal for review and concurrence by the Department. The report shall include pavement designs for all roadway locations (pavement designs at tolling points must comply with the GTR) and should at a minimum contain the following:

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

Pavement Design Guidelines are included in the References and shall be used as a guide for development of the Pavement Design Package. Specific design elements that shall be used are as follows:

1. Design Life Duration,
2. Design LBR,
3. Resilient Modulus,
4. 18 kip Equivalent Single Axle Load (ESAL) Analysis Projections (updated by the Department as needed for the Design Year),
5. Minimum Milling Depth Recommendations (based on overall review of pavement design factors and the most current Pavement Survey and Evaluation Report)

Other requirements include:

1. The Design-Build Firm is responsible for performing pavement cores as they deem necessary for pavement design. Cores shall go to the bottom of the stabilization layer. Pavement designs shall consider ground water impacts before submitting to the Department for review and consideration.
2. The pavement design for widening cannot be less in structural number than the pavement of the adjacent, existing travel lane per the current FDOT Flexible Pavement Design Manual.
3. The temporary pavement shall consist of 3" of Type SP (Traffic D) (2 – 1 ½" lifts) structural course and Optional Base Group 10. Overbuild shall consist of 2" average Type SP (Traffic D).

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.

4. **Design Variations and Exceptions:**

The Department has prepared Design Exceptions and Design Variations, as shown below, based on the Conceptual Roadway Plans (see References). For any additional variations and/or exceptions other than those identified and approved by the Department below, the Design-Build Firm shall identify in writing during the ATC process and provide a written Design Variation for submittal, using standard Department procedures, for approval by the Turnpike Design Engineer. Additional variations and exceptions, beyond those listed below, are at the risk and solely the responsibility of the Design-Build Firm to prepare. The acceptance of any proposed variations and/or exceptions in addition to the following approved variations and exceptions is at the sole discretion of the Department.

Design variations and exceptions for design speed will not be permitted.

Approved Design Exceptions and Design Variations:

1. A Design Variation for Roadway Cross Slope is provided to the Design-Build Firm for specific locations as identified in the Approved Design Variations (see Attachments).
2. A Design Variation for Vertical Alignment is provided to the Design-Build Firm for specific locations as identified in the Approved Design Variations (see Attachments).
3. A Design Variation for Vertical Clearance is provided to the Design-Build Firm for specific locations as identified in the Approved Design Variations (see Attachments).
4. A Design Exception for Lane Width is provided to the Design-Build Firm for specific locations as identified in the Approved Design Exceptions (see Attachments).
5. A Design Exception for Bridge Shoulder Width is provided to the Design-Build Firm for specific locations as identified in the Approved Design Exceptions (see Attachments).

5. **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; FTE Drainage Manual Supplement; 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, 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 EMO section and Drainage Design section will be required from the outset. Full documentation of

all meetings and decisions are to be submitted to the District Drainage Design section. These activities and submittals should be coordinated through the Department's Project Manager.

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

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

1. The Environmental Resource Permit will be obtained from SFWMD (See Attachments) and are in accordance with the conceptual design plans and documentation provided in the References. The Design-Build Firm shall be responsible for modifying the issued permits as necessary to accurately depict the proposed final design. It is 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 should the permit be modified.
2. Grading of areas where pavement is being removed to provide positive drainage while meeting the 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.
3. For new dry ponds or existing dry ponds to be modified: Initial construction of the storm water retention area basin shall be to rough grade by under-excavating the basin bottom by approximately 1 foot. After the drainage area contributing to the storm water retention area has been fully stabilized as determined by DOT 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 DOT 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.
4. For dry existing ponds to remain: Inflow pipes into the pond shall be temporarily blocked during pipe desilting activities. Silt/Runoff from the 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 storm water retention area has been fully stabilized, as determined by DOT 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 storm water ponds and avoid the pond areas containing underdrain when removing unsuitable soil materials and deep raking.
5. Perform design and generate construction plans documenting the permitted systems function to criteria. The permits obtained for this project are in accordance with the Roadway Concept Plans

(see Reference Documents). The Roadway Concept Plans show the ponds consistent with the permits that provide for the impervious area associated with the ultimate eight-lane configuration of the HEFT. 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 SFWMD and Department criteria for each existing basin outfall.

6. The Department has compiled an inventory of all storm sewer and cross drain pipes that need to be evaluated (See Reference Documents). The Design-Build Firm shall verify that these 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.
7. 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.
8. Address the following issues:
 - a. Inverted siphons shall not be used on this project.
 - b. No trapezoidal weirs are to be used for pond outfalls.
 - c. If V bottom ditches are utilized they must be concrete lined.
9. If the number of lanes sloped in one direction does not meet FDOT PPM requirements, a hydroplaning analysis is required using the latest guidance criteria from the Department. A signed and sealed design variation approved by the Department will be required and shall include an analysis of hydroplaning risk and documentation of the anticipated cost savings from utilizing the proposed typical section.

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

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

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

H. 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 but is also compatible with the future expansion of the HEFT from a 6-lane to an ultimate 8-lane facility as depicted in the PER and the SEIR (See References).

I. 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 As-Built 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
5. Field quantities list
6. Design Analysis Reports – Additional Design Documentation is required and is specified in the GTR.

J. 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 Structures submittal requirements. The Design Build firm is responsible for acquiring Structure Identification Numbers on all proposed structures.

The structural design shall include, but not be limited to, widening of existing bridges, existing bridge rail retrofit as specified in Section VI.J, installation of pier protection, noise barrier walls and sign structures that are compatible with the requirements (see Attachments and Reference Documents) 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 and provide innovative solutions that can reduce costs and time for the Project.

1. **Bridge Design Analysis:**

- a. The Design-Build Firm shall submit to the Department final signed and sealed design documentation prepared during the development of the plans.
- b. The Design-Build Firm shall insure that the final geotechnical reports required for bridge design are submitted with the 90% bridge plans.
- c. The Design-Build Firm shall "Load Rate" Bridge Nos. 870382 and 870175 in accordance with the Department Procedure 850-010-035 and the Structures Manual. The Bridge Load Rating Calculations, the Completed Bridge Load Rating Summary Detail Sheet, and the Load Rating Summary Form shall be submitted to the Department for review with the 90% superstructure submittal. The final Bridge Load Rating Summary Sheet and Load Rating Summary Form shall be submitted to the Department for review with the Final superstructure submittal. A final, signed and sealed Bridge Load Rating, updated for as-built conditions, shall be submitted to the Department for each phase of the bridge construction prior to placing traffic on the completed phase of the bridge. A final, signed and sealed Bridge Load Rating, updated for the as-built conditions as part of the As-Built Plans submittal shall be submitted to the Department before any traffic is placed on the bridge. The Bridge Load Rating shall be signed and sealed by a Professional Engineer licensed in the State of Florida. All other bridges within the project limits will not require load rating analysis. Existing un-widened load ratings have been performed for Bridge Nos. 870382 and 870175. These calculations have been provided as an Attachment for use by the Design-Build Firm.
- d. The Engineer of Record for bridges shall analyze the effects of the construction related loads on the permanent structure. These effects include but are not limited to: construction equipment loads, change in segment length, change in construction sequence, etc. The Engineer of Record shall review all specialty engineer submittals (camber curves, falseworks systems, etc.) to ensure compliance with the contract plan requirements and intent.

