

Florida Department of Transportation
District 5

**DESIGN-BUILD
REQUEST FOR PROPOSAL
for
FDOT District 5 Transit Signal Priority - Phase III**

Financial Projects Number(s): 435446-2-52-01

Federal Aid Project Number(s): N/A

Contract Number: E5Z61

DRAFT



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ATTACHMENTS

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

- Project Advertisement
- Division I Design-Build Specifications
- Divisions II and III Special Provisions identified by the Department to be used on the Project:
 - Mobilization (SP1010000DB)
- Requirements Traceability Verification Matrix (RTVM)
- Bid Price Proposal Forms:
 1. Bid Blank (375-020-17)
 2. Design Build Proposal of Proposer (375-020-12)
 3. Design Build Bid Proposal Form (700-010-65)
 4. Bid or Proposal Bond (375-020-34)
 5. DBE Forms (as applicable)

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.

- Systems Engineering Analysis Documentation
- Project Layout
- Available Traffic Signal Design Plans and As-Built Signal Plans
- Osceola County ATMS Phase I, II, and III As-Built Plans
- Intelligent Transportation System Facilities (ITSFM) Functional Requirements

I. Introduction.

The Florida Department of Transportation (Department) has issued this Request for Proposal (RFP) to solicit competitive bids and proposals from Proposers to design, procure, install, integrate, and test a Transit Signal Priority (TSP) system on a series of intersections in Orange County, Florida and Osceola County, Florida.

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 if the subject acquisition was approved during the Alternative Technical Concept (ATC) process. Any Technical Proposal that requires the acquisition of additional Right of Way will not extend the contract duration as set forth in the Request for Proposal under any circumstances. The Department will have sole authority to determine whether the acquisition of additional Right of Way on the Project is in the Department's best interest and the Department reserves the right to reject the acquisition of additional Right of Way.

If a Design-Build Firm intends to submit a Technical Proposal that requires the acquisition of additional Right of Way, the Design-Build Firm shall discuss such a proposal with the Department as part of the ATC process. If a Design-Build Firm submits a Technical Proposal that requires the acquisition of additional Right of Way and the Design-Build Firm fails to obtain Department approval as part of the ATC 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 approved by the ATC process, 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, Right of Way maps and legal descriptions including area in square feet of any proposed additional Right of Way parcels in the Technical Proposal. The additional Right of Way will be acquired by the Department in accordance with all applicable state and 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. This includes completing a State Environmental Impact Report (SEIR) or National Environmental Policy Act (NEPA) evaluation as appropriate. All costs concerning the acquisition of additional Right of Way will be borne solely by the Design-Build Firm. These costs include, but are not limited to consultant acquisition, appraisal services, court fees, attorney and any expert fees, property cost, etc. The Department will have sole discretion with respect to the entire acquisition process of the additional Right of Way.

If the Design-Build Firm's Technical Proposal requires additional Right of Way, the acquisition of any such Right of Way shall be at no cost to the Department, and all costs associated with securing and making ready for use such Right of Way for the Project shall be borne solely by the Design-Build Firm as a part of the Design-Build Firm's Lump Sum Price Bid. The Department will not advance any funds for any such Right of Way acquisition and the Design-Build Firm shall bear all risk of delays in the acquisition of the additional property, regardless of cause or source.

The Design Build Firm shall provide to the Department an estimate of the purchase price of the land from the property owner and any conditions related to the purchase. The Department will provide to the successful Design-Build Firm an estimate of all costs related to the acquisition and use of the additional Right-of-Way for the project. At the time the Design-Build Firm returns the executed contract to the Department, the Design-Build Firm will provide the Department funds equal to the amount of the Department's estimate along with a Letter of Credit approved by the Department in an amount equal to 100% of the Department's estimate. If additional funds beyond the Department's estimate are anticipated, the Design-Build Firm shall be solely responsible for all such costs and provide the same to the Department

upon ten (10) days written notice from the Department. The Letter of Credit is for the purpose of securing the obligations of the Design-Build Firm with respect to the acquisition and use of additional Right-of-Way. The Letter of Credit will be released upon the Department's determination that all costs related to the acquisition of and making ready for use of the additional Right-of-Way have been satisfied. Any remaining funds provided will be returned to the Design-Build Firm.

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

If the Department's attempt to acquire the additional Right of Way is unsuccessful, then the Design-Build Firm shall provide a design of 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.

Description of Work

The Design-Build Firm shall purchase and install all hardware and software required for effective TSP operation for the signalized intersections and Lynx buses listed in Table 1 and Table 2, respectively. The Design-Build Firm is responsible for full design and implementation of the TSP system at the signalized intersections; on the buses; at the FDOT District 5 Regional Traffic Management Center (RTMC) (Intersection of Wilson Road and International Parkway, Sanford, Florida); and at the Lynx Transit Management Center (2500 LYNX Lane, Orlando, Florida). This includes any RTMC or Transit Management Center modifications required.

Table 1 - TSP Phase III Intersections

MAIN ROAD	SIDE STREET	MAINTAINING AGENCY
SR500-600(US17-92-441)	HUNTERS CREEK BLVD	ORANGE COUNTY
SR530(US192-VINE ST)	HOAGLAND BLVD	KISSIMMEE
BROADWAY	W NEPTUNE RD	KISSIMMEE
SR500-600(US17-92-441)	PEPPER MILL BLVD	ORANGE COUNTY
SR530(US192-IBMH)	INTERNATIONAL DR	KISSIMMEE
SR530(US192-IBMH)	SEVEN DWARFS LN	KISSIMMEE
SR500-600(US17-92-441)	CR528(LANDSTREET RD)	ORANGE COUNTY
SR530(US192-IBMH)	CELEBRATION PL/PARKWAY BLVD	KISSIMMEE
SR500-600(US17-92-441)	TOWN CENTER BLVD	ORANGE COUNTY
SR530(US192-IBMH)	SIESTA LAGO DR	KISSIMMEE
SR530(US192-IBMH)	REEDY CREEK BLVD	KISSIMMEE
SR530(US192-IBMH)	GRIFFIN RD	KISSIMMEE
SR530(US192-IBMH)	SERALAGO BLVD	KISSIMMEE

MAIN ROAD	SIDE STREET	MAINTAINING AGENCY
SR500-600(US17-92-441)	SR482(SAND LAKE RD)	ORANGE COUNTY
SR500-600(US17-92-441)	DEERFIELD BLVD	ORANGE COUNTY
SR530(US192-IBMH)	SR535(KISSIMMEE VINELAND RD)	KISSIMMEE
SR530(US192-IBMH)	FORMOSA GARDENS BLVD	KISSIMMEE
SR500-600(US17-92-441)	WATERBRIDGE BLVD	ORANGE COUNTY
SR500-600(US17-92-441)	LANCASTER RD	ORANGE COUNTY
SR530(US192-IBMH)	SUPER TARGET	KISSIMMEE
SR500(US192/441-VINE)	OAK ST/MICHIGAN AVE	KISSIMMEE
SR530(US192-IBMH)	POLYNESIAN ISLES BLVD	KISSIMMEE
SR500(US441/17-92-OBT)	DONEGAN AVE	KISSIMMEE
SR500-600(US17-92-441)	TAFT VINELAND RD	ORANGE COUNTY
SR500-600(US17-92-441)	CONSULATE DR	ORANGE COUNTY
SR500-600(US17-92-441)	STABLE DR	ORANGE COUNTY
SR500-600(US17-92-441)	LA QUINTA DR	ORANGE COUNTY
SR530(US192-VINE ST)	ORANGE BLVD	KISSIMMEE
SR500-600(US17-92-441)	SR 91 NB OFF RAMP	ORANGE COUNTY
SR530(US192-IBMH)	HOLIDAY TR	KISSIMMEE
SR500-600(US17-92-441)	SR 417 SB RAMPS	ORANGE COUNTY
SR530(US192-IBMH)	BLACK LAKE RD	KISSIMMEE
SR500-600(US17-92-441)	SUN LIFE PATH	ORANGE COUNTY
SR500-600(US17-92-441)	ORLANDO CENTRAL PKWY	ORANGE COUNTY
SR500-600(US17-92-441)	AMERICANA BLVD	ORANGE COUNTY
SR500-600(US17-92-441)	WETHERBEE RD	ORANGE COUNTY
SR530(US192-IBMH)	ARABIAN NIGHTS BLVD	KISSIMMEE
SR500-600(US1792-441)	HOLDEN AVE	ORANGE COUNTY
SR530(US192-VINE ST)	ARMSTRONG BLVD	KISSIMMEE
SR500-600(US17-92-441)	CENTRAL FLORIDA PKWY	ORANGE COUNTY
SR500-600(US17-92-441)	39TH ST	ORANGE COUNTY
SR530(US192-IBMH)	CELEBRATION AVE	KISSIMMEE
SR500-600(US17-92-441)	AUGUST LN	ORANGE COUNTY
SR530(US192-IBMH)	BASS RD	KISSIMMEE
SR500-600(US17-92-441)	WHISPER LAKES BLVD	ORANGE COUNTY
SR500-600(US17-92-441)	SR417 NB RAMPS	ORANGE COUNTY
SR530(US192-VINE ST)	CENTRAL AVE	KISSIMMEE
SR530(US192-VINE ST)	EMORY AVE	KISSIMMEE
SR500-600(US17-92-441)	CR506(OAK RIDGE RD)	ORANGE COUNTY
SR530(US192-VINE ST)	DYER BLVD	KISSIMMEE
SR500(US441-17-92-OBT)	COLUMBIA AVE	KISSIMMEE
SR500-600(US17-92-441)	WAKULLA WY	ORANGE COUNTY

MAIN ROAD	SIDE STREET	MAINTAINING AGENCY
SR530(US192-IBMH)	ENTRY POINT BLVD	KISSIMMEE
SR500-600(US17-92-441)	SKYVIEW DR	ORANGE COUNTY
SR500(US192/441-13TH)	OLD CANOE CREEK RD	KISSIMMEE
SR500(US192/441-13TH)	CR534(NEPTUNE RD)	KISSIMMEE
SR500(US192/441-IBMH)	COMMERCE CENTER DR	KISSIMMEE
SR500(US192/441-13TH)	BUDINGER/COLUMBIA AVE	KISSIMMEE
SR500(US192/441-IBMH)	SR 91 NB RAMP	KISSIMMEE
SR500(US192/441-IBMH)	CR523(PARTIN SETTLE)	KISSIMMEE
SR500(US192/441-13TH)	WESTGATE MALL ENT	KISSIMMEE
N JOHN YOUNG PKWY	GREENWALD WAY N	KISSIMMEE
SR530(US192-VINE ST)	SR500(US441/1792-OBT)	KISSIMMEE
W MAIN ST	E OAK ST	KISSIMMEE
SR500(US441/1792-OBT)	CENTERVIEW BLVD	KISSIMMEE
FORTUNE RD	OLD BOGGY CREEK RD	KISSIMMEE
FORTUNE RD	BILL BECK BLVD	KISSIMMEE
FORTUNE RD	LAKESIDE DR	KISSIMMEE
FORTUNE RD	SIMPSON RD	KISSIMMEE
W OSCEOLA PKWY	GREENWALD WAY N	KISSIMMEE
W OSCEOLA PKWY	CENTERVIEW BLVD	KISSIMMEE
E OSCEOLA PKWY	S ORANGE AVE	KISSIMMEE
E OSCEOLA PKWY	FLORIDA PKWY	KISSIMMEE
E OSCEOLA PKWY	VENTURA DOWNS ENT	KISSIMMEE
E OSCEOLA PKWY	SARATOGA DR	KISSIMMEE
E OSCEOLA PKWY	ANDOVER DR	KISSIMMEE
E OSCEOLA PKWY	HERITAGE LAKES	KISSIMMEE
SIMPSON RD	BUENAVENTURA BLVD	KISSIMMEE
BUENAVENTURA BLVD	ROYAL PALM DR	KISSIMMEE
BUENAVENTURA BLVD	BUTTONWOOD DR	KISSIMMEE
BUENAVENTURA BLVD	FLORIDA PKWY	KISSIMMEE
MICHIGAN AVE	MILL SLOUGH DR	KISSIMMEE
SR527(ORANGE AVE)	OFFICE CT	ORANGE COUNTY
CYPRESS PKWY	N DOVERPLUM AVE	KISSIMMEE
CYPRESS PKWY	OLD PLEASANT HILL RD	KISSIMMEE
PLEASANT HILL RD	S POINCIANA BLVD	KISSIMMEE
PLEASANT HILL RD	SUN COVE DR	KISSIMMEE
PLEASANT HILL RD	LIBERTY HIGH ENT	KISSIMMEE
PLEASANT HILL RD	BELLALAGO DR	KISSIMMEE

