Florida Department of Transportation
District Seven

DESIGN-BUILD
REQUEST FOR PROPOSAL
for
I-75 Northbound Rest Area in Hillsborough County

Financial Projects Number(s): 437638-1-52-01 and 437638-1-52-02
Federal Aid Project Number(s): N/A and N/A
Contract Number:E7R12

July 186, 2018

Changes in this version of the Draft RFP dated July 18, 2018 since the previous version of the Draft RFP dated July 16, 2018 were made to the Schedule of Events only.
those activities and failure to fully comply by the time stated shall cause a Proposer to be disqualified.

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<td>Utility Pre-Proposal Meeting facilitated by the District Utility Engineer at 11:00am local time, FDOT District 7 Office, 11201 North McKinley Drive, Tampa, Florida 33612</td>
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<tr>
<td>Tuesday, October 2, 2018</td>
<td>7</td>
<td>Deadline for Design-Build Firm to request participation in One-on-One Alternative Technical Concept Discussion Meeting No. 1 5:00pm local time</td>
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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.

A001_Project Advertisement
A002_Bid Proposal
A003_Specifications
  A003.01_Division I Design-Build Specifications
  A003.02_Divisions II and III Special Provisions
    003.02.A_Mobilization (SP1010000DB)
    003.02.B_Contractor Quality Control General Requirements (SP1050813DB)
  A003.02.C_Structures Foundations (SP4550000DB)
A003.03_Value Added Developmental Specifications
A004_Permits
A005_Pavement Design
A006_Guidesign Worksheet
A007_Right of Way Maps
A008_ITS Guide

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.

Reference Documents:
  R001_As-Built Plans
  R002_Concept Plans
R003_Geotechnical Data
R004_PD&E Study Environmental Document
R005_Survey Data
R006_Inspection Reports
R007_Other Projects
R008_Utility
R009_Preliminary ITS Plans
R010_Permits
R011_TPAS
R012_Asbestos Surveys
R013_TPAS ConOps
I. Introduction

The Florida Department of Transportation (Department) has issued this Request for Proposal (RFP) to solicit competitive bids and proposals from Proposers for design, permitting and reconstruction of the northbound I-75 Rest Area site located at mile post 3.328 on Roadway Section 10075000 (mile marker 237) in Hillsborough County. This work includes a new building, parking areas, roadway/site lighting, signing, picnic pavilions and associated amenities. The Project also includes demolition of the existing structures and the establishment of new utility connections for potable water supply and sanitary sewer connections to Hillsborough County Public Facilities, as well as the decommissioning and razing of the existing on-site waste water treatment facility and appurtenances. The Rest Area Building shall accommodate the Large Building guidelines as described in the 2010 Facilities Design Manual. The Project will also include the design and construction of a Truck Parking Availability System (TPAS).

It is the Department’s intent to promote the use of innovative design concepts, components, details, and construction techniques for bridge structures as discussed in Chapter 26 of the Plan Preparation Manual (PPM). The Design-Build Firm may submit a Technical Proposal that includes innovative concepts if they are discussed with the Department and approved in accordance with Chapter 26 of the PPM using the Alternative Technical Concept (ATC) process.

The Design-Build Firm shall include a Landscape Architect duly authorized to practice Landscape Architecture in the State of Florida consistent with State Statute 481 part II. The Design-Build Firm’s Landscape Architect (DBLA) shall review and identify future unencumbered landscape areas for this Project. This Project shall reserve landscape opportunities and implement the FDOT Highway Beautification Policy. Landscape construction will be performed by others and not included with this Project. Areas shall be identified in the Design-Build Firm’s Proposal Plans as “future landscape areas to be constructed by others”. Coordination will be required by the Design-Build Firm and the District Landscape Architect. Coordination between Design-Build Firm’s Landscape Architect, the District Landscape Architect and Engineer will be required during the Design-Build plans development process to ensure landscape opportunities are accommodated within the project limits. The DBLA shall be included in the project kick-off meeting and subsequent progress meetings.

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 prepare plans, secure permits and prepare specifications. These documents shall be for the demolition of existing structures, utility installations and construction of a new Rest Area site. The site shall include a new building, fixtures, equipment, parking areas for automobiles, recreational
vehicles (RV) and trucks, interior circulation roadways, site amenities, sidewalks, utility connections, site lighting, roadway lighting, signing and stormwater management systems. Included in the Project is the design and construction of a Truck Parking Availability System (TPAS). The Design-Build firm shall provide all services for design, permitting and construction of the project.

The Design-Build Firm’s proposal shall follow the general site configuration and parking area layout as shown in the Concept Plan. The Design-Build Firm’s proposal shall meet the criteria specified below:

- Truck parking located in the rear (east side)
- Building located centrally
- Automobile and Recreational Vehicle parking separated from truck parking and placed in the front (west side)
- At a minimum provide recirculation for truck parking
- Provide a physical separation between adjacent vehicle parking lots
- Parking lots shall have curb
- Provide sidewalks and crosswalks facilitating circulation and access to the rest area building, parking lots and picnic pavilions
- Provide all roadway and site lighting
- Provide the following at a minimum:
  - Number of Parking Spaces
    - Trucks = 60
    - Cars = 110 (includes 10 parking spaces meeting the Americans with Disability Act Accessibility Standards (ADA))
    - RVs = 15
  - Truck and RV Parking Dimensions
    - Length = 90'
    - Width = 15'
    - @45 degrees
      - Minimum distance from parking space stripe to curb for pull out = 31’
      - Minimum distance between parking rows = 45’
  - Design Vehicle
    - WB-67 AutoTurn without vehicle body crossing into other spaces

The Design-Build Firm shall utilize the attached pavement designs (A005Pavement Design) to develop the pavement design packages for approval. The Design-Build firm shall provide concrete paving for the approach ramp to the site as well as the entire truck parking area. This shall include as a minimum beginning the concrete pavement on the entrance ramp at the point where the vertical or horizontal alignment diverges from the existing roadway or 150 feet prior to the splitting of truck traffic from RV’s and cars whichever occurs first. Please refer to reference file Concept for Concrete Paving (Reference R002_Concept Plans) for guidance.

The Design-Build Firm shall design, permit and construct the new potable water and sanitary sewer utility services including installation of facilities along 21st Avenue SE, a Hillsborough County Local Road, west of I-75 then southerly through and connecting to the southbound rest area facilities and continuing under I-75 mainline to connect to and provide service to the northbound rest area. The Department has performed early coordination with Hillsborough County using the Preliminary Utility Plans (R008_Utilities) included in the reference documents which are for your consideration in the development of the final plans for permitting and construction.
The existing south bound rest area site is currently maintained by DBi Services. The Design-Build Firm shall coordinate activities with DBi services. During the switchover and connection of the new service lines the Design-Build Firm shall maintain functional potable water and sanitary sewer utility service to the southbound rest area at all times either thru the permanent supply lines or temporary facilities (portable toilets and wash facilities) until Final Acceptance.

The existing northbound rest area site is currently maintained by DBi Services. DBi Services will maintain the site until approval of the closure for public access to accommodate construction of the Rest Area. Approval of closure of the Rest Area will be based on the following conditions:

- Permits obtained
- Release for Construction (RFC) of component plans packages
- A plan for maintenance and continuity of accommodation of utilities for the Southbound Rest Area is submitted and approved

The Design-Build Firm shall provide a 30 day notice to DBi Services prior to the closure of the Rest Area and the Design Build Firm shall take over maintenance responsibility of the site. The site will be maintained by the Design-Build Firm until final acceptance.

The Design-Build Firm shall include the Large Building as described in Chapter 4-10.4 of the 2010 FACILITIES DESIGN MANUAL.

The Design-Build Firm shall as a minimum provide the following:

- 8 Picnic Pavilions (Small Size) including 2 to accommodate persons with disabilities

TPAS Design and Engineering Services – provide complete design of the system, including equipment necessary to tie into the existing ITS network such that the information is transmitted to the FDOT District RTMC. The design will include, but is not limited to all fiber optic cabling and detail sheets for pull boxes, conduit, cabinet modifications, power service runs and modifications, all power service and device access plans, Maintenance of Communication (MOC) plans, grounding, maintenance, and all other equipment and incidentals for ITS infrastructure required for complete installation. Wireless communications shall include operating frequency and license requirements. The Design shall include right of way and applicable roadway topography.