2. **Bridge Structures:**

The existing bridge structures identified in the Conceptual Roadway Plans and other documents such as the Typical Section Package and Bridge Analysis Technical Memorandum show the work described below as to what satisfies the requirements and expectations of the Department in meeting governing regulations and criteria per the specified intent of the project scope.

- a. SB SR 821 (HEFT) over SW 288th St. (Biscayne Dr.) (Bridge No. 870170)
 - Provide Vehicular Collision Force protection/Pier protection for Piers 1 and 2. Replace any sidewalk affected by installation of

- pier protection.
 - Provide Bridge Railing Retrofit, on left side and right side
 - Deck joints at End Bent 1, Pier 1, Pier 2 and End Bent 2 - Replace with poured seals.
- b. NB SR 821 (HEFT) over SW 288th St. (Biscayne Dr.) (Bridge No. 870381)
- Provide Vehicular Collision Force protection/Pier protection for Piers 1 and 2. Replace any sidewalk affected by installation of pier protection.
 - Deck joints at End Bent 1, Pier 1, Pier 2 and End Bent 3 - Replace with poured seals.
- c. SB SR 821 (HEFT) over SW 137th Ave. (Speedway Blvd. /Tallahassee Rd.)(Bridge No. 870171)
- Provide Vehicular Collision Force protection/Pier protection for Piers 1, 2 and 3. Replace any fence affected by installation of pier protection.
 - Provide Bridge Railing Retrofit, on left side and right side.
 - Rail Road crash walls are not required.
- d. NB SR 821 (HEFT) over SW 137th Ave. (Speedway Blvd. /Tallahassee Rd.)(Bridge No. 870382)
- Provide median side widening as shown in conceptual roadway plans.
 - Provide Vehicular Collision Force protection/Pier protection for Piers 1, 2 and 3. Replace any fence affected by installation of pier protection.
 - Provide Bridge Railing Retrofit, on right side.
 - Deck Joints:
 - End Bent 1 and End Bent 2 - Remove existing poured seal, extend the joint gap into the widening (if determined appropriate) and install new poured seal for the entire width of the widened bridge.
 - Pier 1, Pier 2, Pier 3, Pier 4 and Intermediate Bent 5 - Remove existing seal, extend the joint gap into the widening (if determined appropriate) and install new poured seal for the entire width of the widened bridge.
- e. SB SR 821 (HEFT) over Moody Dr.(SW 268th St.)(Bridge No. 870172)
- Provide Vehicular Collision Force protection/Pier protection for Piers 1 and 2. Replace any sidewalk and fence affected by installation of pier protection.
 - Provide Bridge Railing Retrofit, on left side and right side.
 - Deck joints at Pier 1 and Pier 2 - Replace with poured seals.
- f. NB SR 821 (HEFT) over Moody Dr.(SW 268th St.)(Bridge No. 870383)
- Provide Vehicular Collision Force protection/Pier protection for Piers 1 and 2. Replace any sidewalk and fence affected by installation of pier protection.
 - Provide Bridge Railing Retrofit, on left side and right side.
 - Deck joints at Pier 1 and Pier 2 - Replace with poured seals.

- g. SB SR 821 (HEFT) over Canal C-102 (Bridge No. 870173)
 - Provide Bridge Railing Retrofit, on left side and right side.
 - Deck joints - Replace all deck joints with poured seals.
- h. NB SR 821 (HEFT) over Canal C-102 (Bridge No. 870384)
 - Provide Bridge Railing Retrofit, on left side and right side.
 - Deck joints - Replace all deck joints with poured seals.
- i. SB SR 821 (HEFT) over Canal C-102N (Bridge No. 870174)
 - Provide Bridge Railing Retrofit, on left side and right side.
 - Deck joints - Replace all deck joints with poured seals.
- j. NB SR 821 (HEFT) over Canal C-102N (Bridge No. 870385)
 - Provide Bridge Railing Retrofit, on left side and right side.
 - Deck joints - Replace all deck joints with poured seals.
- k. SB SR 821 (HEFT) over SR 989(Allapattah Rd.)/SW 112th Ave (Bridge No. 870175)
 - Provide median side widening as shown in conceptual roadway plans.
 - Deck joints – All locations. Remove existing seal, extend the joint gap into the widening (if determined appropriate) and install new poured seal for the entire width of the widened bridge.
- l. NB SR 821 (HEFT) over SR 989(Allapattah Rd.)/SW 112th Ave (Bridge No. 870386)
 - Deck joints – End Bent 1, Pier 1 and End Bent 2 - Replace with poured seals.
- m. SB SR 821 (HEFT) over Coconut Palm Dr.(SW 248th St.) & Gould’s Canal (Bridge No. 870176)
 - Provide Vehicular Collision Force protection/Pier protection for Piers 1 and 2.
 - Deck joints – All locations - Replace with poured seals.
- n. NB SR 821 (HEFT) over Coconut Palm Dr.(SW 248th St.) & Gould’s Canal (Bridge No. 870387)
 - Provide Vehicular Collision Force protection/Pier protection for Piers 1 and 2.
 - Deck joints – End Bent 1 - Replace with poured seal.
- o. SB SR 821 (HEFT) and over Old Cutler Rd. (Bridge No. 870177)
 - Provide Bridge Railing Retrofit, on left side and right side.
 - Upgrade the outside bridge approach anchorage to thrie beam.
 - Deck joints – All locations - Replace with poured seals.
- p. NB SR 821 (HEFT) and over Old Cutler Rd. (Bridge No. 870388)
 - Provide Bridge Railing Retrofit, on left side and right side.
 - Upgrade the outside bridge approach anchorage to thrie beam.
 - Deck joints – All locations - Replace with poured seals
- q. All Bridges
 - The table below identifies repairs, based upon the existing bridge inspection reports (See References). The Design-Build Firm shall verify required repairs.

Request for Proposal

SR 821 (HEFT) Widening from SW 288th St. (Biscayne Dr.) to SW 216th St. (Hainlin Mil Rd.)