MAIN ROAD	SIDE STREET	MAINTAINING AGENCY
PLEASANT HILL RD	REAVES RD	KISSIMMEE
S POINCIANA BLVD	TRAFALGAR BLVD	KISSIMMEE
S POINCIANA BLVD	EAGLES TRAIL	KISSIMMEE
S POINCIANA BLVD	POINCIANA HIGH ENT	KISSIMMEE
S POINCIANA BLVD	SR600(US17-92)	KISSIMMEE
POINCIANA BLVD	OLD TAMPA HWY	KISSIMMEE
SR500(US192/441-IBMH)	CR 534 (OLD HICKORY T)	KISSIMMEE
SR500-600(US17-92-441)	MARY LOUIS LN	ORANGE COUNTY

Table 2 - TSP Phase III Buses

BUS	LENGTH	AVL TYPE
115-412	40'	MENTOR
655	40'	MENTOR
646	40'	MENTOR
643	40'	MENTOR
636	40'	MENTOR
635	40'	MENTOR
634	40'	MENTOR
633	40'	MENTOR
632	40'	MENTOR
631	40'	MENTOR
630	40'	MENTOR
629	40'	MENTOR
628	40'	MENTOR
627	40'	MENTOR
626	40'	MENTOR
625	40'	MENTOR
624	40'	MENTOR
623	40'	MENTOR
613	40'	MENTOR
611	40'	MENTOR
609	40'	MENTOR
607	40'	MENTOR
604	40'	MENTOR
603	40'	MENTOR
602	40'	MENTOR
601	40'	MENTOR

BUS	LENGTH	AVL TYPE
595	40'	MENTOR
589	40'	MENTOR
588	40'	MENTOR
587	40'	MENTOR
586	40'	MENTOR
585	40'	MENTOR
584	40'	MENTOR
583	40'	MENTOR
582	40'	MENTOR
580	40'	MENTOR
578	40'	MENTOR
577	40'	MENTOR
576	40'	MENTOR
574	40'	MENTOR
573	40'	MENTOR
572	40'	MENTOR
570	40'	MENTOR
569	40'	MENTOR
568	40'	MENTOR
567	40'	MENTOR
566	40'	MENTOR
562	40'	MENTOR
561	40'	MENTOR
560	40'	MENTOR
559	40'	MENTOR
558	40'	MENTOR
557	40'	MENTOR
556	40'	MENTOR
553	40'	MENTOR
552	40'	MENTOR
551	40'	MENTOR
550	40'	MENTOR
549	40'	MENTOR
547	40'	MENTOR
545	40'	MENTOR
544	40'	MENTOR
543	40'	MENTOR

BUS	LENGTH	AVL TYPE
542	40'	MENTOR
541	40'	MENTOR
540	40'	MENTOR
539	40'	MENTOR
536	40'	MENTOR
534	40'	MENTOR
527	40'	MENTOR
526	40'	MENTOR
523	40'	MENTOR
735	35'	MENTOR
730	29'	MENTOR
729	29'	MENTOR
728	29'	MENTOR
727	29'	MENTOR
725	29'	MENTOR
723	29'	MENTOR
721	29'	MENTOR
713	29'	MENTOR
712	29'	MENTOR
711	29'	MENTOR
705	29'	MENTOR
704	29'	MENTOR
703	29'	MENTOR
702	29'	MENTOR
701	29'	MENTOR
190-614	60'	MENTOR
189-614	60'	MENTOR
137-698	60'	MENTOR
135-698	60'	MENTOR
132-613	60'	MENTOR
131-613	60'	MENTOR
130-613	60'	MENTOR
129-613	60'	MENTOR
27-610	60'	MENTOR
26-610	60'	MENTOR

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 an assessment of all cultural (archaeological and historic) resources required for the Project and prepare a Cultural Resource Assessment Survey (CRAS), in accordance with Part 2, Chapter 8 of the PD&E Manual. The Design-Build Firm shall be responsible for all required cultural resource surveys and analyses of any potential project impacts within the Project's Area of Potential Effects, as well as documentation, in order to obtain State Historic Preservation Officer (SHPO) concurrence for the Project.

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

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

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

B. Department Responsibility

The Department will provide contract administration, management services, construction engineering inspection services (CEI), 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's District Five Cultural Resource Coordinator will review the Cultural Resource Assessment Survey (CRAS) document for completeness and accuracy, and will review and sign the CRAS transmittal letter prior to its submittal to the State Historic Preservation Officer (SHPO) (letter prepared by the Design-Build Firm).

The Department will determine the environmental impacts and coordinate with the appropriate agencies during the preparation of NEPA or SEIR Reevaluations. For federal projects, NEPA Reevaluations will be processed for approval by OEM pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2016 and executed by the FHWA and the Department.

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.

Table 3 - Schedule of Events

Date	Event
June 22, 2018	Planned Advertisement
July 02, 2018	Advertisement
July 23, 2018	Letters of Interest for Phase I of the procurement process due in District Office by 5:00 PM local time.
August 21, 2018	Proposal Evaluators submit Letter of Interest Scores to Contracting Unit 12:00 PM local time
August 24, 2018	Contracting Unit provides Letter of Interest scores and Proposal Evaluators comments to Selection Committee 12:00 PM local time
August 27, 2018	Public Meeting of Selection Committee to review and confirm Letter of Interest scores 9:00 AM local time
August 27, 2018	Notification to Responsive Design-Build Firms of the Letter of Interest scores 12:00 PM local time
August 29, 2018	Deadline for all responsive Design-Build firms to affirmatively declare intent to continue to Phase II of the procurement process 12:00 PM local time
August 29, 2018	Shortlist Posting 4:00 PM
September 04, 2018	Final RFP provided to Design-Build firms providing Affirmative Declaration of Intent to continue to Phase II of the procurement process
September 11, 2018	Mandatory Pre-proposal meeting at 1:00PM local time at Florida Department of Transportation, District 5, 719 S. Woodland Boulevard, DeLand, FL 32720
September 18, 2018	Deadline for Design-Build Firm to request participation in One-on-One Alternative Technical Concept Discussion Meeting No. 1
September 25, 2018	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
October 02, 2018	One-on-One Alternative Technical Concept Discussion Meeting No. 1.
October 16, 2018	Deadline for submittal of Alternative Technical Concept Proposals and for the submission of Design Exception of Variations 5:00 PM local time.
October 30, 2018	Deadline for Department Responses to Alternative Technical Concept Proposals.
November 20, 2018	Addendum issued for approved Design Exceptions.
November 27, 2018	Deadline for Design-Build Firm to request participation in On-on-One

Date	Event
	Alternative Technical Concept Discussion Meeting No. 2
November 27, 2018	Deadline for Design-Build Firm to submit preliminary list of Alternative Technical Concepts prior to One-on-One Alternative Technical Concept Discussion Meeting No. 2
December 04, 2018	One-on-One Alternative Technical Concept Discussion Meeting No. 2. 60 Minutes will be allotted for this Meeting. This ATC meeting is for continuing discussion on ATCs submitted prior to October 16, 2018 for which the Department requested additional information and were not approved or for new ATCs that are a direct response to an Addendum issued on or after November 20, 2018. No other new ATC submittals will be accepted after November 20, 2018 deadline.
December 11, 2018	Deadline for submittal of Alternative Technical Concept Proposals for which the Department requested additional information and were not approved or for new ATCs that are a direct response to an Addendum issued on or after November 20, 2018. Deadline is 5:00 PM local time.
December 27, 2018	DDE completes review of ATCs and notifies Design-Build Firms
January 10, 2019	Deadline for Design-Build Firms to submit questions (for which an answer is assured) in accordance with Specification 2-4 prior to the submittal of Technical Proposal
January 17, 2019	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.
January 22, 2019	Technical Proposals due in District Office by 2:30 PM local time
January 22, 2019	Deadline for Design-Build for to “opt out” of Technical Proposal Page Turn meeting.
January 29, 2019	Thirty-minute "Page Turn" of Design-Build Firm's Technical Proposal
February 25, 2019	Question and Answer Written Responses. Deadline for the Department to provide a list of questions/clarifications for the Design-Build Firm to answer.
March 04, 2019	Deadline for submittal of Written Responses to the Department's questions/clarifications from the Design-Build Firm. 5:00 PM local time
March 05, 2019	Deadline for Design-Build Firms to submit questions (for which an answer is assured) in accordance with Specification 2-4 prior to the submittal of the Bid Price Proposal
March 11, 2019	Deadline for submittal of follow up questions to previously submitted Written Responses to the Department's questions/clarifications from the Design-Build Firm 5:00 PM local time.
March 11, 2019	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.
March 13, 2019	Price Proposals due in District Office by 2:30 PM local time.
March 13, 2019	Public Meeting announcing of Technical Scores and opening of Price Proposals
March 25, 2019	Public Meeting of Selection Committee to determine intended Award
March 25, 2019	Posting of the Department's intended decision to Award (Final Selection Posting)
April 01, 2019	Anticipated Award Date
April 15, 2019	Design-Build Firm execute the contract
April 22, 2019	FDOT executes the contract

III. Threshold Requirements.

A. Qualifications

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

B. Joint Venture Firm

Two or more Firms submitting as a Joint Venture must meet the Joint Venture requirements of Section 14-22.007, F.A.C. Parties to a Joint Venture must submit a Declaration of Joint Venture and Power of Attorney Form No. 375-020-18, prior to the deadline for receipt of 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. The Joint Venture shall provide an Affirmative Action Plan specifically for the Joint Venture.

C. Price Proposal Guarantee

A Price Proposal guarantee 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 guarantee 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 guarantee 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 guarantee 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 guarantee 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 Short-Listed Design-Build Firm failing to attend will be deemed non-responsive and eliminated from further consideration. The purpose of this meeting is to provide a forum for the Department to discuss with all concerned parties the proposed Project, the design and construction criteria, Critical Path Method (CPM) schedule, and method of compensation, instructions for submitting proposals, Design Exceptions, Design Variations, and other relevant issues. In the event that any discussions at the pre-proposal meeting require 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://fdotwp1.dot.state.fl.us/BidQuestionsAndAnswers/>

Failure by a Proposer to attend or be represented at the pre-proposal meeting will constitute a non-responsive

determination of their bid package. Bids found to be non-responsive will not be considered. All Proposers must be present and signed in prior to the start of the mandatory pre-proposal meeting. The convener of the meeting will circulate the attendee sign in sheet at the time the meeting was advertised to begin. Once all Proposers have signed, the sign in sheet will be taken and the meeting will “officially” begin. Any Proposer not signed in at the “official” start of the meeting will be considered late and will not be allowed to propose on the Project.

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 Federal Aid (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 record all of the page-turn meeting. All recordings will become part of the Contract Documents. The page-turn meeting will not constitute discussions or negotiations. The Design-Build Firm will not be permitted to ask questions of the Technical Review Committee during the page-turn meeting. An unmodified aerial or map of the project limits provided by the Design-Build Firm is acceptable for reference during the page-turn meeting. The unmodified aerial or map may not be left with the Department upon conclusion of the page turn meeting. Use of other visual aids, electronic presentations, handouts, etc., during the page turn meeting is expressly prohibited. Upon conclusion of the thirty (30) minutes, the Technical Review Committee is allowed five (5) minutes to ask questions pertaining to information highlighted by Design-Build Firm. Participation in the page-turn meeting by the Design-Build Firm shall be limited to eight (8) representatives from the Design-Build Firm. Design-Build Firms desiring to opt out of the page-turn meeting may do so by submitting a request to the Department.