Coordination with concurrent ITS Project - The Design-Build Firm shall be aware that planned construction activities on SR-93 (I-75) in Hillsborough County (FPID 434025-1-52-01) for ITS installation are anticipated to be ongoing during this project and shall schedule activities accordingly. The Design-Build Firm shall co-ordinate the integration of TPAS system with the ongoing ITS project. ”

TPAS Power Coordination – provide appropriate action in regard to evaluating existing power services and what modifications shall be needed to accommodate all new ITS devices and infrastructure. Appropriate action is defined as, but not limited to, utility coordination with local power companies, developing voltage drop calculations to determine correct wire gauge and transformer size to effectively power all new equipment and leave room for additional equipment expansion. Determine most efficient and effective way to modify each power service. Utilize the National Electrical Code (NEC) and National Electrical Safety Code (NESC) at all times during construction of underground and overhead electrical power services, all power conduit and develop the electrical wiring diagrams necessary to successfully implement the intent of the Engineer. Where new electrical services are required, along with above described items, the Design-Build Firm shall coordinate final locations of distribution transformer and service pole to minimize service and branch circuit conductors and conduit lengths. Load centers shall be
separated by maintenance jurisdictional responsibility. Each service point shall be separately metered.

TPAS Testing Services – provide comprehensive testing of new fiber optic cable and associated ITS infrastructure, including all new embedded DMS, CCTV, WDS, ITS field cabinets, MFES, new fiber cables into existing cabinets and pull boxes and other designated locations as identified herein. WDS testing shall verify continuous presence detection and reporting for a period of not less than 24-hours each day for each in-pavement sensor. WDS testing shall verify that each truck parking sensor in each stall is independently and discretely detected and reported. Verify each system provides information to the FDOT District RTMC as required in this RFP. Verify the system activates truck parking availability messages on the embedded DMS. Communication network testing shall include detection systems, CCTV, and embedded DMS from the field location, remotely from a master hub, and at the FDOT District RTMC. Testing plans shall be developed by the Design-Build Firm and approved by the Department no less than thirty (30) working days prior to testing. All acceptance testing shall be performance based derived from the governing documents contained within this RFP and the testing plan developed specifically for this proposal. The Department has the right to revise or modify any provided test plan at their discretion.

TPAS Documentation – provide complete and comprehensive documentation of all elements of this project as specified herein. The Design-Build Firm shall provide data to enter into the Department ITSFM for all new equipment and infrastructure as defined throughout this document. It is the intent to always preserve existing vegetation including trees and palms that do not conflict with proposed improvements. Tree and palm protection shall comply with FDOT Standard Index 544. Within the Project limits and within the Project Right of Way, it will be the responsibility of the Design-Build Firm to identify and remove all Category 1 invasive exotics as defined by the Florida Exotic Pest Plant Council (www.fleppc.org) and as identified in the Landscape Opportunity Plan.

The intent of this Project is to replace, repair or rehabilitate all deficiencies noted in the RFP within the Project limits such that maintenance work required upon Final Acceptance is limited to routine work.

A. Design-Build Responsibility

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

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

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

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

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

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

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

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

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

B. Department Responsibility

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

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

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

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<td><strong>Wednesday, September 25, 2018</strong></td>
<td>0</td>
<td>Utility Pre-Proposal Meeting facilitated by the District Utility Engineer at 11:00am local time, FDOT District 7 Office, 11201 North McKinley Drive, Tampa, Florida 33612</td>
</tr>
<tr>
<td><strong>Tuesday, October 2, 2018</strong></td>
<td>7</td>
<td>Deadline for Design-Build Firm to request participation in One-on-One Alternative Technical Concept Discussion Meeting No. 1 5:00pm local time</td>
</tr>
<tr>
<td><strong>Tuesday, October 9, 2018</strong></td>
<td>7</td>
<td>Deadline for Design-Build Firm to submit preliminary list of Alternative Technical Concepts prior to One-on-One Alternative Technical Concept</td>
</tr>
<tr>
<td>Date</td>
<td>Activity</td>
<td></td>
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<tr>
<td>-------------------------------</td>
<td>--------------------------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>Tuesday, October 16, 2018</td>
<td>Discussion Meeting No. 1, 5:00pm local time</td>
<td></td>
</tr>
<tr>
<td>Thursday, October 16, 2018</td>
<td>One-on-One Alternative Technical Concept Discussion Meeting No. 1. 90 Minutes will be allotted for this Meeting. FDOT District 7 Office, 11201 North McKinley Drive, Tampa, Florida 33612</td>
<td></td>
</tr>
<tr>
<td>Tuesday, October 16, 2018</td>
<td>Deadline for Design-Build Firm to request participation in One-on-One Alternative Technical Concept Discussion Meeting No. 2,</td>
<td></td>
</tr>
<tr>
<td>Tuesday, October 23, 2018</td>
<td>Deadline for Design-Build Firm to submit preliminary list of One-on-One Alternative Technical Concepts prior to Alternative Technical Concept Discussion Meeting No. 2, 5:00pm local time</td>
<td></td>
</tr>
<tr>
<td>Tuesday, October 30, 2018</td>
<td>One-on-One Alternative Technical Concept Discussion Meeting No. 2. 90 Minutes will be allotted for this Meeting. FDOT District 7 Office, 11201 North McKinley Drive, Tampa, Florida 33612</td>
<td></td>
</tr>
<tr>
<td>Tuesday, November 13, 2018</td>
<td>Deadline for submittal of Alternative Technical Concept Proposals 5:00pm local time.</td>
<td></td>
</tr>
<tr>
<td>Tuesday, November 27, 2018</td>
<td>Final deadline for submission of requests for Design Exceptions or Design Variations. 5:00pm local time</td>
<td></td>
</tr>
<tr>
<td>Tuesday, December 18, 2018</td>
<td>Addendum issued for approved Design Exceptions. 5:00pm local time</td>
<td></td>
</tr>
<tr>
<td>Thursday, December 27, 2018</td>
<td>Deadline for Design-Build Firm to request participation in One-on-One Alternative Technical Concept Discussion Meeting No. 3, 5:00pm local time</td>
<td></td>
</tr>
<tr>
<td>Thursday, December 27, 2018</td>
<td>Deadline for Design-Build Firm to submit preliminary list of Alternative Technical Concepts prior to One-on-One Alternative Technical Concept Discussion Meeting No. 3 [05:00 pm] local time</td>
<td></td>
</tr>
<tr>
<td>Thursday, January 3, 2019</td>
<td>One-on-One Alternative Technical Concept Discussion Meeting No. 3. 60 Minutes will be allotted for this Meeting. This ATC meeting is for continuing discussion on ATCs submitted prior to November 13, 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 December 13, 2018. No other new ATC submittals will be accepted after the November 13, 2018 deadline.</td>
<td></td>
</tr>
<tr>
<td>Thursday, January 10, 2019</td>
<td>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 December 18, 2018. Deadline is 05:00 pm local time.</td>
<td></td>
</tr>
<tr>
<td>Date</td>
<td>Event</td>
<td>Time</td>
</tr>
<tr>
<td>-------------------------------</td>
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</tr>
<tr>
<td>Friday, January 18, 2019</td>
<td>DDE completes review of ATCs and notifies Design-Build Firms</td>
<td></td>
</tr>
<tr>
<td>Friday, February 1, 2019</td>
<td>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</td>
<td>5:00 pm local time</td>
</tr>
<tr>
<td>Tuesday, February 5, 2019</td>
<td>Deadline for the Department to post responses to the Pre-Bid Q&amp;A website for questions submitted by the Design-Build Firms prior to the submittal of the Technical Proposal</td>
<td>5:00 pm local time</td>
</tr>
<tr>
<td>Thursday, February 7, 2019</td>
<td>Technical Proposals due in District Office by 12:00p.m. local time</td>
<td></td>
</tr>
<tr>
<td>Thursday, February 7, 2019</td>
<td>Deadline for Design-Build Firm to “opt out” of Technical Proposal Page Turn meeting</td>
<td>5:00pm local time</td>
</tr>
<tr>
<td>Thursday, February 14, 2019</td>
<td>Technical Proposal Page Turn Meeting. Times will be assigned during the Pre-Proposal Meeting. 30 Minutes will be allotted for this Meeting.</td>
<td></td>
</tr>
<tr>
<td>Monday, March 11, 2019</td>
<td>Question and Answer Written Reponses. Deadline for the Department to provide a list of questions/clarifications for the Design-Build Firm to answer.</td>
<td>5:00 pm local time</td>
</tr>
<tr>
<td>Monday, March 18, 2019</td>
<td>Deadline for submittal of Written Responses to the Department’s questions/clarifications from the Design-Build Firm.</td>
<td>5:00pm local time</td>
</tr>
<tr>
<td>Friday, March 22, 2019</td>
<td>Deadline for submittal of follow up questions to previously submitted Written Responses to the Department’s questions/clarifications from the Design-Build Firm.</td>
<td>5:00pm local time</td>
</tr>
<tr>
<td>Friday, March 22, 2019</td>
<td>Deadline for submittal of questions, for which a response is assured, prior to the submission of the Price Proposal. All questions shall be submitted to the Pre-Bid Q&amp;A website.</td>
<td>5:00pm local time</td>
</tr>
<tr>
<td>Friday, March 22, 2019</td>
<td>Deadline for the Design-Build Firm to submit a written statement per III. Threshold Requirements, F. Question and Answer Session.</td>
<td></td>
</tr>
<tr>
<td>Wednesday, March 27, 2019</td>
<td>Deadline for the Department to post responses to the Pre-Bid Q&amp;A website for questions submitted by the Design-Build Firms prior to the submittal of the Price Proposal.</td>
<td>5:00pm local time</td>
</tr>
<tr>
<td>Tuesday, March 29, 2019</td>
<td>Price Proposals due in the FDOT District Office, 11201 North McKinley Drive, Tampa, Florida 33612</td>
<td>2:30pm local time</td>
</tr>
<tr>
<td>Friday, March 29, 2019</td>
<td>Public announcing of Technical Scores and opening of Price Proposals at 2:30pm local time at the FDOT District Office, 11201 North McKinley Drive, Tampa, Florida 33612</td>
<td></td>
</tr>
<tr>
<td>Tuesday, April 9, 2019</td>
<td>Public Meeting of Selection Committee to determine intended Award 1:30pm local time at the FDOT District Office 11201 North McKinley Drive Tampa, Florida 33612</td>
<td></td>
</tr>
</tbody>
</table>
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 guaranty in an amount of not less than five percent (5%) of the total bid amount shall accompany each Proposer’s Price Proposal. The Price Proposal guaranty may, at the discretion of the Proposer, be in the form of a cashier’s check, bank money order, bank draft of any national or state bank, certified check, or surety bond, payable to the Department. The surety on any bid bond shall be a company recognized to execute bid bonds for contracts of the State of Florida. The Price Proposal guaranty shall stand for the Proposer’s obligation to timely and properly execute the contract and supply all other submittals due therewith. The amount of the Price Proposal guaranty shall be a liquidated sum, which shall be due in full in the event of default, regardless of the actual damages suffered. The Price Proposal guaranty of all Proposers’ shall be released pursuant to 3-4 of the Division I Design-Build Specifications.