FPID: 423372-2-52-01

September 15, 2014

Facility Crossed	Bridge Number	NB/SB	Inspection Report Date	Item	Recommended Repair	Quantity	Units
SW 288 th St	870170	SB	2-23-12	Bare Concrete Deck	Patch Spalls in the concrete deck adjacent to the construction joint in span 2	3	SF
SW 288 th St	870381	NB	2-23-12	P/S Conc Open Girder	Clean and paint exposed strands and patch spall in the end diaphragm at the east side of beam 1-6 over end bent 1	1	LF
SW 288 th St	870381	NB	2-23-12	R/Conc Approach Slab	Tighten loose bolts at the northeast approach barrier guardrail attachment	4	EA
SW 137 th Ave	870171	SB	3-1-12	Pourable Joint Seal	Repair spall and debonded joint seal at the concrete deck in span 4 and adjacent to the joint at pier 3	2	LF
SW 137 th Ave	870382	NB	3-1-12	Pourable Joint Seal	Repair edge spalls with debonded joint seal at the concrete deck adjacent to the joint at end bent 1 and end bent 2	10	LF
SW 137 th Ave	870382	NB	3-1-12	Compression Joint Seal	Repair edge spalls with debonded joint seal at the concrete deck adjacent to the joints at Pr. 2, Pr. 3, Pr. 4, Pr. 5, Int. Bt. 6.	20	LF
SW 137 th Ave	870382	NB	3-1-12	Compression Joint Seal	Repair the delamination at the concrete deck in span 4 adjacent to the joint at Pr. 3 in the interior traffic lane.	4	LF
SW 137 th Ave	870382	NB	3-1-12	R/Conc Cap	Patch spall and clean and paint rebar at south face of Int. Bt 5 cap below beam 5-4.	1	LF
SW 112 th Ave	870175	SB	3-7-12	P/S Conc Open Girder	Clean and paint exposed strand at the end diaphragm adjacent to the left bottom of beam 3-1 at end bent 2.	1	LF
SW 112 th Ave	870386	NB	3-7-12	R/Concrete Abutment Slope Protection	Repair deteriorated joint between end bent 2 slope and the curb at the toe of the slope.	20	LF
SW 248 th St	870387	NB	3-7-12	Pourable Joint Seal	Seal debonded joint seal in the left traffic lane at end bent 2	12	LF
SW 248 th St	870387	NB	3-7-12	R/Concrete Abutment Slope Protection	Seal joint between the slope pavement panel and the berm at end bent 2 and remove vegetation growth.	10	LF
Old Cutler Rd	870177	SB	3-8-12	R/Conc Abutment Slope Protection	Reseal deteriorated joint between end bent 2 cap and the berm under bay 1.	3	LF
Old Cutler Rd	870388	NB	3-8-12	Compression Joint Seal	Repair joint header spalls at each bent	30	LF
Old Cutler Rd	870388	NB	3-8-12	P/S Conc Open Girder	Clean and paint exposed strand in the end diaphragm over end bent	1	LF

Facility Crossed	Bridge Number	NB/SB	Inspection Report Date	Item	Recommended Repair	Quantity	Units
					in bay 3 adjacent to beam 3-3.		

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 ft., span sign structures, gantry structures, bridge mounted sign structures, any structures with field welds, etc.

4. **Tolling Point (Gantry):**

Refer to the General Tolling Requirements for structural information about the Tolling Point. For proposed gantry locations refer to Sections VI.D of this RFP.

5. **Other Structures:**

- a. The structures criteria in this section of the RFP is not intended to apply to building/architectural/toll equipment accessible gantry structures. Refer to other sections of this RFP as appropriate.

Design-Build Firm shall be responsible for all coordination issues and other structures that are required to perform the work as identified in this RFP.

6. **Criteria**

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

All plans and designs are to be prepared in accordance with AASHTO LRFD Bridge Design Specifications, Department Standard Specifications, Structures Manual, TPPPH, Plans Preparation Manual, Department Standard Drawings, Supplemental Specifications, Special Provisions, and directions from the State Structures Design Engineer, Temporary Design Bulletins, Structures Design Office and / or District Structures Design Engineer.

1. **Bridges**

- a. **Bridge Widening:** In general, match the existing as per the Department Structures Manual. Proposed bridge widenings are “minor” per the Structures Design Guideline Section 7.2
- b. The bridge deck finish of widened bridges shall match the existing bridge deck surface.
- c. The use of carbon fiber reinforced polymer (CFRP) strengthening is not permitted.
- d. Widening of pier caps shall be of the same type, “Inverted-T” with cheek wall, where applicable, to match the existing pier caps.
- e. Proposed column shape shall match existing columns.
- f. Test Level 5 and Test Level 6 barriers are not applicable for bridge traffic railings.
- g. GRS walls and abutments are prohibited.

- h. Structural depth of the fascia girders for each bridge is to be held constant, without steps on exterior widening. Steps may be allowed for interior widening.
- i. All bridge drainage piping shall be hidden from view to the direction of travel for both the superstructure and substructure. Drain piping inside of any steel integral and/or straddle caps is not permitted.
- j. The existing southbound bridge over Allapattah Road (Bridge No. 870175) has vertical clearance of 16.3'. A design variation has been obtained for this deficiency. The existing vertical clearance shall not be reduced.
- k. The existing northbound bridge over Tallahassee Road (Bridge No.870382) has a vertical clearance of 21.4'. The existing vertical clearance shall not be reduced.
- l. There are existing sidewalks in the vicinity of the proposed pier protection at Biscayne Drive (SW 288th St) and Moody Drive (SW 268th St). The existing sidewalk width shall not be reduced by the construction of the pier protection in these locations.
- m. A Bridge Railing Retrofit, which has been previously accepted by the Department, is presented within the Bridge Analysis Technical Memorandum. The intent is to provide a TL-4 barrier.
- n. All deck joint seals shall be installed in strict accordance with the manufacturer's recommendations, inclusive of any necessary repairs to joint headers to accommodate proper installation of seal materials.
- o. All poured deck joint seals shall have backer rods per FDOT Standard Index 21110.
- p. Partial height retaining walls, such as perched walls and toe walls, are not permitted.
- q. The thickness of CIP bridge decks on beams and girders for minor widening will be 8" minimum.
- r. The Design-Build Firm shall use the following minimum environmental classifications while developing the structural designs for proposed bridges widening:

Environmental Classification				
Bridge No.	Bridge Name	Superstructure	Substructure	
			Concrete	Steel
870175	SB SR 821 over SW 112 th Ave (Allapattah Rd)	Slightly Aggressive	Slightly Aggressive	Slightly Aggressive
870382	NB SR 821 over SW 137 th Ave (Tallahassee Rd)	Slightly Aggressive	Slightly Aggressive	Slightly Aggressive

2. Walls

- a. **Critical Temporary Retaining Walls:** Whenever the construction of a structural component (such as a wall, footing, or other such component) requires excavation that may endanger the public or an existing structure that is in use the Design-Build Firm must protect the existing facility and the public. If a critical temporary retaining wall is, therefore, required during the construction stage only, it may be removed and reused after completion of the work. Such systems as steel sheet pilings, soldier beams and lagging or other similar systems are commonly used. In such cases, the Design-Build Firm is responsible for

designing detailing the wall in the set of contract plans. These plans must be signed and sealed by the Structural Engineer in responsible charge of the wall design.