F. Question and Answer Written Responses

The Department will provide all proposed questions to each Design-Build Firm as it relates to their Technical Proposal approximately 1 (one) week before the written Q & A letter is due.

The Design-Build Firm shall submit to the Department a written letter answering the questions provided by the Department. The questions and written answers/clarifications will become part of the Contract Documents and will be considered by the Department as part of the Technical Proposal.

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 72 hours of the posting of this Request for Proposals. Pursuant to Sections 120.57(3) and 337.11, Florida Statutes, and Rule Chapter 28-110, F.A.C., any person adversely affected by the agency decision or intended decision shall file with the agency both a notice of protest in writing and bond within 72 hours after the posting of the notice of decision or intended decision, or posting of the solicitation with respect to a protest of the terms, conditions, and specifications contained in a solicitation and will file a formal written protest within 10 days after the filing of the notice of protest. The formal written protest shall be filed within 10 days after the date of the notice of protest if filed. The person filing the Protest must send the notice of intent and the formal written protest to:

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 Department of Labor's System for Award Management (SAM) list.

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.

Any proposal submitted by a Proposer that did not sign-in at the mandatory pre-proposal meeting will be non-responsive.

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 this RFP.

IV. Disadvantaged Business Enterprise (DBE) Program.

A. DBE Availability Goal Percentage:

The Department of Transportation has an overall, race-neutral DBE goal. This means that the State's goal is to spend a portion of the highway dollars with Certified DBE's as prime Design-Build Firms or as subcontractors. Race-neutral means that the Department believes that the overall goal can be achieved through the normal competitive procurement process. The Department has reviewed this Project and assigned a DBE availability goal shown in the Project Advertisement and on the bid blank/contract front page under "% DBE Availability Goal". The Department has determined that this DBE percentage can be achieved on this Project based on the number of DBE's associated with the different types of work that will be required.

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

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

B. DBE Supportive Services Providers:

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

C. Bidders Opportunity List:

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

A Bid Opportunity List should be submitted through the Equal Opportunity Compliance system which is available at the Equal Opportunity Office Website. This information should be entered into the Equal Opportunity Compliance System within 3 business days of submission of the bid or proposal.

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), Standard Plans, and Standard Plan Revisions. 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, Standard Plans and Standard Plan Revisions 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.fdot.gov/roadway/PPMManual/PPM.shtm>
2. Florida Department of Transportation Specifications Package Preparation Procedure
<http://www.fdot.gov/programmanagement/PackagePreparation/Handbooks/630-010-005.pdf>
3. Florida Department of Transportation Standard Plans
<http://www.fdot.gov/design/standardplans/SPRBC.shtm>
4. Florida Department of Transportation Standard Specifications for Road and Bridge Construction (Divisions II & III), Special Provisions and Supplemental Specifications
<http://www.fdot.gov/programmanagement/default.shtm>
5. Florida Department of Transportation Surveying Procedure 550-030-101
<http://fdotwp1.dot.state.fl.us/ProceduresInformationManagementSystemInternet/FormsAndProcedures/ViewDocument?topicNum=550-030-101>
6. Florida Department of Transportation EFB User Handbook (Electronic Field Book)
http://www.fdot.gov/geospatial/doc_pubs.shtm
7. Florida Department of Transportation Drainage Manual
<http://www.fdot.gov/roadway/Drainage/ManualsandHandbooks.shtm>
8. Florida Department of Transportation Soils and Foundations Handbook
<http://www.fdot.gov/structures/Manuals/SFH.pdf>
9. Florida Department of Transportation Structures Manual
<http://www.fdot.gov/structures/DocsandPubs.shtm>
10. Florida Department of Transportation Computer Aided Design and Drafting (CADD) Manual
<http://www.fdot.gov/cadd/downloads/publications/CADDManual/default.shtm>
11. Standard Plans Instructions
<http://www.fdot.gov/design/standardplans/current/default.shtm>
12. AASHTO – A Policy on Geometric Design of Highways and Streets
https://bookstore.transportation.org/collection_detail.aspx?ID=110
13. MUTCD - 2009
<http://mutcd.fhwa.dot.gov/>

14. Safe Mobility for Life Program Policy Statement
<http://www.fdot.gov/traffic/TrafficServices/PDFs/000-750-001.pdf>
15. Traffic Engineering and Operations Safe Mobility for Life Program
<http://www.fdot.gov/traffic/TrafficServices/SafetyisGolden.shtm/>
16. Florida Department of Transportation American with Disabilities Act (ADA) Compliance – Facilities Access for Persons with Disabilities Procedure 625-020-015
<https://fdotwp1.dot.state.fl.us/ProceduresInformationManagementSystemInternet/?viewBy=0&procType=pr>
17. Florida Department of Transportation Florida Sampling and Testing Methods
<http://www.fdot.gov/materials/administration/resources/library/publications/fstm/disclaimer.shtm>
18. Florida Department of Transportation Flexible Pavement Coring and Evaluation Procedure
<http://www.fdot.gov/materials/administration/resources/library/publications/materialsmanual/documents/v1-section32-clean.pdf>
19. Florida Department of Transportation Design Bulletins and Update Memos
<http://www.fdot.gov/roadway/Bulletin/Default.shtm>
20. Florida Department of Transportation Utility Accommodation Manual
<http://www.fdot.gov/programmanagement/utilities/UAM.shtm>
21. AASHTO LRFD Bridge Design Specifications
https://bookstore.transportation.org/category_item.aspx?id=BR
22. Florida Department of Transportation Flexible Pavement Design Manual
<http://www.fdot.gov/roadway/PM/publicationS.shtm>
23. Florida Department of Transportation Rigid Pavement Design Manual
<http://www.fdot.gov/roadway/PM/publicationS.shtm>
24. Florida Department of Transportation Pavement Type Selection Manual
<http://www.fdot.gov/roadway/PM/publicationS.shtm>
25. Florida Department of Transportation Right of Way Manual
<http://www.fdot.gov/rightofway/Documents.shtm>
26. Florida Department of Transportation Traffic Engineering Manual
<http://www.fdot.gov/traffic/TrafficServices/Studies/TEM/tem.shtm>
27. Florida Department of Transportation Intelligent Transportation System Guide Book
http://www.fdot.gov/traffic/Doc_Library/Doc_Library.shtm
28. 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>
29. AASHTO Guide for the Development of Bicycle Facilities
https://bookstore.transportation.org/collection_detail.aspx?ID=116
30. Federal Highway Administration Hydraulic Engineering Circular Number 18 (HEC 18).
http://www.fhwa.dot.gov/engineering/hydraulics/library_arc.cfm?pub_number=17
31. Florida Department of Transportation Manual of Uniform Minimum Standards for Design,

Construction and Maintenance for Streets and Highways
<http://www.fdot.gov/roadway/FloridaGreenbook/FGB.shtm>

32. Florida Department of Transportation Project Development and Environment Manual, Parts 1 and 2
<http://www.fdot.gov/environment/pubs/pdeman/pdeman1.shtm>
33. Florida Department of Transportation Driveway Information Guide
<http://www.fdot.gov/planning/systems/programs/sm/accman/pdfs/driveway2008.pdf>
34. AASHTO Highway Safety Manual
<http://www.highwaysafetymanual.org/>
35. 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, approach to Project, etc.

1. Alternative Technical Concept (ATC) Proposals

The Department has chosen to incorporate in the Design-Build method of project delivery the process whereby Design-Build Firms may propose innovative technical solutions for the Departments approval which meet or exceed the goals of the project. The process involves the submission of an Alternative Technical Concept (ATC) as outlined below. This process has shown to be very cost effective in providing the best-value solution which often times is a result of the collaborative approach of the contractor and their designer which is made possible with the Design Build project delivery method and the ATC process.

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 Firm seeks to obtain approval to utilize prior to Technical Proposal submission is, by definition, an ATC and therefore must be discussed and submitted to the Department for consideration through the ATC process. ATCs also include items defined in PPM Volume 1, Chapter 26.3.2. The proposed ATC shall provide an approach that is equal to or better than the requirements of the RFP, as determined by the Department. ATC Proposals which reduce scope, quality, performance, or reliability should not be proposed. A proposed concept does not meet the definition of an ATC if the concept is contemplated by the RFP.

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

- New Design Exceptions required or modifications to Department approved Design Exceptions already provided in the Attachments.
- Significant changes in scope as determined by the Department.

The following requirements described by this RFP may be modified by the Design-Build Firm provided they are presented in the One-on-One ATC discussion meeting, as defined below, and submitted to the Department for review and approval through the ATC process described herein. The Department may deem a Proposal Non-Responsive should the Design-Build Firm include but fail to present and obtain Department approval of the proposed alternates through the ATC process.

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.

The Department will return all handouts back to the Design-Build Firm except one copy to remain in the secure procurement file.

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 discussed and submitted prior to the deadline shown in the Schedule of Events of this RFP.

All ATC submittals are required to be on plan sheets or on roll plots no wider than 36" 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 (during 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 including the traffic operational analysis if requested by FDOT.
- 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 Design Engineer, District Construction Engineer, District Maintenance Engineer, District Traffic Operations Engineer, State Structures Design Engineer, State Roadway Design Engineer, FHWA, as applicable) as necessary, and respond to the Design-Build Firm in writing within 14 calendar days of receipt of the ATC submittal as to whether the ATC is acceptable, not acceptable, or requires additional information. If the DDE, or designee, determines that more information is required for the review of an ATC, questions should be prepared by the DDE, or designee, to request and receive responses from the Design-Build Firm. 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 of the 14-day deadline with an estimated timeframe for completion.

Approved Design Exceptions 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). 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, 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. All Department approvals of ATCs submissions are based upon the known impacts on the project at the time of submission. The Department reserves the right to require a modification or amendment to a previously approved ATC as a result of a contract change which is issued by an addendum subsequent to the Department's initial approval of the ATC.

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: Not Applicable

D. Department Commitments:

The Department shall provide CEI services for this contract. The Department will coordinate interaction with Orange County and Osceola County through the CEI firm for any needed involvement for traffic signal operations and management.

E. Environmental Permits:

1. Storm Water and Surface Water:

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

2. Permits:

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

All applicable data shall be prepared in accordance with Chapter 373 and 403, Florida Statutes, Chapters

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

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

The Design-Build Firm will be responsible for any required wetland mitigation. If any design modifications by the Design-Build Firm propose to increase the amount of wetland impacts such that mitigation is required, the Design-Build Firm shall be responsible for providing the Department information on the amount and type of wetland impacts as soon as the impacts are identified (including temporary impacts and/or any anticipated impacts due to construction staging or construction methods). Prior to submitting a permit modification to a regulatory agency, the Design-Build Firm shall provide the Department a draft of all supporting information. The Department will have up to 15 calendar days (excluding weekends and Department observed holidays) to review and comment on the draft permit package. The Design-Build Firm will address all comments by the Department and obtain Department approval, prior to submittal of the draft permit. The Design-Build Firm shall be solely responsible for all time and costs associated with providing the required information to the Department, as well as the time required by the Department to perform its review of the permit package, prior to submittal of the permit application(s) by the Design-Build Firm to the regulatory agency(ies).

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

F. Railroad Coordination: Not Applicable

G. Survey:

The Design-Build Firm shall perform all surveying (Terrestrial, Mobile and/or Aerial) and mapping services necessary to complete the Project. Survey services must also comply with all pertinent Florida Statutes (Chapters 177 and 472, F.S.) and applicable rules in the Florida Administrative Code (Rule Chapter 5J-17, F.A.C.). 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 and Mapping Procedure, Topic Nos. 550-030-101, and the Surveying and Mapping Handbook.

The Design-Build Firm shall provide Right of Way survey and mapping services for the Project. The scope of work shall include performing appropriate Right of Way survey for the proposed Project, including mainline alignment, side streets as needed, as well as all Right of Way interests in order to determine existing Right of Way limits.