D. Pre-Proposal Meeting

Attendance at the pre-proposal meeting is mandatory. Any 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. 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 Response

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.

One (1) week prior to the Price Proposal due date the Design-Build Firm shall submit to the Department a
written statement as follows: “[insert name of the Design-Build Firm] confirms that, despite any provision in the Design-Build Firm’s Technical Proposal or any Q&A written response letter that may be inconsistent with the other requirements of the Contract Documents, [insert name of the Design-Build Firm] intends to comply fully with the requirements otherwise provided for in the Contract Documents, except for, pursuant to Subsection 5-2 Coordination of Contract Documents of the Design-Build Division I Specifications, any [insert name of Design-Build Firm]’s statements, terms, concepts or designs that can reasonably be interpreted as offers to provide higher quality items than otherwise required by the other Contract Documents or to perform services or meet standards in addition to or better than those otherwise required which such statements, terms, concepts and designs are the obligations of [insert name of the Design-Build Firm].” In case of the failure of the Design-Build Firm to timely provide such a written statement, the Department may determine the Design-Build Firm to be deemed non-responsive.

G. Protest Rights

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

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

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

H. Non-Responsive Proposals

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

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

1. **Waiver of Irregularities**

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

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

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

K. Department’s Responsibilities

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

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

L. Design-Build Contract

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

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

M. Financial Qualifications and Project Financial Plan (Financial Proposal): N/A

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](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), Design Standards and Revised Index Drawings. The Design-Build Firm shall use the edition of the Standard Specifications for Road and Bridge Construction (Divisions II & III), Special Provisions and Supplemental Specifications, Design Standards and Revised Index Drawings in effect at the time the bid price proposals are due in the District Office. The Design-Build Firm shall use the 2009 edition of the MUTCD (as amended in 2012). It shall be the Design-Build Firm's responsibility to acquire and utilize the necessary manuals and guidelines that apply to the work required to complete this Project. The services will include preparation of all documents necessary to complete the Project as described in Section I of this document.

2. Florida Department of Transportation Specifications Package Preparation Procedure [http://www.fdot.gov/programmanagement/PackagePreparation/Handbooks/630-010-005.pdf](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

11. Instructions for Design Standards

12. AASHTO – A Policy on Geometric Design of Highways and Streets

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

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

19. Florida Department of Transportation Design Bulletins and Update Memos
| 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 |
http://www.fdot.gov/traffic/TrafficServices/Studies/TEM/tem.shtm |
| 27. | Florida Department of Transportation Intelligent Transportation System Guide Book  
| 29. | AASHTO Guide for the Development of Bicycle Facilities  
http://www.fhwa.dot.gov/engineering/hydraulics/library_arc.cfm?pub_number=17 |
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  
| 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 |
| 36. | Florida Building Code  
https://www.floridabuilding.org/bc/bc_default.aspx |
| 37. | Florida Department of Transportation Facilities Design Manual  
B. **Innovative Aspects:**

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

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

For this Project, the Department considers the following to be requirements of the Project that are not to be changed by the Design-Build Firms:

**Specific to the Ramps and Parking Areas:**

- The truck parking area shall include a minimum of 60 marked spaces having minimum dimensions of 90 x 15 feet
- The recreational vehicle parking area shall include a minimum of 15 marked spaces having minimum dimensions of 90 x 15 feet
- The passenger vehicle parking area shall include a minimum of 100 marked spaces plus a minimum of 10 or the required ADA Accessible parking spaces whichever is greater
- Parking areas shall not co-mingle each type of vehicle and shall be curb separated.
- Design must accommodate recirculation of trucks within the site.
- The Pavement Designs
- The limits Concrete pavement must be as previously described
- Changes to the criteria for development of the ramp typical section for the lane or shoulder width

**Specific to the Rest Area Building:**

- Building must meet the Large Building Requirements of the 2010 Facilities Design Manual

**Specific to the TPAS requirements for the Project:**

- The Wireless Detection System (WDS) must include in-pavement sensor array for detection of entire parking space, including partial occupancy by vehicles parked in multiple spaces as well as smaller, non-commercial vehicles (cars, motorcycles, etc.).
- All software, hardware and ancillary items shall be contained within the proposed FDOT facilities. Off-site servers shall not be permitted.
- 100% coverage by CCTV of all truck parking shall be provided.
- CCTV mounting heights above 40 feet above ground level shall utilize a camera lowering device.
- Wireless access points for the WDS shall have a minimum mounting height of 9 feet above ground level.
- A spare conduit shall be provided with each new installed conduit, including power and
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 Department’s 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:

- **LIST ELEMENTS**
- New Design Exceptions required or modifications to Department approved Design Exceptions already provided in the Attachments.
- Significant changes to the character or features of the utility connections and service types shown in the preliminary utility plans and described in the RFP
- Any change that proposes reuse of any part of the existing building
- Any change that co-mingles parking spaces for each vehicle type
- 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. Department approval of an ATC proposal that is related to the items listed below will NOT result in the issuance of an Addendum to the RFP:

- **LIST ELEMENTS**
- Horizontal changes greater than 15 feet to the layout of the roadways, parking areas and building location/orientation as shown in the Concept Plan.
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;

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

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

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

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

4. Review and Approval of ATC Submittals

After receipt of the ATC submittal, the District Design Engineer (DDE), or designee, will communicate with the appropriate staff (i.e. District Structures Design Engineer, District Construction Engineer, District Maintenance Engineer, State Structures 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.