- b. Noise walls shall be designed and constructed so as to satisfy the SR 821 (HEFT) Noise Study Report (see Attachments). The Design-Build Firm should become familiar with the Noise Study limits, which extend from Campbell Drive to US 1 (limits of 423372-1-22-01). The location of the noise walls between Biscayne Boulevard and Hainlin Mill Road (limits of 423372-2-32-01) in the Concept Plans (See Reference Documents) shall reflect the height, and location specified in the Noise study. During the design of the noise wall, the Design-Build Firm shall include specific maintenance access points along the noise walls as per TPPP 32.3. If any existing fencing is impacted by construction of the noise walls, the appropriate containment shall be provided in accordance with PPM 2.5.1, TPPP and Standard Indexed 800 and 802.
3. Sign Structures
- a. The Design-Build Firm should become familiar with the Conceptual Signing Plan for both the ultimate widening documented in the PD&E (423372-1-22-01) and the interim (423372-2-32-01) provided in the Reference Documents. The sign structures shall be located to accommodate the future signing requirements (423372-1-22-01) and interim signing requirements (423372-2-32-01), and sized to whichever (ultimate or interim) presents the greatest foundation and structure size.
 - b. The Design-Build Firm shall be responsible for designing and detailing all sign structures on SR 821 (HEFT) as required for the Project. Calculations and plans shall be signed and sealed by the Design-Build Firm's Structural Engineer.
 - c. The Design-Build Firm may re-use existing sign structures. A structural analysis must be completed and accepted by the Department's Structural Engineer. The sign structure must accommodate sign panels for the ultimate or interim condition, whichever presents the greatest foundation and structure size.
 - d. The Design-Build Firm shall request structure numbers during final design.
4. Surface Finish Aesthetic Treatment Notes
- a. All concrete elements of bridge widenings shall be smooth and uncoated. Refer to the requirements for Aesthetic Level 1, PPM Chapter 26 and TPPP Chapter 26.
 - b. All post and panel noise walls shall be the recessed panel type consistent with FDOT Standard Index No. 5200. The front face of panel texture shall be Ashlar Stone (Formed). The back face of panel texture shall be Ashlar Stone (Formed, Rolled or Presses). Both faces of the post and the top border shall be smooth. No graphics or coatings are required. Steel posts are not acceptable. See Attachment #12 for details.
 - c. Barrier mounted noise walls (FDOT Standard Index No. 5210) shall use an Ashlar Stone texture on the back face of the barrier if wall can be viewed from back side.
 - d. All permanent sheet pile walls/soldier pile walls/specialty walls shall have a concrete facing, cap, and coping. If steel walls are used, they shall have concrete facing. All concrete retaining wall shall have smooth, uncoated surfaces.
 - e. Anti-graffiti coating is not required for this Project.

K. 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.

L. 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 Contractors, TPPPH, and FDOT Plans Preparation Manual submitted to the Department and shall bear the

stamp and signature of the Design-Build Firm, and Specialty Engineer, as appropriate. The Department shall review the Shop Drawing(s) to evaluate compliance with Project requirements and provide any findings to the Design-Build Firm. The Departments procedural review of shop drawings is to assure that the Design-Build Firm's EOR has approved and signed the drawing, the drawing has been independently reviewed and is in general conformance with the plans. The Departments review is not meant to be a complete and detailed review. Upon review of the shop drawing, the Department'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.

M. Sequence of Construction:

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

1. Construct all noise walls in their final locations as identified in the Noise Study Report (See Attachments).
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. Allow the Department's TEC to install and test the tolling equipment system as described in the GTR.
10. Perform end-to-end testing of the express lane system (ITS and tolling).
11. Implement AET express lanes. AET express lanes will be implemented near the end of construction. Implementation of AET express lanes will require:
 - a) Installation and testing of new tolling equipment, to be provided by FTE's TEC as described in the GTR.
 - b) On the day AET express lanes are implemented, all toll related signage required by the Project is furnished and installed and uncovered and all conflicting and non-relevant signage is covered or removed.
 - c) 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.Q for details.

- d) The actual date of AET express lane implementation shall be as directed by the Department upon confirmation that all activities required for the safe and coordinated implementation can be performed.

FTE's TEC will perform the installation of toll cables, tolling equipment and roadway loops including tuning, testing and lane certification, per the GTR. The Department will remove any existing tolling equipment, per the GTR. The Design-Build Firm shall be required to perform all installation of new structures, all accompanying utility modifications (including ITS), and demolition of any existing facilities, as described in this RFP and the GTR, in support of this toll equipment addition.

N. 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.

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

1. An NPDES permit shall be obtained for construction.
2. There shall be no direct discharge to any surface waters.

O. Temporary Traffic Control Plan:

1. Traffic Control Analysis:

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

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

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

All detours and lane closures onto and on Miami-Dade County maintained roads shall be coordinated, approved, and permitted. Contact: Jeff Cohen, Phone: 305-375-2030; e-mail: <mailto:jcpe@miamidade.gov>.

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.

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:

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

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

The Design-Build Firm shall design a safe and effective TCP to ensure that all vehicular traffic can be accommodated through the construction zones, recognizing adjacent work 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 temporary barrier walls and permanent barrier walls shall be performed. Active travel lanes adjacent to temporary and permanent barrier walls shall not have spread that encroaches 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,
- d. Adjacent project work zone requirements.

The Design-Build Firm shall adhere to the following general requirements:

- a. The Design-Build Firm shall use only paint for temporary pavement markings on asphalt pavement. Low profile reflective pavement markers shall not be allowed.
- b. Throughout the milling operations, the Design-Build Firm shall use a self-contained vacuum type mobile broom for cleanup of milled dust material.
- c. 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.
- d. The Design-Build Firm shall ensure that street name signs are visible in order to facilitate emergency vehicle traffic.
- e. 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.
- f. 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.
- g. 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.
- h. 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.
- i. The Design-Build Firm must maintain existing bicycle and pedestrian access on side streets where applicable.
- j. Speed and Law Enforcement Officers are required during all lane closures.

4. Traffic Control Restrictions:

There will be NO MAINLINE LANE CLOSURES ALLOWED between the hours of 6:00 AM to 9:30 PM Monday through Thursday and from 6:00 AM to 10:00 PM on Sundays. A lane may only be closed during active work periods. Rolling barricades (Pacing Operations) will be allowed from 12:30 AM to 4:30 AM Monday through Thursday. Mainline lane closures are restricted to a single lane in one direction at each location. Single lane ramp closures will be allowed between 12:30 AM and 4:30 AM Monday through Thursday. Detours are only allowed between the hours of 12:30 AM to 4:30 AM Monday through Friday. All lane closures and detours, including ramp closures, must be reported to the local emergency agencies, the media and the District PIO. Lane closures or detours on local roads must be coordinated with Miami-Dade County at least two weeks prior to any lane closures or detours. Detour routes shown in the Concept Plans (See References) have already been approved by Miami-Dade County. Any deviation from those routes already approved will have to be approved by Miami-Dade County. 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.