H. Verification of Existing Conditions:

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

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

I. Submittals:

1. Component Submittals: Not Applicable

2. Phase Submittals:

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

90% Phase Submittal

- 5 copies of 11" X 17" plans
- 5 copies of design documentation
- 5 copies of Technical Special Provisions
- 5 copies of the TSP Signal Timing Analysis Report

3 CD's containing the above information in .pdf format

Final Submittal

5 sets of signed and sealed 11" X 17" plans
5 sets of signed and sealed final design documentation
5 sets of the signed and sealed TSP Signal Timing Analysis Report

1 signed and sealed copy of the Construction Specifications Package or Supplemental Specifications Package
2 copies of signed and sealed of the Construction Specifications Package or Supplemental Specifications Package
1 signed copy of Technical Special Provisions
2 copies of signed and sealed Technical Special Provisions

3 CD's containing the above information in .pdf format

The Design-Build Firm shall provide a list of all changes made to the plans, design documentation, reports, or specifications that were not directly related to the 90% plans review comments. Significant changes (as determined by the Department) made as a part of the Final submittal, that were not reviewed or provided in response to the 90% submittal comments, may require an additional review phase prior to stamping the plans or specifications "Released for Construction."

3. Requirements to Begin Construction:

The Department's indication that the signed and sealed plans and specifications are "Released for Construction" authorizes the Design Build Firm to proceed with construction based on the contract and plans and specifications. The Department's review of submittals and subsequent Released for Construction is to assure that the Design-Build Firm's EOR has approved and signed the submittal, the submittal has been independently reviewed and is in general conformance with the contract documents. The Department's review is not meant to be a complete and detailed review. No failure by the Department in discovering details in the submittal that are released for construction and subsequently found not to be in compliance with the requirements of the contract shall constitute a basis for Design-Build Firm's entitlement to additional monetary compensation, time, or other adjustments to the contract. The Design-Build Firm shall cause the Engineer of Record to resolve the items not in compliance with the contract, errors or omissions at no additional cost to the Department and all revisions are subject to the Department's approval.

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

Materials Submittals:

The Design-Build Firm shall provide the following submittals for equipment and components for each of the TSP system components:

- Catalog Cut-sheets
- Installation Procedures
- User Manual
- Maintenance Manual
- Software Manual
- Warranty Documentation

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 Engineer of Record (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 upon completion of field construction activities and prior to the beginning of the Operational Test for Department review and acceptance as a condition precedent to the Departments issuance of Final Acceptance.

As-Built Plans shall include Global Position System (GPS) locations of all newly installed ITS infrastructure, field elements, pull boxes, splice boxes, and conduit routing. GPS locations shall be recorded at sub-meter accuracy. When specifying GPS coordinates, a single datum shall be utilized for all measurements and the datum shall be noted.

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

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

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

- 1 set of 11" X 17" signed and sealed plans
- 3 sets of 11 "X 17" copies of the signed and sealed plans
- 2 Final Project CD's containing electronic versions of the plans in PDF format and all project CAD files.

Upon the Design-Build Firm's successful completion of construction and once all required submittals, testing, training, documentation, and warranty documentation have been successfully delivered to and approved by the Department as specified in this RFP document and the requirements of the FDOT Standard Specifications and all other applicable standards, the Department shall grant written notice of Final Acceptance of the Construction Phase.

The Department shall issue Final Acceptance of Construction based on the Department's final inspection of the TSP system. The Department shall perform the final inspection in the presence of a representative of the Design-Build Firm.

All hardware and software provided by the Design-Build Firm shall have the latest stable firmware or software version installed and any necessary upgrades available at the time of Final Acceptance of Construction. All As-Built documents shall be produced electronically using Department supported software, signed and sealed by the Engineer of Record, and submitted by the Design-Build Firm to the Department as a condition precedent to issuance of Final Acceptance. The final approved as-built documents shall be submitted to the Department as a prerequisite to Final Acceptance.

4. Milestones:

In addition to various submittals mentioned throughout this document the following milestone submittals will be required.

- 90% Phase Submittal
- RTVM – Submitted monthly with the Certified Monthly Estimate and Payment
- Final Submittal
- Test Plan Submittal
- Training Plan Submittal
- As-Built Document Submittal

J. Contract Duration:

The Department has established a Contract Duration of 550 calendar days for the subject Project.

K. Project Schedule:

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

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

1. Magic Basketball Games
2. Citrus Bowl
3. Orlando Arena Events

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
- Submittal Reviews by the Department and FHWA

- Design Review / Acceptance Milestones
- Materials Quality Tracking
- Start of Construction
- Construction Mobilization
- Signalization and Intelligent Transportation System Design
- Signalization and Intelligent Transportation System Construction
- Test Plan Submittal
- Device and System Testing
- Training Plan Submittal
- Training
- Maintenance of Traffic Design
- Maintenance of Traffic Set-Up (per duration)
- Permit Submittals
- 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 Letter of Interest and/or Technical Proposal by the Design-Build Firm. In the event a change in key personnel is requested, the Design-Build Firm shall submit the qualifications of the proposed key personnel and include the reason for the proposed change. Any changes in the indicated personnel shall be subject to review and approval by the District Construction Engineer. The Department shall have sole discretion in determining whether or not the proposed substitutions in key personnel are comparable to the key personnel identified in the Letter of Interest and/or Technical Proposal. The Design-Build Firm shall have available professional staff meeting the minimum training and experience set forth in Florida Statute Chapter 455.

M. Partner/Teaming Arrangement:

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

N. Meetings and Progress Reporting:

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

- Department technical issue resolution
- Local government agency coordination
- Maintenance of Traffic Workshop
- TSP Timing Development Approach Meeting

- Permit agency coordination
- Scoping Meetings
- System Integration Meetings

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

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

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

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

System Integration Meetings will be held on mutually agreeable dates. All comments requiring action by the Design-Build Firm prior to system integration, as provided by the Department at the System Integration Meetings, shall be satisfactorily addressed by the Design-Build Firm, then reviewed and approved by the Department prior to commencement of system integration activities discussed at the System Integration Meeting.

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

O. Public Involvement:

1. General:

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

2. Community Awareness:

The Design-Build Firm will review and comment on a Community Awareness Program provided by the PIC if one is developed for the Project.

3. Public Meetings:

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

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

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

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

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

4. Public Workshops, Information Meetings:

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

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

5. Public Involvement Data:

The Design-Build Firm is responsible for the following:

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

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

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

P. Quality Management Plan (QMP):

1. Design:

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

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

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

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 State Materials Office website for instructions on gaining access to the Department's databases: <http://www.fdot.gov/materials/quality/programs/qualitycontrol/contractor.shtm>

Prepare and submit to the Engineer a Job Guide Schedule (JGS) using the Department database in accordance with Section 105 of Standard Specifications.

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

Q. Liaison Office:

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

R. Engineers Field Office: Not Applicable

S. Schedule of Values:

The Design-Build Firm is responsible for submitting estimates requesting payment. Estimates requesting payment will be based on the completion or percentage of completion of tasks as defined in the schedule of values. Final payment will be made upon final acceptance by the Department of the Project. Tracking DBE participation will be required under normal procedures according to the Construction Project Administration Manual. The Design-Build Firm must submit the schedule of values to the Department for approval. No estimates requesting payment shall be submitted prior to Department approval of the schedule of values.

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

T. Computer Automation:

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

The Design-Build Firm will be required to furnish the Project's CADD files after the plans have been Released for Construction. The Design-Build Firm's role and responsibilities are defined in the Department's CADD Manual. The Design-Build Firm will be required to submit final documents and files which shall include complete CADD design and coordinate geometry files in MicroStation and/or AutoCAD design files format.

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

U. Construction Engineering and Inspection:

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

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

V. Testing:

The Design-Build firm shall perform testing in accordance with this RFP, the Requirements Traceability Verification Matrix (RTVM), FDOT Standard Specifications, and any equipment manufacturer testing criteria. The Design-Build Firm shall utilize the RTVM to develop a Test Plan that defines the who, what, where, and when of test conduct. The Test Plan must cover, at a minimum, Factory Acceptance Tests, Subsystem Acceptance Testing, System Acceptance Testing, and Operational Test Period (Burn-In period).

A test case for each RTVM requirement that has a "test", "analysis", or "demonstration" method of verification shall be included in the Test Plan. Additionally, a test case shall be included for any component, subsystem, or system that requires testing in FDOT Standard Specifications or the manufacturer's literature. The pass/fail criteria for each test case shall be determined from the performance criteria of this RFP, the RTVM, the manufacturer's literature, and/or the FDOT Standard Specifications for the component, subsystem, or system being tested. Successful completion of a test case will show that the applicable RTVM requirement has been verified.

The Test Plan must be submitted for review and approval by the Department prior to commencement of Testing. The Department shall have 14 calendar days to review the Test Plan and provide comments or approval. If comments are provided, the Design-Build Firm is to revise the Test Plan and resubmit for Department review and comment or approval, reiteratively, until the Test Plan is approved. No testing is to take place until the Department has approved the Test Plan.

The Test Plan shall include the minimum following information:

- Description each of component, subsystem, or system to be tested
- A series of test cases that cover every function of each component, subsystem, or system that is to be tested
- For each test case:
 - Sections for date, time, and location of the test
 - Step-by-step outline of test procedures
 - Test objectives
 - Pass/fail criteria as determined from the RFP, RTVM, manufacturer's literature, and/or FDOT Standard Specifications
 - Form for recording test results and pass/fail of the test
 - Test equipment list
 - Software list and software configuration required for the test
 - Section for witness name and signature
 - Section for test technician's (test conductor) name and signature

Neither witnessing of the tests by the Department nor the waiving of the right to do so shall relieve the Design-Build Firm of the responsibility to comply with the contract documents. The cost of testing shall be incidental to the cost of each item tested: no separate payment will be provided for testing.

1. Requirements Traceability Verification Matrix (RTVM):

The Department has provided the initial RTVM for use by the Design-Build Firm. The Design-Build Firm must verify each requirement within the RTVM using the prescribed verification method: analysis, demonstration, inspection, or testing. The RTVM shall be updated monthly as requirements are verified throughout the contract duration. A final RTVM, with all requirements verified, shall be delivered to the Department prior to, and as a condition of, Final Acceptance. The Design-Build Firm is responsible for all contract requirements, whether included in the RTVM or not.

W. Value Added and Warranty:

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

- Any products or features the Design-Build Firm desires.

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

The Design-Build Firm shall provide a manufacturer's warranty(s) for materials as described in this document. Said warranty(s) shall be transferable from the Design-Build Firm to the Department upon the expiration of the Design-Build Firm's Agreement.

System components shall be warranted against all defects and/or failure in design, materials, and workmanship for the minimum warranty duration specified for each item of equipment in the FDOT Standard Specifications 600 Series. Any components not otherwise covered under other sections of the FDOT Standard Specifications shall fall under the warranty provisions of Section 663. If the manufacturer's warranties for project components are for a longer period, those warranties shall continue to apply.

The Department reserves the sole right to determine defects in the materials and systems installed or modified by this project and the acceptability of the warranty repair and defect correction, including adjustment of equipment provided as a part of this project.

X. Adjoining Construction Projects:

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

- FPID 239682-1-52-01, Widening of SR 500(US 192) from Aeronautical Drive to Budinger Avenue
- FPID 437100-1-52-01, FDOT District 5 Regional Transportation Management Center

Y. Issue Escalation:

In the event issues arise during prosecution of the work, the resolution of those issues will be processed as

described below unless revised by a project specific Partnering Agreement:

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

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

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

Z. Training Requirements:

The Design-Build Firm shall provide a four-hour training course on the TSP system for individuals designated by the Department, to include up to 10 persons. The training shall include, at a minimum, the following topics:

- TSP central and local software configuration
- TSP timing, phasing, and other parameter settings at the signalized intersections and on buses
- TSP equipment calibration at signalized intersection and buses
- TSP equipment wiring at signals and buses
- TSP system maintenance procedures
- TSP system operations from the perspective of TMC/RTMC Operators and Traffic Signal Technicians

The Design-Build Firm shall provide 30-day advance notification to the Department prior to carrying out the training. The training shall be carried out on a date mutually agreeable to the Design-Build Firm and the Department. The Design-Build Firm shall provide an indoor classroom for training. The classroom must be comfortable and within 15 miles of Osceola County TMC (2586 Partin Settlement Rd., Kissimmee, FL), FDOT District 5 RTMC, and Orange County TMC (4200 S. John Young Pkwy., Orlando, FL).