Through the ATC process, the Design-Build Firm may submit, and the Department may consider, geometric modifications to the concept plans or other contract requirements that will provide an engineering solution that is better overall in terms of traffic flow and reduced congestion. The approval of ATCs related to improvements of traffic flow and reduced congestion is at the sole discretion of the Department. It is the Design-Build Firm’s responsibility to clearly establish in the ATC process how the engineering solution provides a benefit to the Department and identify areas of conflict outlined in the RFP.

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:**

1. **General Conditions:**

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

**D. Department Commitments:**

The Design-Build Firm will be responsible for adhering to the project commitments identified below:
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 obtaining all 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 Permit Office. If any agency rejects or denies the permit application, it is the Design-Build Firm’s responsibility to make whatever changes necessary to ensure the permit application is approved. The Design-Build Firm shall be responsible for any necessary permit extensions or re-permitting in order to keep the environmental permits valid throughout the construction period. The Design-Build Firm 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 Department is responsible for providing mitigation of all wetland impacts. The Concept Plan does not identify any wetland impacts and does not require 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). All reasonable efforts should be made to avoid and minimize wetland impacts. 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).

Any mitigation required due to design modifications proposed by the Design-Build Firm shall be the responsibility of the Design-Build Firm and shall be satisfied through the purchase of mitigation bank credits. The Design-Build Firm shall purchase credits directly from a permitted mitigation bank. In the event that permitted mitigation bank credits are unavailable or insufficient to meet the project needs, the Design-Build Firm will be responsible for providing alternative mitigation consistent with the provisions of section 373-4137, Florida Statutes, and acceptable to the permitting agency(ies). The Design-Build Firm shall be solely responsible for all costs associated with permitting activities and shall include all necessary permitting activities in their schedule.

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

F. Railroad Coordination: N/A

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 utilize the Department’s existing Right of Way Maps and Surveys to re-establish the Right of Way and Boundary of the Rest Area sites as necessary to design and construct the rest area improvements and utility connections.

H. Verification of Existing Conditions:

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

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

I. Submittals:

1. Component Submittals:

The Design-Build Firm may submit components of the contract plans set instead of submitting the entire contract plan set; however, sufficient information from other components must be provided to allow for a complete review. In accordance with the Plans Preparation Manual, components of the contract plans set are roadway, signing and pavement marking, signalization, ITS, lighting, landscape, architectural, structural, and toll facilities. The Department will designate in the review comments if the next submittal will be a resubmittal of the 90% phase submittal or if the plans and supporting calculations are significantly developed to proceed to the Final Submittal.

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

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 Design-Build Firm will submit a request to be released for construction final plans, whether complete or components plans, and when found in compliance with the contract the Department’s Project Manager will initial, date and stamp the signed and sealed plans and specifications as “Released for Construction”. The Department will within five (5) work days Release for Construct or identify outstanding issues that must be addressed prior to stamping RFC.

Submit for FDOT’s review and approval the Independent Peer Review Firm’s comments, design verifications calculations, and the EOR’s response to the Independent Peer reviewer’s comments in conjunction with the submittal of the 90% component bridge plans for Category 2 Bridge Structures. Include the list of Category 2 structures and the relevant Work Group which the Independent Peer Review Firm is qualified for. The Department will designate in the review comments if the next submittal will be a resubmittal of the 90% phase submittal or if the plans and supporting calculations are significantly developed to proceed to the Final Submittal.

90% Phase Submittal
Request for Proposal
I-75 Northbound Rest Area in Hillsborough County

July 18, 2018

_5__ copies of 11” X 17” plans
_1__ signed and sealed geotechnical report
_4__ copies of signed and sealed geotechnical report
_4__ copies of Settlement and Vibration Monitoring Plan (SVMP) for Department acceptance and update throughout the construction period
_1__ copies of design documentation
_1__ copy of Technical Special Provisions
_2__ copy of Landscape Opportunity Plans
_2__ copy of Concept of Operation
_2__ copy of Project System Engineering Management Plan
_2__ copy of Requirement Traceability Verification Matrix
_2__ copy of Interface Control Document
Independent Peer Reviewer Firm’s comments, design verification calculations, and the EOR’s response to the Independent Peer reviewer’s comments
_5__ CD’s containing the above information in .pdf format

Final Submittal

_2__ sets of signed and sealed 11” X 17” plans
_5__ copies of signed and sealed 11” X 17”
_1__ sets of signed and sealed design documentation
_1__ copies of signed and sealed design documentation
_4__ copies of Settlement and Vibration Monitoring Plan (SVMP)
_2__ copy of Landscape Opportunity Plans
_2__ copy of Concept of Operation
_2__ copy of Project System Engineering Management Plan
_2__ copy of Requirement Traceability Verification Matrix
_2__ copy of Interface Control Document
_2__ sets of final documentation
_4__ signed and sealed copy of Construction Specifications Package or Supplemental Specifications Package
_2__ copies of signed and sealed copy of Construction Specifications Package or Supplemental Specifications Package
2 sets of electronic copies of Technical Special Provisions on CD
Independent Peer Reviewer’s signed and sealed cover letter that all comments have been addressed and resolved.
Independent Peer Review Firm’s analysis of the adequacy EOR’s response to the comments previously provided by the Department and the signed and sealed Peer Review Certification letter.
Independent Peer Reviewer Firm’s comments, design verification calculations, and the EOR’s response to the Independent Peer reviewer’s comments

_5__ CD’s containing the above information in .pdf format

The Design-Build Firm shall provide a list of all changes made to the plans 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.

As-Built Set:

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

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

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

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

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

The Design-Build Firm shall complete the As-Built Plans as the Project is being constructed. All changes made subsequent to the “Released for Construction” Plans shall be signed/sealed by the EOR. The As-Built Plans shall reflect all changes initiated by the Design-Build Firm or the Department in the form of revisions. The As-Built Plans shall be submitted a minimum of 30 calendar days prior to Project completion for Department review and acceptance as a condition precedent to the Department’s issuance of Final Acceptance. The submittal shall include as-built drawings and surveys meeting the requirements of Design Build Division I Specification 7-2.3 As-Built Drawings and Certified Surveys.

The Department shall review, and when found in compliance accept, the As-Built Plans prior to issuing Final Acceptance of the Project.

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

- 1 set of 11” X 17” signed and sealed as-built plans and surveys
- 1 set of Certified Copies of all Record Notes and Field Books
- ___5___ sets of 11 ”X 17” copies of the signed and sealed plans and surveys
- ___1___ copy of Landscape Opportunity Plans
- ___2___ sets of final documentation (if different from final component submittal)
- 2 (two) Final Project CD’s

4. Milestones:

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

- Completion of utility connections to southbound rest area
- Date for closure of the northbound rest area

5. Railroad Submittals: N/A

J. Contract Duration:

The Department has established a Contract Duration of 500 calendar days for the subject Project.