Detours and pacing operations shall be limited to the following: Overhead toll gantry work may utilize detours and/or pacing operations on the mainline. Overhead bridge widening work may utilize detours

and/or pacing operations on the side streets. Overhead sign structure work may be done under lane closures and/or pacing operations.

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

- Special events as described in section V.K.

P. Environmental Services/Permits/Mitigation:

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

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

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

1. Wildlife and Habitat Impacts
 - a. Standard protection measures are required for Eastern Indigo snake.
 - b. Manatee is listed as an endangered species. The canals are mapped by USFWS as accessible to manatee, however the design concept does not currently have in water work.
 - c. Wood stork is listed as an endangered (proposed threatened) species. The canals and infield ponds (surface waters) could be foraging habitat for wood stork, however the design concept does not currently impact the surface waters.
 - d. Florida's bonneted bat is listed as endangered and can occur in South Florida. The design concept does not impact potential bonneted bat habitat.
 - e. If blasting will be used, coordination with USFWS is required.
 - f. Any additional requirements based on final permit conditions (SFWMD and USACE).
2. Wetland Avoidance and Minimization
 - a. Jurisdictional surface waters within the right-of-way need to be protected from disturbance.

Q. 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.

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 thermoplastic plans shall adhere to the standards and specifications that are applicable to the anticipated letting date.

The Design-Build Firm should become familiar with the Conceptual Signing Plan for both the ultimate widening documented in the Conceptual Signing Plan for the ultimate, PD&E (423372-1-22-01) and the interim (423372-2-32-01), both provided in the Reference Documents. The sign structures shall be located to accommodate the future signing requirements (423372-1-22-01) and interim signing requirements (423372-2-32-01), and the structures shall be sized to whichever (ultimate or interim) presents the greatest foundation and structure size. The Design-Build Firm is responsible for determining the type of structure to be used for proposed signs (overhead versus ground mounted). These Conceptual Signing Plan (see Reference Documents) were prepared for the Department and shall be referenced as a guide as to where signs are to be placed and as a guide as to the messages to be placed on each sign.

The Design-Build Firm shall be responsible for maintaining the existing striping between the inside lane and the adjacent travel lane in both the northbound and southbound directions from Station 4123+25.52 to Station 4179+30.00 (Station 1179+30.00 FPID 415488-1 & 406096-1). Upon establishment of the 11.5' express lanes and 2' buffer with delineators within the project limits, the Design-Build Firm shall re-stripe the same limits above to also include an 11.5' express lane and a 2' buffer with delineators.

All header panels for Express Lanes shall have a purple background with the legend "SunPass Only". All header panels on guide signs leading to an AET Facility (HEFT or MDX) 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 Advance Guide Signs for the express lanes shall contain a one line DMS. All Toll Schedule Signs shall accommodate "cut-outs" for DMS toll pricing.

Any sign structure, within the limits defined in this RFP, before and after a gantry structure shall be relocated beyond these limits.

No new overhead signs shall be lit except those meeting the criteria presented in the FDOT Roadway Design Bulletin 13-12. If an existing sign panel on a truss containing more than one sign panel is being replaced, the Design-Build Firm shall either provide lighting for the new panel or remove all existing sign lighting and replace all panels on the truss with Type XI sheeting.

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

All lane designation signs on the HEFT exit ramps shall be mounted overhead.

All AET Headers shall be removed from existing signs and not used on any proposed signs.

All Route Confirmation Signs shall be replaced.

All vacated call box pads shall be removed.

If the Design-Build Firm chooses to replace existing sign panel(s) on existing overhead sign structures, a structural analysis must be completed and accepted by the Department's Structural Engineer. If a variation or exception is required, reference section VI.G of this document (Design Variations, Exceptions under the Roadway Plans section).

R. Lighting Plans:

A Lighting Justification Report (See Reference #11) has been prepared and is provided as a guide to the Design-Build Firm. The Design-Build Firm shall prepare a component set of Lighting Plans in accordance with Department criteria as part of the Plans Package for review.

The Design-Build Firm shall design the lighting for the ultimate 8-lane configuration between milepost 5 and 11.8 on the HEFT. Services shall include: preparation of the lighting design analysis report, key sheet, general notes, legend, pole data, underdeck luminaire data, sign luminaire data, layout sheets, lighting plans for temporary and permanent facilities, underdeck plans, underdeck sections and details, load center schematic one line diagram, power riser diagram, service point details, panel schedules, grounding details, and miscellaneous details. The Design-Build Firm shall identify all poles affected by the project construction that require extra foundation depth and/or a non-standard design. Plans shall be accurate, legible, complete in design, and drawn to scale.

Directional boring reports and specific information addressing when or if an outer casing is required for the conduits installed under an existing roadway.

The Design-Build Firm shall provide the lighting design prepared in accordance with all design criteria identified in Section V.A. of this RFP and instructions issued by the Department to the Design-Build Firm.

The lighting design analysis report and lighting plans shall be submitted to ensure the proposed lighting design meets all current criteria over the existing and widened portions of the roadway, as well as, for all overhead signs affected by the project construction. In addition, the proposed lighting design (pole layout – locations, roadway characteristics) shall meet all standards and criteria for the application and roadway classification.

All proposed lighting equipment and materials shall be new. The Design-Build Firm shall use Mongoose luminaires. Reuse of salvaged materials is not allowed.

Field review and document all lighting (poles/luminaires, sign luminaires, etc.), circuiting, load centers, service points, utility transformers, etc., within the scope of work. This includes circuits outside the scope of work that originate or touch this project's scope of work. All existing lighting equipment that does not affect lighting outside the project limits shall be replaced and comply with all design criteria identified in Section V.A of this RFP.

Review and evaluate all existing sign structures affected by the project construction. This review includes: conductors, conduit, distribution equipment, grounding, luminaires, voltage, height, pullboxes, etc. Modified sign structures shall have new electrical equipment, conduit and conductors and comply with all design criteria identified in Section V.A of this RFP.

All existing load centers that do not affect lighting outside the project limits are to be replaced. New load centers shall comply with all design criteria identified in Section V.A of this RFP.

Where new electrical service is required, the Design-Build firm shall coordinate location of distribution transformer and service pole to minimize service conductors/conduit lengths.

Refer to Section VI.N for Temporary Lighting requirements.

New conventional roadway lighting shall follow all design criteria identified in Section V.A. of this RFP.

All existing Cobrahead light poles and arms shall be turned over to Turnpike Maintenance personnel.