Draft training materials shall be provided to the Department for review and approval 60 days in advance of the scheduled training. Any hands-on equipment, audio-visual equipment, demonstration equipment, or any

other materials required to support the training shall be provided by the Design-Build Firm. Each training participant shall be provided with a copy of the course materials; additionally, two copies of these materials is to be provided to the Department. All training-related costs are to be included in the bid price. No separate payment will be made for training.

VI. Design and Construction Criteria.

A. General:

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

B. Vibration and Settlement Monitoring: Not Applicable

C. Geotechnical Services: Not Applicable

D. Utility Coordination:

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

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

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

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

- tickets.
10. Performing Constructability Reviews of plans prior to construction activities with regard to the installation, removal, temporary removal, de-energizing, deactivation, relocation, or adjustment of utilities.
 11. Providing periodic Project updates to the Department Project Manager and District Utility Office as requested.
 12. Coordination with the Department on any issues that arise concerning reimbursement of utility work costs.

The following Utility Agency/Owners (UA/O's) have been identified by the Department as having facilities within the Project corridor for which the Department contemplates an adjustment, protection, or relocation is possible.

Table 4 - Summary of UA/O having facilities with the Proposed Project Limits

UA/O	Contact Information	Phone Number
AT&T	GREG JACOBSON	(813) 342-0512
AT&T	STEVE ERIKSON	(407) 578-8000
FLORIDA PUBLIC UTILITIES SYSTEMS DIVISION	JOHNNY HILL	(386) 668-9842
CHARTER COMMUNICATIONS (OSCEOLA)	MARVIN USRY JR	(407) 532-8509
LEVEL 3 COMMUNICATIONS	BRAD MORSETH	(612) 605 - 5508
ORLANDO UTILITIES COMMISSION - TRANSMISSION	DERRICK WILLIAMS	(407) 236-9651
TOWER CLOUD, INC.	MICHAEL GARRISON	(727) 385-5345
CENTURYLINK WINTER GARDEN (OSCEOLA)	TY LESLIE	(407) 814-5293 (407) 504-8386
CENTURYLINK WINTER GARDEN (SPRINT)	MARLON BROWN	(863) 452-3132
C/O ST CLOUD W/WW LINE	VERONICA MILLER	(407) 957-7265
TOHO WATER AUTHORITY - ZONE 2, 3	ROBERT PELHAM	(407) 944-5132
KISSIMMEE UTILITY AUTHORITY	FELIX ESCOBAR	(407) 933-7777 Ext 6600
CROWN CASTLE FIBER	DANNY HASKETT	(786) 610 – 7073 (786) 246 - 7827
CROWN CASTLE NG	FIBER RESPONSE TEAM	(888) 632 - 0931 #2 (408) 954 - 1580 x155
ORLANDO TELEPHONE COMPANY INC	AARON PICKLE	(321) 356-2995
COMCAST CABLE COMMUNICATIONS	CESAR RIVERA	(800) 778 - 9140
TECO PEOPLES GAS- ORLANDO (KISSIMMEE)	BRUCE STOUT	(407) 420-2678
ENTERPRISE COMMUNITY DEVELOPMENT DISTRICT	DENNIS TENNISWOOD	(407) 572-6358
DUKE ENERGY (FIBER)	MARK HURST	(727) 820-5208
DUKE ENERGY (TRANSMISSION)	JENNIFER WILLIAMS	(813) 909-1210
DUKE ENERGY (DISTRIBUTION)	ROBB BROWN	(352) 459-4671
ORLANDO UTILITIES COMMISSION (OUC)	DERRICK WILLIAMS	(407) 236-9651
ORLANDO UTILITIES COMMISSION (OUC)	RICK PARKER	(407) 434-2159
ORANGE COUNTY UTILITIES	JOSE HERNANDEZ	(407) 254-9718

UA/O	Contact Information	Phone Number
ORANGE COUNTY UTILITIES	RUSS CORRIVEAU	(407) 836-7074
REEDY CREEK ENERGY SERVICES	JASON HERRICK	(407) 824-4759
SMART CITY TELECOM	DAVID CAWLEY	(407) 828-6648
KINDER MORGAN/ CENTRAL FLORIDA PIPELINE	DEVIN JOHNSON	(407) 509-6292
CHARTER COMMUNICATIONS (POINCIANA)	MARVIN USRY JR	(407) 532-8509
VERIZON BUSINESS (MCI)	THOMAS CLARK	(918) 590-9903
TOWER CLOUD, INC.	MICHAEL GARRISON	(727) 385-5345
CITY OF ORLANDO - BUREAU OF WASTEWATER	DAVID BREITRICK	(407) 246-2213
FLORIDA GAS TRANSMISSION - DAVENPORT	JOSEPH E. SANCHEZ	(407) 838 – 7171 (407) 397 - 9230
COMCAST COMMUNICATIONS (OSCEOLA)	CESAR RIVERA	(352) 315-8528
AMERIGAS DUNDEE	PAUL LEWIS	(321) 631-5070
MDU PRO (BROADSTAR)	JOSE BELLO	(561) 472 - 5022 x196 (856) 649 - 9888
REDFLEX TRAFFIC SYSTEMS INC	REDFLEX HELPDESK	(800) 568 - 8405
BRIGHTVIEW LANDSCAPE SERVICE	STEVEN CALLAHAN	(407) 492 – 6719 (407) 292 - 9600
SPECTRA ENERGY- SABAL TRAIL	GEORGE MUNRO	(713) 627 – 6306 (281) 727 - 9925
SOUTHERN LIGHT LLC	D J MCAULEY	(251) 259 - 0807
TAMPA ELECTRIC COMPANY	PAULETTE COOPER	(813) 275 - 3059

No conceptual utility relocation plan sheets were prepared as part of this RFP development. The utilities included in Table 4 are based on preliminary information and may not be reflective of all utilities present in the project area.

It is Department’s intention that existing utilities be avoided by the Design-Build Firm’s work and that no adjustment or relocation occur. The Department shall not compensate or reimburse the Design-Build Firm for any cost created by impact to a utility.

The relocation agreements, plans, work schedules and permit application are to be forwarded to the Department for review by the District Utility Office (DUO) and the Department’s Construction Manager. The DUO and Department’s Construction Manager only review the documents and are not to sign them. Once reviewed, the utility permit application will be forwarded to the District Maintenance office for the permit to be signed and recorded or submitted through the One Stop Permitting (OSP) system.

- E. Roadway Plans: Not Applicable**
- F. Roadway Design: Not Applicable**
- G. Geometric Design: Not Applicable**
- H. 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 and criteria used for the Project
2. Documentation of decisions reached resulting from meetings, telephone conversations, or site visits

I. Structure Plans: Not Applicable

J. Specifications:

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

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

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

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

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

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

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

K. Shop Drawings:

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

L. Sequence of Construction:

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

1. Maintain or improve, to the maximum extent possible, the quality of existing traffic operations, both in terms of flow rate and safety, throughout the duration of the Project.
2. Minimize the number of different Traffic Control Plan (TCP) phases, e.g., number of different diversions and detours for a given traffic movement.
3. Minimize the extent of interruptions to traffic signal operations.
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. Coordinate with adjacent construction Projects and maintaining agencies.

M. 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.

Submittal of the NOI may be waived if the Design-Build Firm demonstrates to the Department that their work does not require a NPDES construction generic permit through preparation of a NPDES Technical Memorandum describing the following at a minimum:

- The anticipated amount of disturbed area caused by the Design-Build Firm's work.
- The construction activities that are expected to disturb land, including any early work.
- Any storm water discharges resulting from the Design-Build Firm's work.

The Department shall have 14 calendar days to review each NPDES Technical Memorandum submittal, and either provide approval or comments. If comments are provided, the Design-Build Firm shall revise the Technical Memorandum accordingly and resubmit for Department review.

N. Temporary Traffic Control Plan:

1. Traffic Control Analysis:

The Design-Build Firm shall design a safe and effective Temporary Traffic Control Plan to move vehicular and pedestrian traffic during all phases of construction. The Temporary Traffic Control Plan shall address how to assist with maintenance of traffic throughout the duration of the contract.

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

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

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

A TMP will consist of three components:

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

Additional information can be found in Volume 1 / Chapter 10 of the PPM.

2. Temporary Traffic Control Plans:

The Design-Build Firm shall utilize Index Series 102-600 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 as necessary for proper construction and implementation of the Temporary Traffic Control Plan.

3. Traffic Control Restrictions:

A lane may only be closed during active work periods. There will be NO PACING OPERATIONS allowed. There will be no DETOURS allowed. No LANE CLOSURES are permitted on limited access facilities. No ramp closures are permitted. Only one lane may be closed at any given time. All lane closures must be reported to the local emergency agencies, the media and the District 5 Public Information Officer, Steve Olson (386) 943-5479, a minimum of seven (7) calendar days in advance. 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.

Only one signalized intersection per every five miles along TSP deployment corridors may be placed into flash mode or turned off at any given time. The Design-Build Firm must seek approval from the CEI prior to placing any signal in flash mode or turning any signal off. Signals cannot be placed in flash mode or turned off between the hours of 6:00 AM – 10:30 PM. A minimum of two off duty officers must be present and controlling traffic at the signalized intersection any time a signal is turned off. Only signals that are listed in Table 1, where TSP installation is to occur, may be placed in flash mode or turned off. The Design-Build Firm shall attempt, to the extent practicable, to minimize the number of signals placed into flash mode or turned off and the duration of such states.

NO LANE CLOSURES are allowed on the Project during the times and on the corridors shown in Table 5. These lane closure restrictions also apply to side streets intersecting the corridors denoted in the “ROADWAY” column.

Table 5 - Lane Closure Restriction Times

ROADWAY	FROM	TO	RESTRICTED HOURS
SR530(US192-IBMH)	BLACK LAKE RD	GRIFFIN RD	7:30 AM - 11:30 PM
SR530(US192-IBMH)	CELEBRATION/PARKWAY	OAK ST/MICHIGAN AVE	7:00 AM - 8:00 PM
SR500(US192/441-IBMH)	CR523(PARTIN SETTLEMENT RD)	COLUMBIA AVE	6:00 AM - 10:30 PM
SR500(US192/441-IBMH)	COLUMBIA AVE	CR534(OLD HICKORY TREE RD)	7:00 AM - 8:00 PM
CYPRESS PKWY (PLEASANT HILL)	N DOVERPLUM AVE	REAVES RD	5:30 AM - 11:30 PM
S POINCIANA BLVD	TRAFALGAR BLVD	OLD TAMPA HWY	7:00 AM - 8:00 PM
BROADWAY / MAIN ST	W NEPTUNE RD	SR530(US192-VINE ST)	6:30 AM - 10:00 PM
SR500(US441/1792-OBT)	SR530(US192-VINE ST)	CR 522(OSCEOLA PKWY)	6:30 AM - 10:00 PM
SR500(US441/1792-OBT)	CR 522(OSCEOLA PKWY)	39TH ST	6:30 AM - 8:30 PM
N JOHN YOUNG PKWY	W OSCEOLA PKWY	HUNTERS CREEK BLVD	NONE
OSCEOLA PKWY	GREENWALD WAY N	BUENAVENTURA BLVD	7:30 AM - 9:00 PM
OSCEOLA PKWY	BUENAVENTURA BLVD	SIMPSON RD	3:30 PM - 7:00 PM
BUENAVENTURA BLVD	SIMPSON RD	E OSCEOLA PKWY	6:30 AM - 11:00 PM
FORTUNE RD	OLD BOGGY CREEK RD	SIMPSON RD	6:00 AM - 10:30 PM

ROADWAY	FROM	TO	RESTRICTED HOURS
MICHIGAN AVE	SR500(US192/441-VINE)	E DONEGAN AVE	7:00 AM - 9:00 PM

The lane closure, flash mode, and traffic signal off time restrictions mentioned above are based on conservative analysis using available historical traffic information and engineering judgement. The Design-Build Firm may propose less restrictive, site specific alternative times through preparation of detailed analysis, consistent with FDOT PPM procedures, demonstrating that safety will not be compromised and excessive travel delay will not be caused. The analysis must be prepared by a Florida Registered Professional Engineer and must be reviewed and approved by the CEI and Department prior to implementation. The Design-Build Firm shall submit such analysis 21 calendar days in advance of implementing the lane closure, placing the signal in flash mode, or turning the signal off under the alternative time restrictions.