K. Project Schedule:

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

The Department will perform the review of Foundation Construction submittals in accordance with Section 455.
The following Special Events have been identified in accordance with Specification 8-6.4:N/A

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
- Architectural Submittals
- Utility Submittals
- Shop Drawing Submittals
- Other Contractor-Initiated Submittals including RFI’s, RFM’s, RFC’s, and NCR’s
- Design Survey
- Submittal Reviews by the Department and FHWA
- Design Review / Acceptance Milestones
- Materials Quality Tracking
- Geotechnical Investigation
- Start of Construction
- Clearing and Grubbing
- Construction Mobilization
- Embankment/Excavation
- Environmental Permit Acquisition
- Building Design
- Building Construction
- Walls Design
- Walls Construction
- Roadway Design
- Roadway Construction
- TPAS Design
- TPAS Construction
- TPAS Integration
- Signing and Pavement Marking Design
- Signing and Pavement Marking Construction
- Lighting Design
- Lighting Construction
- Maintenance of Traffic Design
- Landscape Opportunity Plans
- Permit Submittals
- Hillsborough County Utility Connection Permits
- Maintenance of Traffic Set-Up (per duration)
- Erosion Control
- Holidays and Special Events (shown as non-work days)
- Additional Construction Milestones as determined by the Design-Build Firm
- Final Completion Date for All Work

L. Key Personnel/Staffing:

The Design-Build Firm’s work shall be performed and directed by key personnel identified in the 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
- Pavement Design Meeting
- Permit agency coordination
- Scoping Meetings
- System Integration Meetings

During design, the Design-Build Firm shall meet with the Department’s Project Manager on a biweekly basis and provide a one month look ahead of the activities to be completed during the upcoming month. Look ahead shall include a schedule of all anticipated submittals dates with detailed descriptions of what the submittal will include.

During construction, the Design-Build Firm shall meet with the Department’s Project Manager on a weekly basis and provide a two-week look ahead for activities to be performed during the coming week. Should the design and construction periods overlap the Design Look Ahead requirements shall be included in the weekly meeting.

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

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

System Integration Meetings will be held on mutually agreeable dates.

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

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

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 for the Project.

3. Public Meetings:

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

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

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

For any of the above type meetings the Design-Build Firm shall provide all technical assistance, data and information necessary for the PIC to produce display boards, printed material, video graphics, computerized graphics, etc., and information necessary for the day-to-day exchange of information with the public, all agencies and elected officials in order to keep them informed as to the progress and impacts that the proposed Project will create. This includes workshops, information meetings, and public hearings.
The Design-Build Firm shall, on an as-needed basis, attend the meetings with an appropriate number of personnel to assist the Department's Project Representative/PIC. The Design-Build Firm shall forward all requests for group meetings to the PIC. The Design-Build Firm shall inform the PIC of any meetings with individuals that occur without prior notice.

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

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

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

5. **Public Involvement Data:**

The Design-Build Firm is responsible for the following:

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

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

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

**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: N/A

S. Schedule of Values:

The Design-Build Firm is responsible for submitting estimates requesting payment. Estimates requesting payment will be based on the completion or percentage of completion of tasks as defined in the schedule of values. Final payment will be made upon final acceptance by the Department of the Design-Build Project. Tracking DBE participation will be required under normal procedures according to the Construction Project Administration Manual. The Design-Build Firm must submit the schedule of values to the Department for approval. No estimates requesting payment shall be submitted prior to Department approval of the schedule of values.
Upon receipt of the 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 Department or its representative will perform verification and resolution sampling and testing activities at both on site, as well as, off site locations such as pre-stress plants, batch plants, structural steel and weld, fabrication plants, etc. in accordance with the latest Specifications.

W. Value Added:

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

- Roadway features
- Roadway drainage systems,
- Concrete defects
- Architectural/Building features
- And any other products or features the Design-Build Firm desires.

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

**X. Adjoining Construction Projects:**

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

**Y. Issue Escalation:**

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

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

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

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

**VI. Design and Construction Criteria.**
A. General:

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

B. Vibration and Settlement Monitoring:

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

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

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

- Identify any existing structures in addition to those identified that will be monitored for vibrations during the construction period.

- Establish the maximum vibration levels. The maximum vibration levels stated for existing structures shall not be exceeded.

- Identify any existing structures in addition to those identified that will be monitored for settlement during the construction period.

- Establish the maximum settlement levels for the existing structures that must not be exceeded. The maximum settlement level stated shall not be exceeded.

- Identify any existing structures in addition to those identified that require pre-construction and post-construction surveys.

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

C. Geotechnical Services:

Drilled Shaft Foundations for Bridges and Miscellaneous Structures

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

1. Evaluating geotechnical conditions to determine the drilled shaft diameter and length and construction methods to be used.
2. Performing the subsurface investigation prior to establishing the drilled shaft tip elevations and socket requirements.
3. 
4. Preparing and submitting a Drilled Shaft Installation Plan for the Department’s acceptance.
5. 
6. Determining the production shaft lengths.
7. 
8. Constructing all drilled shafts to the required tip elevation and socket requirement in accordance with the specifications.
9. Inspecting and documenting the construction of all drilled shafts in accordance with the specifications.
10. Performing Cross-Hole Sonic Logging (CSL) or Thermal Integrity tests on all nonredundant drilled shafts supporting bridges. For redundant drilled shaft bridge foundations and drilled shafts for miscellaneous structures, perform CSL or Thermal Integrity testing on any shaft suspected of containing defects.
11. Repairing all detected defects and conducting post repair integrity testing using 3D tomographic imaging and gamma-gamma density logging.
12. Submitting Foundation Certification Packages in accordance with the specifications.
13. Providing safe access, and cooperating with the Department in verification of the drilled shafts, both during construction and after submittal of the certification package.

**Spread Footings Foundations**

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

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

**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 Department’s limited preliminary utility coordination and findings are included in the RFP Reference files, preliminary plans, other projects plans and connection permit plans.

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

| Table A – Summary of Department Contemplated Adjustment, Protection, or Relocation |
|-------------------------------|-------------------------------|----------------|----------------|
| UA/O                          | Utility Relocation Type       | Cost Estimate | Lump-Sum-Bid   |
| N/A                           |                               |               |                |

| Table B - Summary of UAO having facilities within the Proposed Project Limits |
|-------------------------------|-------------------------------|----------------|----------------|
| UAO                           | Contact                      | Phone          |
| CHARTER COMMUNICATIONS        | RANDY LYLE                    | DAY: (813) 684 – 6100 x32143 ALT: (863) 581 – 5734 |
| FRONTIER COMMUNICATIONS       | TONI CANNON                   | DAY: (813) 875 – 1014 |
| HILLSBOROUGH COUNTY WATER RESOURCE SERVICES | JASON PARRILLO | DAY: (813) 272 – 5977 x43348 |
| TECO PEOPLES GAS TRANSMISSION | JOAN DOMNING                  | DAY: (813) 275 – 3783 |
| TAMPA ELECTRIC COMPANY        | JASON COOPER                  | DAY: (813) 275 - 3037 |
The Design-Build Firm may request the utility to be relocated to accommodate changes from the preliminary plans; however, these relocations require the Department’s approval and the Department will not pay the Utility Agency/Owner (UA/O) or the Design-Build Firm for the utility relocation work regardless of the UA/O's eligibility for reimbursement.

For a reimbursable utility relocation where the UA/O desires the work to be done by their contractor, the UA/O will perform the work in accordance with the utility work schedule and permit, and bill the Department directly.

DEVIATION FROM THE PRELIMINARY UTILITY PLANS: If the Design-Build Firm chooses to deviate from the preliminary plans and the scope of the impact to a utility depicted in Reference files, and thereby causes a greater impact to a utility, the Design-Build Firm shall be solely responsible for all increased costs incurred by the utility owner associated with the increase in the scope of the impact to a utility from that depicted in the Reference files. The Design-Build Firm shall obtain an agreement from the utility owner being impacted which outlines the changes to the scope of the impact to a utility from that depicted in the Reference files. The agreement shall also address the Design-Build Firm's obligation to compensate the utility owner for the additional costs above the costs which would have been incurred without the Design Build Firm's increase in the scope of the impact to a utility from that depicted in the Reference files. The Design-Build Firm shall also provide a draft utility permit application acceptable to the Department for the placement of the utility owner's facilities based on the final design. The Department shall not compensate or reimburse the Design-Build Firm for any cost created by a change in scope of the impact to a utility from that depicted in the Reference files, or be liable for any time delays caused by a change in scope of the impact to a utility from that depicted in the Reference files.