Delivering fully operational lighting and landscape at the same locations will require early and frequent coordination of lighting engineers and the Design-Build Landscape Architect. 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 lighting Project and each landscape Project is entirely coordinated with existing and proposed lighting facilities and landscapes. Both programs have been determined to be important components of the state transportation system.

S. Intelligent Transportation System Plans:

1. General

The Department has prepared an ITS Technical Memorandum (See Reference Documents) to be used as guidance. The Design-Build Firm shall be responsible for the preparation of ITS plans in accordance with the RFP and the latest FDOT Standard Specifications for Road and Bridge Construction and the FDOT Design Standards including but not limited to the ITS Standard Specifications for all proposed work. The testing requirements of the FDOT Standard Specifications for Road and Bridge Construction as applicable shall be enforced for all ITS System components impacted as a result of the Design-Build Firm proposed scope of work. These plans shall include, but not be limited to, key sheet, general notes, ITS plan sheets, ITS device details, pull box and splice box details, splicing diagrams, test plan and maintenance of communications (MOC) plan.

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

1. Ensure the continuous operation of all existing ITS System components including the HEFT 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. The use of wireless ITS, for any purpose, is strictly prohibited.
2. The Design-Build Firm shall relocate the existing ITS system to avoid impact with the proposed noise wall installation. Relocation of any ITS System components that are impacted by the Design-Build Firm's scope of work will commence as approved by the Department. The relocation of the ITS fiber backbone is suggested to be within the clear zone in order to maximize landscape opportunity areas. All above ground equipment should still remain outside the clear zone where practical.
3. New power distribution systems and new metered electrical service points to serve the ITS system components and cabinets. The electrical utility service and utility transformer serving a toll equipment building must be dedicated to the toll equipment building only. Other systems shall not be connected to the toll equipment building power distribution system.

4. Provision of lateral drops from the backbone to the new toll equipment buildings. See the GTR for additional information.
5. Removal of the existing lateral drops from the backbone to the existing mainline toll facilities and from the existing ramp toll facilities that will or may be removed as part of this project. The existing lateral drop conduit(s), pull boxes and splice boxes shall be removed as described in the GTR.
6. Testing of backbone and lateral drops provided or modified by the Design-Build Firm.
7. Provision of new ITS devices to support dynamic pricing on SR 821 (HEFT).
8. Testing of ITS system.
9. Testing of end-to-end express lanes system.
10. Coordinate the Design-Build Landscape Architect.
11. Refer to Section VI.N for Temporary ITS requirements.

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 As-Built Plans provided with this RFP as Reference Documents for additional information and shall be responsible for field verifying all existing site conditions within the project limits.

The ITS System components along the HEFT 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 FTE Operations Center in Pompano (Milepost 65), 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 HEFT.

The ITS components shall be defined as follows:

1. Closed Circuit Television (CCTV) Camera System: The CCTV Camera System on the HEFT 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 Operations Center in Pompano via the 96-count single mode FOC communications backbone running along the corridor.
2. 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 Operations Center via the 96-count single mode FOC communications backbone running along the corridor.
3. 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 or 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 Operations Center via the 96-count single mode FOC communications backbone running along the corridor.

4. Highway Advisory Radio (HAR) System: The HAR System along the HEFT consists of one Highway Advisory Radio Transmitter (HART) and one Highway Advisory Radio Beacon (HARB). The HAR System uses a Federal Communications Commission (FCC) licensed radio frequency to broadcast messages on a designated radio frequency when activated by TMC from the FTE Operations Center. During activation, the HARB flashes to advise motorists to tune-in to the designated radio station. Both HART and HARB components are connected to the FTE Operations Center via the 96-count single mode FOC communications backbone running along the corridor.
5. Remote Weather Information System (RWIS): There are no RWIS devices within this project.
6. Speed Monitoring System (SMS): There are no SMS sites within this project.
7. Fiber Optic Network (FON): The HEFT 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 821 (HEFT).
8. For clarification purposes, any reference in this RFP to the mainline fiber optic backbone that is installed along the southbound side of the corridor 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".
9. 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 southbound 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. Additionally, the FTE Pompano Operations Center is also connected with the FTE Headquarters in Ocoee via the FTE Mainline FOC communications backbone.
10. 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. ITS components on arterials, such as ADMS, connect with the backbone through a WAP and LHUBs which are physically connected to the backbone through a lateral fiber connection.
11. 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. For additional details and requirements for Toll Plaza communications infrastructure, refer to the GTR.

3. Design Analysis:

Preservation of Existing ITS System

The existing ITS System components, which includes the Tolls Communications Network, shall 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 HEFT which are proposed to be removed or in conflict with the AET 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 HEFT 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 HEFT 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.R-4, 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. ***Mainline Dynamic Message Sign (DMS) System***
3. ***Arterial Dynamic Message Sign (ADMS) System***
4. ***Travel Time System (TTS)***
5. ***Vehicle Detection Systems (VDS)***
6. ***Highway Advisory Radio (HAR) System - Highway Advisory Radio Transmitter (HART) and Highway Advisory Radio Beacon (HARB) components***
7. ***Fiber Optic Network (FON)***
8. ***Fiber Optic Cable (FOC) – Mainline FOC backbone and lateral FOC drops, pull boxes, splice boxes, route markers***
9. ***Fiber Locate System (route markers and locate wire)***
10. ***Miscellaneous ITS Components (Encoders, Switches, etc.)***
11. ***Wireless Equipment***
12. ***Power run and service***
13. ***Tolling Equipment (as defined in the GTR)***

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.H](#) 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.

For additional details regarding the existing full color DMS, refer to the existing ITS Plans and shop drawings provided with the RFP as listed under Reference Documents.

Stationary Devices

All stationary ITS components determined to be in conflict and to be relocated as approved by the Department. 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.

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.

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 proposed mainline and ramp gantries, barrier walls, toll plaza demolition work, 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.

Grade Change (+ or -)

The Design-Build Firm shall investigate and show all potentially conflicting changes in grade at the proposed AET plaza modifications, new ramp gantry locations and ramp plazas to be demolished. 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, with the exception of conduit, including ITS poles and boxes to grade level. Conduit shall be placed at the depths defined above. 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.

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.

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.

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. All building, HUB and cabinet penetrations shall be sealed and waterproofed.
5. Avoid existing and proposed utilities.
6. Avoid future roadway, ramp and toll plaza widening.
7. Minimize clearing and grubbing.
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.
11. All conduit installation and construction activity must take place within the Department right-of-way.
12. 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.
13. ITS conduit installed underground shall be high density polyethylene (HDPE).
14. All conduit interconnect system, locate tone wire, fiber route markers, warning tape shall comply

with the FDOT's Specifications for Road and Bridge Construction ITS Specification 633 and applicable FDOT Design Standard indices.

15. Provide directional boring reports with specific information on when an outer casing is required if directional boring under and existing roadway.