O. Environmental Services/Permits/Mitigation:

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

As the permittee, the Department is responsible for reviewing, approving, and signing the permit application package including all permit modifications, or subsequent permit applications.

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

reports to FWC must be provided to the District Environmental Management Office or District Environmental Permit Office, as appropriate. If FWC rejects or denies the permit application, it is the Design-Build Firm's responsibility to make whatever changes necessary to ensure the permit application is approved. Once the permit is obtained, the Design-Build Firm shall notify the Department at least one week prior to the relocation of gopher tortoises. If gopher tortoise relocations are phased throughout the construction, the Design-Build Firm shall notify the Department at least one week prior to each relocation phase. The Department will provide oversight of the relocations and ensure permit compliance. The Design-Build Firm shall be responsible for any necessary permit extensions or re-permitting in order to keep the relocation permit valid throughout the construction period. The Design-Build Firm shall provide the Department with draft copies of requests to modify the permits and/or requests for permit extensions, for review and approval by the Department prior to submittal to the Agencies. The Design-Build Firm shall provide the appropriate reports as required by the permit conditions, including closing out the permit. The Design-Build Firm shall note that permits for gopher tortoise relocation for areas outside of the Department owned Right of Way (i.e. utility easements; license agreements) cannot be obtained with the Department as the "permittee", per FWC requirements. Should permits in areas outside of the Right of Way be required, the Department will still perform the oversight of the process as described above. The Design-Build Firm will be required to pay all permit fees including any and all fees associated with the relocation of gopher tortoises. Any fines levied by permitting agencies shall be the responsibility of the Design-Build Firm.

The Design-Build Firm shall be responsible for an assessment of all cultural (archaeological and historic) resources that could be impacted by the Project and prepare a Cultural Resource Assessment Survey(s) (CRAS) within the Project's Area of Potential Effects, in accordance with Part 2, Chapter 8 of the PD&E Manual, to obtain State Historic Preservation Officer (SHPO) concurrence. The Design-Build Firm shall provide the draft CRAS to the Department's District Five Cultural Resource Coordinator for review to verify the completeness and accuracy of the assessment. The Design-Build Firm is also responsible for preparing the CRAS transmittal letter to the SHPO, on Department letterhead for the Department's District Five Cultural Resource Coordinator review and signature. All costs associated with the CRAS will be the responsibility of the Design-Build Firm.

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

1. Cultural Resource Assessment
2. SHPO Clearance Letter
3. Wetlands and Mitigation
4. Wildlife and Habitat

Construction of improvements will have a temporary impact on noise sensitive sites adjacent to the project corridor. Trucks, earth moving equipment, pumps, and generators are sources of construction noise and vibration. Construction noise and vibration impacts will be minimized by adherence to the FDOT Standard Specifications for Road and Bridge Construction.

Wetlands in the project are shall be depicted in the plans and avoided if practicable. Any wetland impact related permits will be the responsibility of the Design-Build Firm.

P. Signing and Pavement Marking Plans: Not Applicable

Q. Lighting Plans: Not Applicable

R. Signalization and Intelligent Transportation System Plans:

1. General

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

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

- Project Layout / Overview sheets depicting the locations of field elements
- Plan sheets depicting:
 - Site specific TSP and/or Emergency Vehicle Preemption (EVP) equipment installation locations
 - Site specific modifications required at each intersection
 - Cable routing around each signalized intersection
 - Per intersection TSP and/or EVP phasing and timings
- Detail sheets on:
 - Fiber optic splice and conduit
 - Wiring and connection details for buses and signalized intersections
 - Site specific TSP equipment locations
 - TSP and/or EVP equipment installation details at signalized intersections
 - TSP equipment installation details on bus installations
 - Conduit, pull box, and vault installation
 - Communication Hub and Field Cabinets
 - System-level block diagrams
 - Device-level block diagrams
 - Field hub/router cabinet configuration details
 - Fiber optic Splicing Diagrams
 - System configuration/Wiring diagram/Equipment Interface for field equipment at individual locations and communications hubs
 - Any modifications required at the FDOT District 5 RTMC and Lynx Transit Management Center
 - Maintenance of Communications (MOC) Plan

The Design-Build firm is responsible for ensuring project compliance with the Regional ITS Architecture and Rule 940 as applicable. This includes, but is not limited to, update of the Concept of Operations, update of the Systems Engineering Management Plan (SEMP), and completion of the Requirements Traceability Verification Matrix (RTVM) as well as coordination of document review.

The Design-Build Firm shall detail existing Signalization and ITS equipment located at each signalized intersection included in the project and report which devices will be removed, replaced, or impacted by project work.

2. Design and Engineering Services:

The Design-Build Firm shall be responsible for all Signalization and ITS design and engineering services

relating to the Project. All ITS system components shall be new unless otherwise identified for relocation.

The new system shall integrate with existing devices at the signalized intersections and on the buses. The design shall include the necessary infrastructure and components to ensure proper connection of the new ITS components. This shall include but not be limited to all proposed ITS components of this project as well as existing sub-systems that remain or are re-deployed as part of the final project. Existing EVP functionality, using the current vehicle detection method, shall be maintained at all intersections where it currently exists.

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

- Replacement of any ITS System components that are damaged by the Design-Build Firm's scope of work as approved by the Department. All equipment shall be new unless otherwise specified.
- Testing of fiber optic backbone and lateral drops furnished and installed or modified by the Design-Build Firm.
- Testing of the ITS elements installed or modified by the Design-Build Firm.
- Installation of TSP at signalized intersections noted in Table 1.
- Installation of TSP on Lynx buses noted in Table 2.
- Installing software to make the system function.
- Updating of firmware needed to make the system function.
- Configuration of software and hardware needed to make the system function.
- Integration of the new TSP installations with the FDOT District 5 RTMC TSP Central Management Software.
- Creation of TSP Timing Analysis Report that determines TSP timings (max reduce, max extend, etc.) and phasing for all traffic signals listed in Table 1 and all traffic signals in coordinated systems with traffic signals listed in Table 1.
- Any data collection required for development of the TSP Timing Analysis Report. At a minimum this shall include eight hour turning movement counts at all the signalized intersections in Table 1 and all signalized intersections in coordinated systems with the signalized intersections in Table 1.
- Implementation of TSP phasing and timings, such that a transit vehicle can request priority when traveling on the routes identified in the project Concept of Operations for TSP Phase III.
- Implementation of Emergency Vehicle Preemption (EVP), such that an emergency vehicle can preempt the signal from any of the intersection approaches where EVP is currently active using the current activation method (infrared, GPS/radio, etc.). The Design-Build Firm shall be responsible for developing and implementing any EVP timings and phasing required for such EVP functionality.
- Determination and implementation of a lateness threshold for the TSP system consistent with the precedent set in TSP Phase I, where this threshold is determined by the bus headway as documented in the Concept of Operations. TSP shall only be activated on buses running late in excess of the lateness threshold.
- Implementation of a restriction on the number of TSP requests granted by each intersection per unit of time, consistent with precedent set in TSP Phase I and guidance from FDOT District 5.
- Replacement of any traffic signal equipment, at project applicable intersections, as required to enable TSP functionality.

- Any software or firmware installation and/or configuration required to enable TSP operation.
- Coordination with Central Office on any FCC licensing necessary for the system, and any wireless system engineering analysis required for FCC licensure.
- Configuring of unique TSP identification numbers for each bus fitted with TSP as part of this project. Coordination with the Department is required to avoid overlaps with identification numbers already in use.

Avoid conflicts with landscape plans within the Department Right-of-Way. While procedures are being 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.

3. Construction and Integration Services:

The Design-Build Firm shall be responsible for all Signalization and ITS construction and integration services. The Design-Build firm shall install TSP at each of the signalized intersections listed in Table 1 and on all of the Lynx buses listed in Table 2. Additionally, the Design-Build Firm shall be responsible for TSP Central Management Software integration of the TSP equipment at the FDOT District 5 RTMC. The Design-Build Firm is responsible for any modifications necessary at the FDOT District 5 RTMC, at the affected signalized intersections, the affected buses, and at the Lynx Transit Management Center to facilitate TSP system operation.

For all traffic signal cabinets, at least one spare conduit must be left unused for future use, unless a spare conduit does not currently exist. The Design-Build Firm shall provide an alternate entry solution to the cabinet for locations where the aforementioned requirement cannot be met. The alternate entry solution must be approved by the Department and appropriate signal maintenance agency.

The Design-Build Firm shall mount the intersection TSP equipment to the traffic signal cabinet or to the existing signal support structures; the selection of installation location shall be based on the TSP equipment manufacturer's recommendations and determined per site. The Design-Build Firm shall mount the bus TSP equipment on the existing buses, using the manufacturer's recommended installation procedures. All traffic signal cabinet, signal support structure, and bus installations shall be neatly completed and shall not compromise existing capabilities of the enclosure, cabinet, or vehicle to protect against personnel access to hazardous parts, entry of foreign objects, or ingress of water.

The Design-Build Firm shall furnish all tools, equipment, materials, supplies, and manufactured hardware, and shall perform all operations and equipment integration necessary to provide a complete, fully operational TSP system. All cabling shall be neatly tagged with permanent labels at both ends of every cable.

i. TSP System

The Design-Build firm shall have the option to select one of two approaches for the TSP system:

1. Global Traffic Technologies proprietary OPTICOM GPS TSP/EVP system, including local intersection equipment and OPTICOM Central Management Software.
2. Employ a connected vehicles (CV) approach that uses Dedicated Short Range Communication (DSRC) emitters and on-board units (OBUs) installed on buses, and DSRC receivers and road-

side units (RSUs) installed at signalized intersections.

The Design-Build Firm shall state which option they propose in the Technical Proposal—the proposed option shall be the sole solution used throughout the project. Under either approach, in addition to other requirements described in this document, the following system functionality shall be provided:

- All Lynx buses where TSP is currently operational and where TSP is planned for installation as part of this project shall be capable of placing TSP priority calls at all signalized intersections where TSP is currently operational and where TSP is planned for installation as part of this project.
- Existing EVP, and all other existing preemption, shall remain functional where currently installed on vehicles and at intersections.
- The maximum time allocated for TSP is 10 seconds, which may take the form of green extension or early green (red truncation). Green extension extends the green interval, up to the maximum value, if a transit vehicle is approaching that is requesting priority. Early green shortens conflicting phases, up to the maximum value, when a transit vehicle requesting priority approaches a red light.
- TSP priority requests shall only occur when transit vehicles are running late beyond a configurable lateness threshold, as determined by Lynx Automatic Vehicle Location (AVL) and bus scheduling system. The lateness threshold shall be configurable by Lynx per bus route from the Lynx Transit Management Center.
- TSP priority requests shall only be granted by the signalized intersections if certain configurable logical conditions are met based on the bus arrival time projection calculated by using current bus position, heading, and speed.
- The system shall meet Manual on Uniform Traffic Control Devices (MUTCD) requirements, including priority of preemption calls. For instance, TSP should never override a rail or marine preemption call. The system must be capable of resolving conflicting calls in an MUTCD compliant manner.
- The system shall comply with Section 663 of the FDOT Standard Specifications.
- The system must be NTCIP 1211v02 compliant, where this compliance is applicable, and be FDOT Approved Products List (APL) listed.
- DSRC communication messages, if used, must be SAE J2735_201603 compliant. The Design-Build Firm shall generate and encode any Geometric Intersection Description or MAP messages required for TSP operation at the intersections.
- TCP/IP over Ethernet based communications must be used between the TSP equipment installed at the signalized intersections and the TSP Central Management Software.
- The system shall be capable of assigning unique identification to each vehicle fitted with TSP/EVP such that tracking of preemption and priority requests is possible on a vehicle by vehicle basis.

ii. Bus Work Time and Access Restrictions

All buses return to one of two Lynx maintenance yards daily: 2500 Lynx Lane, Orlando, FL or 100 N. Alaska Avenue, Kissimmee, FL. The Design-Build Firm is to install the TSP system on buses while they

are at the maintenance yards as a result of standard routines. TSP installation on buses shall only occur between the hours of 12:00 AM (midnight) – 6:00 AM; outside of these times, buses must not be prevented from performing their typical duties as a result of the Design-Build Firms work.