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:

General:

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

Design Analysis:

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

Any deviation from the Department’s design criteria will require a Design Variation and any deviation from AASHTO will require a Design Exception. All such Design Variations and Design Exceptions must be approved.
These packages shall include the following:

F. **Roadway Design:**

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

1. **Typical Section Package:**
The Design-Build Firm shall prepare a typical section package for the rest area ramps. The typical section shall provide a minimum ramp width of 16 feet with 8 foot shoulders (4 feet paved) on both sides.

Package shall include:

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

2. **Pavement Design Package:**

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

The following documents have been provided by the Department and shall be used by the Design-Build Firm in the development of the pavement design:

- A005_Pavement Design
3. Drainage Analysis:

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

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

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

_____________________________________________________________________________________
_____________________________________________________________________________________
______________________________________________________________
_____________________________________________________________________________________
_____________________________________________________________________________________

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

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

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

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

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

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

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

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. Geometric design calculations for horizontal alignments
3. Vertical geometry calculations
4. Documentation of decisions reached resulting from meetings, telephone conversations or site visits

I. Structure Plans: N/A

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:


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 Departments procedural review of Shop Drawings is to assure that the Design-Build Firm’s EOR has approved and signed the drawing, the drawing has been independently reviewed and is in general conformance with the plans. The 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, i.e., number of different diversions and detours for a given traffic movement.
3. Take advantage of newly constructed portions of the permanent facility as soon as possible when it is in the best interest of traffic operations and construction activity.
4. Maintain reasonable direct access to adjacent properties at all times, with the exception in areas of limited access Right-of-Way where direct access is not permitted.
5. Coordinate with adjacent construction Projects and maintaining agencies.

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.
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. Topics to be addressed shall include, but are not limited to, construction phasing, utility relocation, drainage structures, signalization, ditches, front slopes, back slopes, drop offs within clear zone, temporary roadway lighting and traffic monitoring sites. Special consideration shall be given to the drainage system when developing the construction phases. Positive drainage must be maintained at all times.

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

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

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

1. A Project that, alone or in combination with other concurrent Projects nearby, is anticipated to cause sustained work zone impacts.

2. All Interstate system Projects within the boundaries of a designated Transportation Management Area (TMA) that occupy a location for more than three days with either intermittent or continuous lane closures shall be considered as significant Projects.

A TMP will consist of three components:

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

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

2. Temporary Traffic Control Plans:

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

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

The Traffic Control Plans shall include deployment of an advance notification/information DMS a minimum of two weeks prior to the closure of the northbound rest area for patronage and shall maintain the DMS for the duration of the closure.
3. Traffic Control Restrictions:

The ramps for access and exiting of the southbound rest area must remain open at all times.

For I-75 mainline there will be NO SINGLE LANE CLOSURES allowed between the hours of ___7:00____AM to _8:00____PM. For I-75 mainline there will be NO DOUBLE LANE CLOSURES allowed between the hours of ___6:00____AM to _9:00____PM. A lane may only be closed during active work periods. There will be NO PACING OPERATIONS allowed. There will be no DETOURS allowed. All lane closures, including ramp closures, must be reported to the local emergency agencies, the media and the District ____Seven____information officer. Also, the Design-Build Firm shall develop the Project to be able to provide for all lanes of traffic to be open in the event of an emergency.

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

N/A

O. Environmental Services/Permits/Mitigation:

The Design-Build Firm will be responsible for preparing designs and proposing construction methods that are permittable. 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 Permit 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 following Project specific Environmental Services/Permits have been identified as specific requirements for this project:

1. Cultural Resources
2. Wetlands and Mitigation
3. Wildlife and Habitat
4. Contaminated Materials

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

P. Signing and Pavement Marking Plans:

The Design-Build Firm shall prepare signing and pavement marking plans in accordance with Department criteria. Cross sections are required for multi-support roadside signs; the support data (size and average length) for each sign must be tabulated on the guide sign worksheet.

The static sign with embedded DMS shall have dimensions and lettering/numbering as shown on the Guidesign Worksheet, Attachment A006_Guide Sign Worksheet.

The static sign with embedded DMS locations shall be located as per the location established based on the following general criteria:

- Two to five miles upstream of parking facility
- Prior to exit ramp upstream of parking facility with a maximum distance of 10 miles upstream
- Near existing ITS communication and power
- With readability from existing CCTV for message verification
• MUTCD spacing guidelines

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

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

The Design-Build Firm shall design all sign support structures to allow for the future installation of a sign right justified with the proposed sign. The sign support structures shall use a future sign with a width of six-feet and a height of four-feet. The sign support structure shall be designed with the top of the future sign located immediately below the bottom of the proposed sign.

Q. Lighting Plans:

The Design-Build Firm shall provide a lighting design and a lighting analysis, and prepare lighting plans and construct the system in accordance with Department criteria. Lighting shall be included, but not limited to, the ramps, circulation roadways, parking areas, pedestrian paths and building access points.

All existing lighting components shall be removed unless being reused by an approved ATC.

The Design-Build Firm shall develop and submit for approval, a Load Center/Circuit/Pole Number identification plan that is compatible with the adjacent lighting systems maintenance identification scheme.

Where existing roadway lighting circuit sources (services, load centers, etc.) are being removed, the Design-Build Firm shall either:

1. Provide a new load center per current codes and all applicable criteria.
2. Identify an existing load center capable of feeding the proposed lighting while meeting all current codes and all applicable criteria.

All modified load centers shall comply with all applicable criteria and shall be in like new condition.

Existing light poles, luminaire arms, luminaires, and load centers identified for removal shall be coordinated with the Department as to whether these features will become the property of Design-Build Firm or salvaged, transported, and delivered to the Department for future use.

The Design-Build Firm shall perform detailed field reviews. Review and document all lighting (poles/luminaires, sign luminaires, etc.), circuiting, load centers, service points, utility transformers, etc.
within the scope of work. This review includes: conductors, conduit, grounding, enclosures, voltages, mounting heights, pullboxes, etc. This review also includes circuits outside the scope of work that originate or touch this Project’s scope of work.

All deficiencies within the Project scope shall be identified and corrected. Any deficiencies outside the Project scope shall be brought to the attention of the Department.

After the field reviews are completed, all damaged and/or non-functioning equipment shall be documented and forwarded to the Department prior to the start of construction. All damaged and/or non-functioning equipment within the scope of work are required to be replaced or repaired to meet all applicable criteria and shall be in like-new condition.

Where new electrical services are required, the Design-Build Firm shall coordinate the final locations of distribution transformer and service poles to minimize service and branch circuit conductors and conduit lengths. Each service point shall be separately metered.

The Design-Build Firm shall comply with the requirements of each jurisdictional authority within the Project limits. Compliance with the jurisdictional authority includes but is not limited to: field reviews, technical meetings, special deliverable, etc. It is the Design-build Firm’s responsibility to verify and comply with all jurisdictional authority’s requirements.