Fiber Optic Pull 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

CCTV Cameras

CCTV cameras shall be installed at all DMS locations in order to view and read the DMS message.

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 boxes must meet HS-20 loading if they are to be installed in the limited access right-of-way.

All fiber optic pull boxes shall comply with the FDOT's Specifications for Road and Bridge Construction ITS Specification 635 and applicable FDOT Design Standard indices.

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 new or relocated power services, the Design-Build Firm shall be responsible to coordinate with the power service provider(s). Overhead services shall not be used. 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

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..

4. Fiber Optic Cable Relocation and Plaza Fiber 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 ITS specification 635 and applicable FDOT Design Standard indices. 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.

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.

This project also requires the removal of existing Tolls lateral drops to the ramp toll plaza facilities and mainline buildings and the toll plaza interconnect fibers between ramp toll plazas to be demolished as defined herein and in the GTR. The Design-Build Firm shall remove the existing fiber optic lateral drop from the existing ramp toll facilities to the FOC communications backbone access point (splice box), including conduits, fiber pull boxes and splices boxes. Any conduit part of a Tolls lateral to be removed which is under existing pavement shall be abandoned in place and documented on the As-built plans. Any

splices exceeding the allowable 0.2dB loss between any two master Hub switches shall be re-spliced and retested in the presence of FTE ITS and Tolls Office staff and at no additional cost to the Department. This procedure shall be repeated at no additional cost until the requirement is met successfully.

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 and shall not exceed a communication loss greater than 0.2 dB between any two master HUB switches. 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 ITS specification 633.

5. ITS Testing:

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.

Spare Conduit Test

The Design-Build Firm shall complete a conduit proofing test of all conduits within the project limits prior to the beginning of any construction to identifying any damaged conduit. The Design-Build Firm shall be responsible for completing a final conduit proofing test of all conduits that were relocated or adjusted or were installed within the limits of any AET express lanes addition or 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 to be applied throughout the project shall consist of blowing a proofing dart through the conduit system in at least one direction with a force pressure of 60 psi. 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. The Design-Build Firm will not be permitted to blow ball bearings in empty conduits.

Fiber Optic Cable Test

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.

The FTE ITS fiber optic network shall not experience communication degradation greater than 0.2 dB between any two master hub switches due to unnecessary splicing of the backbone fiber as a result of the work being performed by the Design-Build Firm and its sub-contractors. Any dB loss greater than 0.2 dB between any two master hub switches will result in the Design-Build Firm being required to replace a section of the 96 single mode fiber optic cable to remove unnecessary splices and bring the communication loss back within the tolerance identified above. The section of fiber to be replaced will be from and to the nearest butt end splice point on either side of the section experiencing high loss. 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 installing only one new fiber optic splice between two existing fiber optic splice boxes.

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 ITS Specification 633 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.

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 and arterial DMS affected by the project, detection accuracy for VDS, reception coverage for HAR, adequate toll transponder penetration for the TTS and full operation of RWIS and SMS 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.

6. 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.

7. 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). If the Department decides that any material used for the relocation of the DMS part of the project is defective or otherwise unsuitable, and the workmanship does not conform to the design or specifications of the Contract, the Design-Build Firm shall replace such defective parts and material at no cost to the Department.

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 landscape at the same location will require early and frequent coordination of ITS engineers and 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.

T. Landscaping:

It is the intent of this work item to preserve the opportunity to provide for significant landscape planting areas within the Project limits that meet the intent of FDOT Highway Beautification Policy. The landscape design shall adhere to the FDOT Highway Beautification Policy with the intent of creating a unified landscape theme for the project.

The Design-Build Firm shall provide the necessary site inventory and site analysis and shall prepare a "Landscape Opportunity Plan" (Opportunity Plan) as part of the roadway plan set. The Landscape Opportunity Plan shall consider the Design-Build Firm's proposed roadway improvements, utilities, setbacks and clear zone dimensions, community commitments and other Project needs in identifying future landscape planting areas. Landscape opportunity areas should be preserved in accordance with the Departments "Bold" initiative.

The Opportunity Plans shall include the following:

1. Proposed improvements and existing elements to remain as associated with the Project.
2. Vegetation disposition depicting existing plant material to be removed, relocated or to remain.
3. Wetland jurisdictional lines.

4. Proposed drainage retention areas and easements.
5. Proposed utilities and existing utilities to remain.
6. Graphically depicted on-site and off-site desired or objectionable views.
7. Locations of landscape opportunity planting areas in a bubble format which identifies various vegetation groupings in a hatched or colorized manner. Examples are: “trees/palms/shrubs”, “shrubs only”, “buffer plantings”, etc.
8. Provided and labeled 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
9. Identified outdoor advertising locations, owners and contacts and shown 1000 ft. view zone.
10. Indicated potential area(s) for wildflower plantings.

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

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

Disciplines that will have greatest impact to preserving landscape opportunities include environmental, drainage, utilities, signing, lighting 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 District Landscape Architect for coordination and resolution.

The DBLA shall research and confirm any legally permitted outdoor advertising billboard (ODA) within 1,000-feet of the Project limits. The ODA sign(s) and 1,000-foot maximum vegetation protection zone limit shall be indicated on the plans. The Design-Build Firm’s Landscape Architect shall provide a copy of all correspondence and attachments to the Department’s District Landscape Architect.

The DBLA shall conduct a visual survey of existing vegetation within and adjacent to the right-of-way of the project. General locations of existing vegetation that will remain after roadway and associated improvements are completed shall be shown with notations of general plant species in each location on the Opportunity Plan. DBLA shall identify proposed buffer areas as needed.

The DBLA shall meet with the District Landscape Architect prior to the beginning of work for the purposes of coordination and to discuss adherence to the Highway Beautification Policy. No proposed planting areas indicated on the 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 wetlands 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 District EMO office, District Drainage Engineer and the District Landscape Architect. Trees may not be planted within 5 feet of storm sewer pipes and utilities.

U. Toll Equipment Building Criteria:

Refer to the General Tolling Requirements for information and architectural requirements regarding building criteria associated with the tolling points.

VII. Technical Proposal Requirements:

A. General:

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

B. Submittal Requirements:

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

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

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

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

Mr. Richard Nethercote
Turnpike Contract Administrator
Florida's Turnpike Enterprise
Phone: (407) 264-3885
Fax: (407) 264-3058

By Federal Express:

Florida's Turnpike Enterprise
Turkey Lake Service Plaza
Building 5315, Mile Post 263
Florida's Turnpike
Ocoee, Florida 32761

By Hand Delivery:

Florida's Turnpike Enterprise
Turkey Lake Service Plaza
Building 5315, Mile Post 263
Florida's Turnpike
Ocoee, Florida 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

- Plan and Profile views of the proposed improvements shall 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 allowed provided it clarifies the plan and profile views. However, 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. All other information not included on the roll plots, such as typical sections, special emphasis details, structure plans, etc., shall be provided on 11"x17" sheets.
- Provide Technical Proposal Plans in accordance with the requirements of the Plans Preparation Manual, except as modified herein.
- The Plans shall complement the Project Approach.
- Provide Landscape Opportunity Plan sheets that depict a Bold Landscape design for the entire project limits. The Landscape Plan shall include graphic plant symbols that show the plant location, plant type, plant quality, plant botanical and common name and installed plant size.
- 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:

Request for Proposal

SR 821 (HEFT) Widening from SW 288th St. (Biscayne Dr.) to SW 216th St. (Hainlin Mil Rd.)