The Design-Build firm must contact Lynx at least 14 calendar days in advance before commencing work on buses to schedule access to the maintenance yards and buses. The request must include a list of the buses and maintenance yard(s) where access is requested, a summary of the anticipated work, and the estimated amount of time required to perform the work. Lynx, at their discretion, has the right to restrict access to buses.

iii. TSP Timings and Phasing

The Design-Build firm is responsible for developing and implementing the TSP timings and phasing as uniquely required at each signalized intersection. This shall be the result of a corridor model based analysis (using Synchro® or other Department approved software) that determines the movements where green time may be appropriated, and the amount of green time that may be appropriated, for TSP use without causing the movements or intersections to operate over capacity (volume/capacity > 1.0) and without causing significant negative impacts to vehicular progression along coordinated corridors. The analysis shall include AM, PM, and Midday peak periods and shall be submitted to the Department and the appropriate signal maintaining agency for review.

The analysis and resulting recommended timings shall be documented in a TSP Timing Analysis Report. In addition to the report, the Design-Build Firm shall submit the electronic modeling files in their native format to the Department for review. TSP timings and phasing cannot be implemented prior to approval of the signed and sealed TSP Timing Analysis Report by the Department and the appropriate signal maintaining agency. All data collection required to support the timing and phasing analysis shall be the responsibility of the Design-Build Firm.

Determining and configuring the local intersection settings of each TSP/EVP installation is the responsibility of the Design-Build Firm. This includes configuring the detection range, configuring which approach direction corresponds to which priority or preemption phase, and configuring any other local setting required for TSP/EVP operation.

iv. TSP Software

The Design-Build firm shall be responsible for integrating the newly installed TSP devices with a TSP Central Management Software operating at the FDOT District 5 RTMC. The software shall provide the following minimum functionality for TSP system management:

- Remote configuration and software/firmware upgrades for TSP equipment
- Equipment inventory management and in-service performance monitoring
- TSP activation scheduling
- Configurable automated maintenance alerts
- Configurable event and evacuation plans

Any modifications required at the FDOT District 5 RTMC or Lynx Transit Management Center in order to provide the required TSP functionality and to facilitate TSP Central Management Software integration shall be the responsibility of the Design-Build Firm.

The Design-Build Firm shall be responsible for integrating and testing the TSP Central Management Software with the TSP elements installed as part of this project. The District 5 RTMC shall be able to access

and control, with their TSP Central Management Software, all TSP systems installed at signalized intersections where the RTMC has network connectivity to the traffic signal controller.

All buses fitted with TSP as part of this project shall be integrated with the Lynx bus scheduling system, Lynx AVL system, and any other software systems operating at the Lynx Transit Management Center required for effective TSP operation. The Design-Build Firm is responsible for integrating the on-bus AVL system with the on-bus TSP system, such that the AVL system determines the bus schedule adherence and when the lateness threshold has been exceeded, and instructs the TSP system to generate a TSP request for priority from upstream traffic signals.

v. Bus Equipment Monitoring System

The Design-Build Firm shall develop and implement a means for Lynx to quickly identify buses where the TSP equipment has malfunctioned. The solution shall not provide audible or visual alarms/alerts on buses. The Design-Build Firm shall employ a solution that provides the following minimum functionality:

- A visual notification at the exit of both Lynx maintenance yards (2500 Lynx Lane, Orlando, FL and 100 N. Alaska Avenue, Kissimmee, FL) that indicates successful TSP priority requests by turning on an indicator light. This light shall be located adjacent to the exit gate and be visible to bus drivers as they exit the facility.
- A TSP call recording station at the exit of both Lynx maintenance yards that records successful TSP emissions in a log accessible by Lynx. The log shall store records of successful TSP emissions for a minimum of 120 days and be capable of doing so for all Lynx buses fitted with TSP that exit the maintenance yard where the Bus Equipment Monitoring System is installed.
- Buses do not have to be running late for the monitoring station to function.
- Buses shall only activate the indicator light and recording station as they egress from the maintenance facility.

All equipment installed outdoors shall be suited for extended operation in such an environment; such as, but not limited to, providing NEMA 3R or better rating for equipment enclosures and meeting NEMA TS2-2003 environmental requirements.

vi. Coordination with Local Signal Maintaining Agencies

The Design-Build firm must contact the appropriate signal maintaining agency at least 14 calendar days in advance before commencing work on a signalized intersection to provide the local agency with the option of having a representative on site during traffic signal modifications. The request must include a list of the signalized intersections where work is to be performed, a summary of the anticipated work, and the estimated amount of time required to perform the work. The signal maintaining agencies, at their discretion, may elect to have a representative present.

4. Testing and Acceptance:

All equipment furnished by the Design-Build Firm shall be subject to monitoring and testing to determine conformance with all applicable requirements. The Design-Build Firm is responsible for the coordination and performance of all testing and development of a Test Plan. The times and dates of tests must be accepted in advance and in writing by the FDOT Project Manager. The Design-Build Firm shall conduct all tests, except for the Factory Acceptance Test, in the presence of the FDOT Project Manager or their designated

representative. All testing shall be follow the Department approved Test Plan. Testing shall progress sequentially from Factory Acceptance Testing (FAT), to Subsystem Acceptance Testing (SSAT), to System Acceptance Testing (SAT), to Operational Test (OT). Acceptance of each testing phase's results by the Department is required before the Design-Build Firm is permitted to move on to the next testing phase.

The Design-Build Firm shall furnish and maintain all test equipment and software required as part of their services. All test equipment shall have a valid calibration certification as required by the equipment manufacturer. All software required for diagnosing malfunctions of hardware and software/firmware shall be supplied by the Design-Build Firm and approved by the Department prior to use; a copy of all diagnostic software shall be submitted to the Department with full documentation within 14 days of deficiency resolution. Submit any Failure Report Logs demonstrating that error rates are within requirements set herein or by the manufacturer.

If requested by the Department, the Design-Build Firm shall postpone any test for up to seven days—such postponement shall not be grounds for time extensions. The Department may waive its rights to witness certain tests. Testing shall take place only on weekdays, unless otherwise approved by the Department. After all components within each system or subsystem satisfactorily pass the required tests, submit a PDF document of the completed tests, including the documented test results and signatures, to the Department for review within 14 days following completion of the tests.

i. Factory Acceptance Testing (FAT)

FAT is testing performed by the equipment manufacturer prior to shipping the equipment to the Design-Build Firm—successful completion demonstrates that the equipment was manufactured correctly. Any FAT documentation supplied by the manufacturer shall be included in the test records provided by the Design-Build Firm to the Department.

ii. Subsystem Acceptance Testing (SSAT)

All ITS devices shall be subject to a SSAT to demonstrate and document device operability with the subsystem it interfaces with and functionality compliant with the device's performance requirements. The SSAT shall demonstrate that all equipment furnished, installed, or modified by the Design-Build Firm has been installed properly and operates correctly. The SSAT shall verify that all project requirements defined in the RFP, RTVM, and manufacturer's literature for the subsystem, and associated ITS devices, being tested have been met.

The SSAT will begin within seven days after the Design-Build Firm advises the Department's Project Manager that they are ready to commence the test, and following FAT. The test may begin when the Department is satisfied that adequate work has been completed to facilitate the SSAT.

At a minimum, and in addition to any RTVM, FDOT Standard Specification, or manufacturer SSAT testing required, the SSAT shall be performed for the following subsystems:

- Signalized intersection TSP/EVP equipment to verify that priority and preemption requests are being properly processed at each intersection and that all wiring, equipment installation, and software/firmware configurations at the intersection are correct.
- Bus TSP equipment to verify that TSP requests are being generated and emitted properly by each bus and that all wiring, equipment installation, and software/firmware configurations on the bus are correct. This includes verification that the unique vehicle identifier has been correctly programmed for each vehicle fitted with TSP.
- Modified or new traffic signal controllers, including existing controllers where TSP/EVP

timings and phasing were configured, to verify that the correct TSP timings, phasing, and software/firmware configurations were implemented correctly at each intersection.

- Orange County TSP Central Management Software to verify that the software was installed and configured properly.
- Osceola County TSP Central Management Software to verify that the software was installed and configured properly.
- Lynx AVL and scheduling system to verify that the new bus TSP installations function correctly with the AVL system and that correct lateness thresholds have been configured on all TSP Phase III applicable bus routes.
- Bus Equipment Monitoring System to verify that the system components have been installed correctly, function together as a unit, and that the indicator light is visible to transit operators as they egress from both maintenance yards.

In the event that a subsystem fails a SSAT, or is rejected by the Department, the Design-Build Firm shall correct the problem and repeat the test within seven days of receiving a written rejection notice from the Department. SSAT shall be reiteratively performed until the testing is successful and Department accepts the test results at no additional cost to the Department.

iii. System Acceptance Testing (SAT)

The System Acceptance Test (SAT) shall demonstrate and document proper functionality of the realized system, by testing each of the previously verified subsystems work together as a cohesive whole. The SAT shall verify that all project requirements defined in the RFP, RTVM, manufacturer's literature, and FDOT Standard Specifications for the system have been met.

The SAT will begin within seven days after the Design-Build Firm advises the Department's Project Manager that they are ready to commence the test. The test may begin when the Department is satisfied that adequate work has been completed to facilitate the SAT, and following the successful completion of SSAT.

At a minimum, and in addition to any RTVM, FDOT Standard Specification, or manufacturer SAT required, the following SAT shall be performed:

- Verify that the TSP/EVP equipment is receiving EVP and TSP requests from emergency and transit vehicles; that the priority of the calls is being correctly parsed by the intersection equipment; that the correct phases and timings are activating upon receipt of a TSP/EVP request; and that TSP/EVP calls are being received from all approaches where such functionality is required.
- Verify that each bus is emitting correct TSP requests and that TSP requests are only generated when buses are running late in excess of the per-route configured lateness threshold.
- Verify that all intersections previously connected to Orange County's communications network and modified as part of this project can be accessed from the Orange County TMC using the County's traffic signal system central control software from an existing workstation.
- Verify that all intersections previously connected to Osceola County's communications network and modified as part of this project can be accessed from the Osceola County TMC using the County's traffic signal system central control software from an existing workstation.
- Verify that all intersections connected to FDOT District 5's communications network and

fitted with TSP/EVP as part of this project have been correctly integrated in the TSP Central Management Software at the RTMC and the software is fully functional for each. Additionally, demonstrate that the software interface is accessible from the RTMC at an existing workstation.

- Verify that the Bus Equipment Monitoring System is correctly activating the indicator light and logging successful TSP priority requests as buses exit both maintenance yards, but not as they enter.

iv. Operational Test

After successful completion of the FAT, SSAT, and SAT subject the entire system to a 30 calendar day Operational Test (OT), which is also known as a “Burn-In Period”, demonstrating long-term system viability in its operational environment. During this period, the Design-Build Firm shall perform any and all maintenance required for full system functionality. The OT shall demonstrate that the system installed by the Design-Build Firm remains continuously operational, with full functionality, for the full OT period.