R. Signalization and Intelligent Transportation System Plans:

1. General

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

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

- Project Layout / Overview sheets outlying the locations of field elements
- Detail sheets on:
  - Embedded DMS Structure, Embedded DMS attachment, Embedded DMS display/layout
  - CCTV structure, CCTV attachment, CCTV operation/layout
  - Dynamic Message Signs – Embedded DMS: sign location and placement, attachment to ground traffic signs, connections, display/layout
  - Vehicle Presence Detection System – wireless detection system (WDS): detector placement, structure, attachment, connections, operation/layout
  - Managed Field Ethernet Switches (MFES)
  - Fiber optic cables, conduit, pull boxes, splice boxes, splice enclosures
  - Grounding and Grounding Array details
  - Surge Protection
  - Lightning protection, air terminals and dissipation
  - Directional Bore Details
  - System Overview Sheets Per District and Ring
  - Power Service Distribution
- Commercial electric power service.
- Connection to existing electrical services.
- Wiring and connection details
- Conduit, pull box, and vault installation
- Communication Hub and Field Cabinets
- System-level block diagrams
- Device-level block diagrams
- Field hub/router cabinet configuration details
- Fiber optic Splicing Diagrams
- Wireless Communication Component Details
- Wireless Communication Details
- System configuration/Wiring diagram/Equipment Interface for field equipment at individual locations and communications hubs.
- Maintenance of Communications (MOC) Plan,
- Access Plans

Anticipated DMS features and details:

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<th>Table 8 – Anticipated DMS Features</th>
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<tr>
<td>DMS Feature</td>
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<td>Embedded DMS</td>
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The Design-Build firm is responsible for ensuring project compliance with the Regional ITS Architecture and 23 Code of Federal Regulations (CFR) Part 940 as applicable. This includes, but is not limited to, the development or update of a concept of operations, the development or update of a system engineering management plan (P-Semp), and requirement traceability verification (RTVM) as well as coordination of document review.

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

The Design Build Firm shall submit an interface control document (ICD) detailing how the truck parking availability system interfaces with external systems. These systems include but are not limited to:
- SunGuide software
- Existing fiber optic network
- Wireless interface
- All media to media conversions
- All Wireless Communication Components
- Detector software and interface with the FDOT District Network Management Software (NMS).

The ICD shall contain protocol information that can be used by the SunGuide software team to communicate with the truck parking availability system /devices. The protocol shall include, but not be limited to, the number of truck parking spaces available (or enough information for the SunGuide software to calculate parking space availability), and the truck parking availability system status including errors with the system. Describe how access security will be implemented and how data transmission security will be implemented for the interface being defined. Provide a description of how data will be protected during transmission and how data integrity will be guaranteed. Include a description of how the two systems can
be certain they are communicating with each other and not with another system masquerading as one of them. Describe how an individual on one system can be audited and held accountable for resulting actions on the other component of the interface.

The Design Build Firm shall use the Truck Parking ConOps Companion Software Architecture and System Requirements as a reference (R013_TPAS ConOps) to develop the ICD.

In order to facilitate the development of the SunGuide software interface with the proposed Truck Parking Availability System, the Design Build Firm shall provide a mock setup that includes the parking sensors, repeaters, access point, servers, hardware and mounting equipment as well as all software within 30 calendar days following project execution. The mock setup shall also include the electronic display, its support equipment and software used for the TPAS sign. The mock setup shall be assembled at the FDOT Traffic Engineering Research Lab or a similar FDOT testing facility. The Design Build Firm shall provide software support to aid in the development of the SunGuide software interface.

2. **Design and Engineering Services:**

The Design-Build Firm shall provide a parking detection system at the rest area that is capable of determining the presence of a vehicle in all of the truck parking stalls through wireless in-ground detection sensors (WDS). The WDS shall be capable of detecting whether each parking space is occupied or not. The Design-Build Firm shall provide for complete Pan, Tilt and Zoom (PTZ) high definition Closed Circuit Television (CCTV) coverage of all truck parking stalls. A ground mounted static sign with Embedded Dynamic Message Sign (DMS) with three characters shall be provided to display the available number of parking spaces, as shown on attached Guidesign Worksheet. The Design-Build firm shall be responsible for providing system configuration information for successful system integration with the FDOT District 7 SunGuide instance and shall verify compliance through performance measures and tests developed by the Design-Build Firm and approved by the Department. The Design-Build Firm shall provide the FDOT District 7 Tampa Bay Sunguide (TBSG) Regional Transportation Management Center (RTMC) the ability to monitor system health, battery status and real time reporting. The Design-Build Firm shall verify all IP based equipment has Simple Network Management Protocol (SNMP) configured to be identifiable through the FDOT District Network Management Software (NMS). The Design-Build Firm shall provide all power and communications equipment/infrastructure necessary to connect to the existing TBSG RTMC located in Tampa, Florida. The Design-Build Firm shall be required to develop Technical Special Provisions (TSP) for any items not covered under the Department’s Standard Specifications to specify what is to be built.

The Design-Build Firm shall provide Global Positioning System (GPS) data utilizing the criteria set forth in the ITS Facility Management (ITSFM) Implementation Guidelines and Minimum Requirements. See http://www.fdot.gov/traffic/itsfm/ for more information. The Design-Build Firm shall be responsible for providing data as necessary for populating ITSFM based on the Implementation Guidelines and Minimum Requirements with all new and existing equipment that the TPAS interacts with. This will include, but not be limited to: all new conduit runs, pull boxes, cabinets, field equipment including WDS sensors, wireless repeaters /relay nodes, access points /data collectors, CCTV, cabinet equipment and others.

The Design-Build Firm shall be responsible for all ITS design and engineering services relating to the Project. All ITS system components shall be new unless otherwise identified for relocation. No mounting of components to existing structures, including light poles, sign structures, etc. shall be permitted.

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

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

- Replacement of any ITS System components that are impacted by the Design-Build Firm’s scope of work as approved by the Department. All equipment shall be new unless otherwise specified and approved.

- ITS Cabinet Installation – All new ITS cabinets shall be mounted 36” from finished grade to bottom of cabinet and shall be provided for safe and efficient maintenance access. This cabinet shall meet the technical requirements of FDOT and be listed on the FDOT Approved Products List (APL). Separate breakers shall be installed for the new equipment and not piggybacked off the existing ITS system power configuration. Breakers and grounding and other electrical connections shall comply with FDOT Standard Specifications 620, 632, 639, 670 and 676 as well as the National Electric Code (NEC). A 7’ x 7’ x 6” concrete service pad shall be under the cabinet next to the pole, where the concrete pad extends at minimum 2.5’ from each cabinet door, disconnect and transformer.

- Conduit and Pull Boxes – No existing conduit shall be used on this project. All new underground and directional bored communications conduit shall be HDPE SDR 11 rated or thicker and smooth wall interior. A spare conduit shall be provided for each newly installed conduit. There shall be a separate spare conduit each for communication and power. Communication conduit shall be orange and white, with the cable in the orange conduit and the white used for the spare. All new underground and directional bored power conduits shall be HDPE SDR 11 rated or thicker and smooth wall interior. In addition, new underground and directional bored power conduits shall be gray in color and 4” outer duct, two (2) 1 1/4” inner duct and one (1) 1” inner duct. Every main or trunk, new conduit run shall have 4” outer duct, two (2) 1 1/4” inner duct and one (1) 1” inner duct. Every drop or laterals, new conduit runs shall have two (2) 2” conduit runs. All conduits shall have “jet-line” or equal pull string installed in each spare conduit run for future use. Electrical pull boxes shall not be spaced further than 500 feet apart in any power run. All pull boxes shall be a minimum Tier 15 and rated at 20K or more test static load. Pull boxes shall have FDOT “ITS” or “Electrical” stamped appropriately per FDOT standards. All pull boxes shall be listed on the FDOT Approved Products List (APL).

- CCTV – 1080p High Definition (HD), embedded encoder, H.264 stream, Pan, Tilt and Zoom (PTZ) IP-enabled cameras, power, and communication equipment to provide 100% CCTV coverage of the truck parking area from SunGuide®. Provide 100% coverage for verification of presence, including ability to view some portion of an empty truck parking stall even when a full-size truck-trailer rig is in the stall between the empty stall and the camera. If the existing CCTV camera is not able to confirm the message displayed on the embedded dynamic message sign, provide a new CCTV camera at a location approved by the department. Minimum mounting height shall not be less than 30 feet. All CCTV camera installations shall have lowering devices. CCTV Cameras shall be submitted to the FDOT Project Manager sixty (60) days in advance of construction to verify the CCTV firmware flawlessly interfaces with the FDOT District SunGuide®.