FPID: 423372-2-52-01

September 15, 2014

<u>Item</u>	<u>Value</u>
1. Design	30
2. Construction	30
3. Innovation	10
4. Value Added	10
Maximum Score	80

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

DRAFT

1. **Design (30 points)**

Credit will be given for demonstrating a design that adheres to the RFP requirements and minimizes throw-away for the future, ultimate 8-lane improvements construction as defined in the PD&E Study. The design should limit the risk to the Department, minimize additional design variations, optimize sight distance, provide a safe, effective, and innovative traffic control design that minimizes disruption of travelling patrons, provide for utility accommodation and be technically sound and be well coordinated between the various disciplines. Completion of the design and preparation of the construction documents for the Project shall be based entirely on the information presented in the RFP, its attachments, reference documents, and specifications. Each Proposer shall describe how the Design-Build Firm intends to comply with these requirements. Any Innovative Aspects and Approved ATC's presented by the Proposers shall be clearly identified in the Proposal in both summary and in the plans.

The conceptual drawings (and CADD files) included in the RFP, at the Proposer's option, may be used to develop sufficient drawings and other documentation to demonstrate to the Department the Proposer's complete comprehension of the design solution. Proposers shall document in a "Modifications Memorandum" any design elements in their Proposals that make any modifications to the Conceptual Roadway Plans. This document shall be submitted concurrent with the Technical Proposal. This document is intended to aid the Department in their review of the Proposals and shall be prepared by the Proposers in a fashion that enables the Department to clearly understand and recognize the modifications. This document is intended to only identify modifications made that differ from the design previously proposed in the Conceptual Roadway Plans. Modifications required to be identified in the "Modifications Memorandum," which are not identified and not brought to the attention of the Department by the Proposer are deemed to be Not Approved and, unless otherwise determined by the Department, will not be acceptable in the Project. Proposers shall further develop drawings beyond the Department supplied conceptual drawings. Regardless of any modifications made, the Design-Build Firm shall remain obligated to provide work complying with the requirements of the Design and Construction Criteria documentation.

The proposers shall submit MOT Plans showing construction work area, ingress and egress and details including, but not limited, to phasing notes and plans detailing lanes shifts, detours and incorporating FTE Toll Operations requirements for minimal interruption of operations. The MOT Plans will be reviewed and graded on the means by which it meets traffic, operation, toll operation, incident management goals, improves congestion and accommodates protection of utilities and the needs of utility work. The MOT Plans shall identify the means by which the TES will be constructed and, if necessary and preapproved by the Department, the existing toll plaza lanes will be taken out of service, reconstructed and returned to full operation.

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

- Roadway Components, including widening, milling & resurfacing, site work, drainage, lighting, signing and pavement marking, walls, and other incidental site work as applicable,
- Structural Components,
- Tolling Point including foundations,
- Environmental protection and adherence to SEIR,
- Plans furnished and the presentation of information within them and other submitted documentation.
- The quality and quantity of design staff and QA/QC staff should be presented.

- The role of the Design-Build Firm's Project Manager in the overall management of the design and role in the construction phase of the project. An outline prepared by the Design-Build Firm's Project Manager of the activities the Design-Build Firm's Project Manager would be involved with and the basis for how the project will be directed through the design and construction phases.
- Delivering the design, design coordination and meeting the Project's scheduling needs should be discussed.
- A Maintenance of Traffic (MOT) scheme that minimizes disruption of roadway traffic and toll collections. Consideration factors include, but are not limited to, minimization of lane closures, detours, lane widths, visual obstructions, reductions in speed limits, and reductions in weave distances and merges.
- Aesthetics through preserving landscape opportunity areas.

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

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

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

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

2. Construction (_30_ points)

- The Proposers shall include a narrative in the Proposal clearly defining their understanding of those construction activities scheduled to be performed and provide a detailed schedule that minimizes contract duration and demonstrates an understanding of the requirements of the RFP .Credit will be given for the quality and suitability of the following elements:
 - Safety
 - Structures construction
 - Roadway construction
 - Drainage construction
 - Construction coordination plan minimizing construction changes
 - Minimizing impacts to adjacent properties and structures through construction
 - Implementation of the Environmental design and Erosion/Sediment Control Plan
 - ITS Construction
 - ITS testing with a partially open roadway
 - Coordination of ITS relocation/installation with adjacent construction projects relocation/installation
 - Implementation of the Maintenance of Traffic that: minimizes disruptions to toll collections and operations, minimizes off system detours, minimizes

reductions in lane widths and shoulders, maximize merges and transition distances, minimizes impacts to adjacent projects, minimizes impacts to adjacent businesses and property owners

- Implementation of the Maintenance of Traffic Plan
- Implementation of the Incident Management Plan
- Utility Coordination and Construction

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

Credit will be given for minimizing impacts to the 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.

Each Design-Build Firm will identify the Tolling Point fabrication firm and the intended schedule for the shop drawing, fabrication and delivery of each Tolling Point to accomplish the Project through the AET express lane implementation date.

Consideration will be given to minimizing vibrations, noise, dust, soil tracking and protection of existing utilities. The Proposer should elaborate on potential cost effective innovations in Design-Build Firm's means and methods, use of new products, new uses for established products, etc. that do not include revisions to specifications, established Department policies or performance requirements are encouraged. The Design-Build Firm should include techniques and methods to ensure construction and coordination efforts that minimize impacts to adjacent projects and incorporate corridor consistency.

Credit will be given for addressing the construction phasing and sequencing necessary to minimize interruption to roadway usage and toll collection. As well as address time to install and test toll equipment at each site.

3. Innovation (_10_ points)

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

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

4. Value Added (_10_ points)

Credit will be given for the following Value Added features:

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

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

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

D. Final Selection Formula:

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

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

BPP = Bid Price Proposal

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

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
-1025-966	0
-965-906	1
-905-846	2
-845-786	3
-785-726	4
725 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 1025 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 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 \$82,500 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 fully execute with original signatures and have delivered to the Department within one (1) week after the Short-List protest period, 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".

VIII. Bid Proposal Requirements.

A. Bid Price Proposal:

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

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 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 – Bid Price Proposal Summary
4. Attachment No. 4 – Bid or Proposal Bond (375-020-34)
5. Attachment No. 5 – DBE Forms (as applicable)