The Design-Build Firm shall notify the Department, in writing, 14 days prior to commencement of the OT. The OT shall not commence without written approval from the Department. During the OT, the Department and Design-Build Firm shall monitor all components and subsystems to ensure continuous operation without failure.

In the event of a failure causing a System Shutdown during the OT, the OT shall be terminated for the purposes of correcting the deficiencies that caused the System Shutdown. System Shutdown is considered any condition which, due to work performed or element furnished by the Design-Build Firm, results in any system component or subsystem to cease proper operation.

For each period of System Shutdown, and after the identified deficiency that caused the System Shutdown has been corrected, the OT shall be restarted for a new 30 consecutive calendar days starting upon confirmation that the deficiency has been resolved. If the total number of System Shutdowns exceeds three due to the same subsystem or component, the Design-Build Firm shall replace the subsystem or component with a new and unused unit subjecting it to all prerequisite testing: FAT, SSAT, and SAT. Upon written approval from the Department, restart of the 30-day OT will begin.

The OT steps described herein shall be repeated as many times as deemed necessary by the Department to satisfy the OT requirements. The Design-Build Firm shall not be granted time extensions to perform the OT due to any failures as described herein. Correct any and all failures required to resume the OT at no additional cost to the Department.

In the event a problem is discovered for which it is uncertain whether the cause is work performed or elements furnished by the Design-Build Firm, the 30 calendar day OT shall restart and repeat—unless otherwise directed by the Department. In any case, the OT shall not be deemed to have been successfully completed until the problem has been corrected.

v. Final Acceptance

Upon the Design-Build Firm’s successful completion of the OT and once all other required submittals, testing, training, as-built documentation, and warranty documentation have been successfully delivered to and approved by the Department as specified in this RFP, and the requirements of the FDOT Standard Specifications and all other applicable standards, the Department shall grant written notice of Final Acceptance. Final Acceptance shall be issued on the basis of the Department’s final inspection of the entire

Project. The final inspection of the entire Project shall be performed by the Department in the presence of a representative of the Design-Build Firm.

5. Integration

ITS components installed or modified under the Project shall be integrated by the Design-Build Firm. The Design-Build Firm shall provide to the Department a spreadsheet of all devices requiring integration 60 calendar days prior to field implementation for the Department to review. The Department will add the project IP addressing scheme by device. The Design-Build Firm shall adhere to the scheme when integrating ITS devices.

The Design-Build Firm shall schedule a pre-integration meeting that must occur at least 15 working days prior to starting integration. At the pre-integration meeting, the Design-Build Firm shall provide documentation detailing the following at a minimum:

- Integration schedule
- Emergency contact information
- List of integration staff and contact information
- Plan for advance notification of affected agencies
- Network recovery plan

The Department will have 15 working days to review documentation submitted by the Design-Build Firm at the pre-integration meeting and provide comments. The Design-Build Firm shall address all comments and submit a revised set of documentation. This process shall occur reiteratively until all comments are addressed and the documents approved by the Department.

Perform any and all ITS device configuration changes, software modifications/installations, and firmware modifications required for the successful integration of all ITS devices installed. Provide the vendor equipment software for all types of ITS devices installed in the Project to the Department via disk with all applicable licensing.

The Design-Build Firm is responsible for any and all traffic signal controller software/firmware updates and modifications necessary to enable proper TSP functionality at the signalized intersections, on the buses, at the Lynx Transit Management Center and at the FDOT District 5 RTMC. The Design-Build Firm should be aware that a number of different existing traffic signal controller models, from various vendors, are operating at the signalized intersections and that specialized treatment may be required for each.

The contract period shall not be extended for time loss or delays related to integration. Any integration components shall be considered part of the component's installation. No additional compensation shall be made.

6. Existing Conditions

The Design-Build Firm shall be responsible for field verifying all existing site conditions within the project limits. The Design-Build Firm shall refer to the as-built and record Plans, provided with this RFP as reference documents, for existing conditions information. Furthermore, refer to the Concept of Operations, also included as a reference document, for a description of existing system conditions and lessons learned from Phases I and II.

7. Maintenance

If the Design-Build Firm fails to perform any repairs as a result of damage to Department, County, or City infrastructure caused by the Design-Build Firm within the time frame for component-related defects or central system defects, as provided in Table 6, the Department shall either perform the damage repair itself or contract with a third party to perform the necessary damage repair. Damage repair necessary due to non-performance by the Design-Build Firm shall be deducted from any payments due the Design-Build Firm.

The Department or Department representative's performance of corrective work under this provision shall have no effect on the Design-Build Firm's warranty obligations.

Table 6 - Maintenance Response Time Frames

Item	Maintenance Response Time Frame
ITS Communication Systems	4 hours
TSP Central Software Systems	8 hours
Traffic Signals	4 hours
Intersection TSP/EVP Equipment	12 hours
Bus TSP/EVP Equipment	12 hours
CCTV Camera Subsystems	12 hours

8. Inventory Database/Facilities Management

The Department is using the ITS Facility Management (ITSFM) system to meet the statewide ITS asset and configuration management needs of the ITS Program. ITSFM compiles system asset information in a single, web-accessible repository, allowing the Department to collectively manage the entire system in a coordinated manner. ITSFM is provided by the Central Office to the Districts and other regional partners.

The Department has developed ITSFM data collection forms, custom GPS mapping configuration, data dictionary and export routines, and feature import template tools designed to both standardize and simplify the data collection process. These tools are available to contractors and consultants for use in preparing as-built deliverables. These tools are synchronized with the ITSFM database and can be found on the Department's web site: <http://fdot.gov/traffic/itsfm/>

The Contractor is responsible for the completeness, accuracy and quality of the as-built deliverables.

As-built deliverables shall be tested to verify that they meet the positional accuracy and minimum content completeness defined in the latest version of the "ITSFM Functional Requirements" adopted by the Department. A copy of this document is provided as an attachment to this RFP.

ITSFM system data shall be collected by the Design-Build Firm and delivered as part of the project as-built deliverables package. The Design-Build firm shall include the costs associated with the collection of all the required ITSFM data. The Department will enter the data into the ITSFM central database.

The Department maintains an online Web page for the ITSFM system. The Design-Build firm shall find and download the necessary ITSFM attribute forms, including samples. The ITSFM website URL is: <http://fdot.gov/traffic/itsfm/>

The Design-Build Firm shall use two ITSFM data collection methods that complement each other in

producing the final complete database inventorying of the new system: electronic collection of geospatial data with handheld GPS units, and data entered in the ITS attribute forms available in the Department ITSFM website listed above.

The Department will only provide the following items associated with the completion of the ITSFM project deliverable: ITSFM training, and data entry of the ITSFM data collected by the Design-Build Firm into the ITSFM central database.

i. ITSFM Attribute Forms:

The Design-Build Firm shall download the necessary ITSFM attribute forms that are applicable to the ITS subsystems provided under this project. The internet address or URL for these forms is <http://fdot.gov/traffic/itsfm/>. The Design-Build Firm shall complete these forms in addition to the data collected electronically in the field with the handheld GPS unit, or units. These forms complement the electronic data collected in the handheld GPS units. The Design-Build Firm shall submit to the Department a list, for review and approval, containing the ITSFM Attribute Forms that shall be used for the completion of this As-Built deliverable.

ii. ITSFM Required Fields:

The Design-Build firm shall refer to latest version of the “ITSFM Functional Requirements” provided as an attachment to this RFP for the requirements and attribute forms required for the completion of the ITS inventory.

9. Spare Parts

No spare parts are required as part of this project.

S. Landscape Opportunity Plans: Not Applicable

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, DVD, or Flash Drive. Bookmarks which provide links to content within the Technical Proposal are allowed. Bookmarks which provide links to information not included within the content of the Technical Proposal shall not be utilized. 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, seven (7) CD's, DVD's or Flash Drives containing the Technical Proposal in PDF format and seven (7) collated, complete sets of hard copies of the Technical Proposal to:

Ms. Michelle Sloan, Procurement Services Manager, MS 524
Florida Department of Transportation District 5
719 South Woodland Boulevard
DeLand, FL 32720

The minimum information to be included:

Section 1: Project Approach

- Paper size: 8½" x 11". The maximum number of pages shall be (two (2), single-sided, typed pages including text, graphics, tables, charts, and photographs. Double-sided 8½" x 11" sheets will be counted as 2 pages. 11"x17" sheets are prohibited.
- Describe how the proposed design solutions and construction means and methods meet the project needs described in this RFP. 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.

Section 2: Plans

- All plan information necessary to relay the proposed work, such as special emphasis details, wiring diagrams, etc., shall be provided on 11" x 17" sheets.
- The Plans shall complement the Project Approach.

C. Evaluation Criteria:

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

Item	Value
1. Design – Signal Timing Technical Approach	20
2. Design – Network/Communication System Technical Approach	15
3. TSP Timing Implementation Approach	20
4. Network/Communication System Implementation Approach	15
5. Stakeholder Engagement Plan	10
Maximum Score	80

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

1. Design – Signal Timing Technical Approach (20 points)

The Design-Build Firm is to address TSP traffic signal timing development. Evaluation will include, but not be limited to, the Design-Build Firm’s approach to the following:

- Signal timings
 - Green time extensions
 - Green time reallocation (consideration of pedestrian clearance and walk intervals)
 - Red truncation
 - Upstream green truncation
- Phase capacity
- Movement level of service

2. Design – Network/Communication System Technical Approach (15 points)

The Design-Build Firm is to address design of the TSP network/communication system. Evaluation will include, but not be limited to, the Design-Build Firm’s approach to the following:

- Reuse possibilities of firmware, hardware, and software associated with the selected TSP solution for future ITS deployments.
- Leveraging existing network/communication infrastructure.
- Preserving existing network/communication system functionality given increased bandwidth resulting from TSP system installation.
- Preservation of existing TSP and EVP system operation.
- Newly deployed TSP system functionality with existing TSP equipped transit vehicles, existing TSP equipped intersections, and existing central software systems operating at TMCs in FDOT District 5 and the FDOT District 5 RTMC.

3. TSP Timing Implementation Approach (20 points)

The Design-Build Firm is to address TSP traffic signal timing implementation. Evaluation will include, but not be limited to, the Design-Build Firm's approach to the following:

- Field implementation and fine tuning
- Performance evaluation and measurement of the implemented timing's effects on corridor operations
- Testing
 - System verification
 - System validation

4. Network/Communication System Implementation Approach (15 points)

The Design-Build Firm is to address TSP network/communication system implementation. Evaluation will include, but not be limited to, the Design-Build Firm's approach to the following:

- Coordination of equipment installation
 - Bus equipment
 - Roadside equipment
- Integration
- Testing
 - System verification
 - System validation

5. Stakeholder Engagement Plan (10 points)

The Design-Build Firm is to address stakeholder engagement. Evaluation will include the Design-Build Firm's approach to project stakeholders.

D. Final Selection Formula:

The Department 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 LOI and Technical Proposal)

The Design-Build Firm selected will be the Design-Build Firm whose adjusted score is lowest. The Department reserves the right to consider any proposal as non-responsive if any part of the Technical Proposal does not meet established codes and criteria.

E. Final Selection Process:

After the sealed bids are received, the Department will have a public meeting for the announcement of the Technical Scores and opening of sealed Bid Price Proposals. 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 Department will document the preliminary bid results as presented in the meeting. 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 \$25,000 per non-selected Short-Listed Design-Build Firm that meets the stipend eligibility requirements contained in the Project Advertisement. The stipend is not intended to compensate any non-selected Short-Listed Design-Build Firm for the total cost of preparing the Technical and Price Proposals. The Department reserves the right, upon payment of stipend, to use any of the concepts or ideas within the Technical Proposals, as the Department deems appropriate.

In order for a Short-Listed Design-Build Firm to remain eligible for a stipend, the Short-Listed Design-Build Firm must fully execute the stipend agreement within one (1) week after the Short-List protest period for 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 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:

Ms. Michelle Sloan, Procurement Services Manager, MS 524
Florida Department of Transportation District 5
719 South Woodland Boulevard
DeLand, FL 32720

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