- CCTV Prestressed Concrete Pole – Concrete poles, mountings, concrete pad, IP-enabled cameras, power, and communication equipment to provide 100% CCTV coverage of the truck parking area from SunGuide®. All prestressed concrete poles shall be backfilled with FDOT approved Class I nonstructural concrete. With approval of the Department, the Design-Build Firm may trim existing vegetation to improve CCTV coverage of the truck parking area. No steel CCTV poles are allowed on the project.
- Embedded DMS – Embedded DMS, power supply, communication, mounting brackets to attach Embedded DMS to ground mounted traffic signs to convey truck parking availability information provided from SunGuide® via the existing FON. When necessary to ensure visibility of the Embedded DMS from the cab of a full size truck from right lane a minimum of 1,000 feet in advance of the sign, the Design-Build Firm shall prune vegetation away from the roadside up to the right-of-way line, as needed. The Embedded DMS shall be located upstream of rest area as previously described. The Embedded DMS shall be located near an existing CCTV camera so that the displayed message can be verified. A digital LED message will be posted on the Embedded DMS to inform truck drivers of the amount of open truck spaces that are available or if the rest area is full. The Embedded DMS shall display at least three 18-inch-high characters. Embedded DMS shall be full color 20 mm pitch. The criteria for location of the Embedded DMS shall be as described in the Signing and Pavement Marking Plans section. The Embedded DMS shall be mounted with posts that prevent the sign from shifting during extreme wind or other adverse environmental conditions. Any geotechnical information needed for approval shall be the responsibility of the Design-Build Firm to provide prior to foundation installation. The Design-Build Firm shall design, furnish, install, integrate and test a new Embedded DMS ITS Field Cabinet with power supply, Managed Field Ethernet Switches (MFES), communication cable, conduit, pull boxes, splice boxes, and all other equipment necessary to connect Embedded DMS to the SunGuide network. Approval shall be obtained from the Department as to the splice vault location and fiber allocation to interface with the SunGuide® network. All new fiber optic cable from the existing trunk line to the Embedded DMS ITS cabinet shall be a minimum of one twelve strand single mode.

- WDS – In-ground and above ground components, poles, power, communication, end user software, servers, and incidentals necessary to construct a wireless in-pavement detection system capable of accurately measuring presence of vehicles occupying the designated truck parking area to provide vehicle presence data to SunGuide. The FDOT District SunGuide shall interface seamlessly with the manufacturer’s proprietary software and shall provide real-time presence and other relevant data at a performance measure that meets or exceeds FDOT’s requirements as listed in this RFP Section V. “Project Requirements and Provisions for Work”. WDS in-pavement sensors shall be placed so that the presence of any type of vehicle within each individual truck parking space is detected. WDS placement shall be in accordance with manufacturer requirements. In this project, wireless in-pavement detectors shall be installed in each parking space in an array to detect presence. The signal shall be sent to a nearby wireless repeater/relay node and from there to an data aggregation point located at the ITS hub or the signal shall be sent to directly to a wireless data aggregation point located at the ITS hub. All WDS above ground equipment shall be placed on new poles provided by the Design-Build Firm.

- The WDS information shall be transmitted via the local Ethernet field switch to the Department’s RTMC end-user via the FON, where available. The information will be disseminated by SunGuide® and the manufacturer’s proprietary software which shall include, but not limited to; system health, battery status, presence, history, latency checks, system outages and the ability to work with SunGuide® and the District proprietary Network Monitor System (NMS).

- All vulnerabilities introduced by the proposed WDS system shall be addressed with appropriate security measures. All interfaces with the FDOT communications network, as well as all FDOT servers, shall be secured. Ensure that the WDS maintains a level of high availability.

- Grounding, Surge Suppression, Lightning Protection – Protection shall be provided for all ITS field elements and ITS Field Cabinets. The details shall be in accordance with the District 7 Design Standards, included as an Attachment to this RFP.

- Rest Area Communication: The Design-Build Firm shall design, furnish, install, integrate and
test a new ITS Field Cabinet with power supply, two Managed Field Ethernet Switches (MFES), communication cable, conduit, pull boxes, splice boxes, and all other equipment necessary to connect rest area presence detection and CCTV to the SunGuide network. One MFES shall be dedicated for the CCTV cameras. The other MFES is dedicated for the WDS. Approval shall be obtained from the Department as to the splice vault location and fiber allocation to interface with the SunGuide network. All new fiber optic cable from the existing trunk line to the ITS cabinet in the rest area shall be a minimum of one twelve strand single mode. Four fiber strands shall be allocated to one switch and another four fiber strands to the second switch.

- Connection to Existing Electrical Systems: The Design-Build Firm shall perform power calculations and install connections to existing electrical services, to the extent possible, to existing ITS field element electrical systems. When connecting to existing electrical systems, the Design-Build Firm shall verify and show power calculations to the Department for review that the additional equipment will not overload the existing circuits or otherwise interfere with power to other equipment on the circuit. If additional load required by this project overloads the existing circuit, the Design-Build Firm shall provide new service. The new circuit shall utilize an existing spare branch circuit breaker. If no spare breaker is available, then a new branch circuit breaker shall be provided. At a minimum all affected ITS field cabinets shall be calculated for 125% over peak electrical draw and as per NEC requirements. Connection to existing lighting circuits or Rest Area services shall not be allowed. ITS power service shall be separately metered. Do not connect the entire TPAS system devices (including but not limited to WDS, CCTV, TPAS sign) to the existing ITS generator circuit. Do not use existing ITS electrical conduit or pull boxes. In a single electrical conduit, do not place electrical cables in a carrying electricity in different direction.

- New Electrical System: Where new electrical service points are required, the Design-Build Firm shall coordinate final locations of distribution transformer and service pole to minimize service and branch circuit conductors and conduit lengths. The design build firm shall provide a new load center per current codes and all applicable criteria. The Design-Build Firm shall comply with the requirements of each jurisdictional authority within the Project limits. Compliance with the jurisdictional authority includes but is not limited to: field reviews, technical meetings, special deliverable, etc. It is the Design-build Firm’s responsibility to verify and comply with all jurisdictional authority’s requirements. All power service circuit from power utility company for powering ITS devices shall be only for ITS service, independent any other jurisdiction. ITS power service shall be separately metered.

- Device disconnect: All disconnect of the device shall be installed close to the device, at maximum 50 feet from the device. At minimum the device disconnect location shall meet all NEC criteria. The device disconnect shall be easily and safely accessible and visible to the device maintenance personnel at the device location. From the device the device disconnect shall be accessed without crossing a ditch, fence, gate, door, roadway and parking area. Each device cabinet or enclosure shall have separate disconnect.

- Removal of any ITS System components: Existing ITS System component shall not be removed without advanced approval from the Department. Any removed devices shall be inventoried and delivered to the Department with a transmittal letter. The transmittal letter shall be signed by a minimum of two stakeholders.

- Testing of fiber optic backbone and lateral drops furnished and installed or modified by the Design-Build Firm: If a backbone fiber is modified, bi-directional testing shall occur to/from the nearest fiber hub shelter/cabinet upstream and downstream from the point of modification. Modification includes, but is not limited to, fiber splices, terminations, or relocations.
• New fiber optic cable shall not be run in any conduit with energized (low or high voltage) conductors. New fiber optic cable shall be installed in its own pull box, and its pull box shall only be shared with other di-electric fiber optic cables. Only di-electric, loose tube, non-gel single mode fiber optic cable shall be used to interface with the system fiber optic patch panels.

• Locate wire or tone wire shall not be placed in a conduit with communications or power but shall be furnished and installed inside each outer duct and shall be placed outside of any inner ducts. At all lateral or drop conduit locations locate wire or tone wire shall be furnished and installed as per FDOT design standards index number 17721, conduit installation details.

• A Maintenance of Communication Plan (MOC) shall be presented in writing to the Department fourteen (14) days prior to any planned network outages. A limit of two (2) hours down time is permitted for network splicing or maintenance if approved by the Department. Part of the MOC plan will include a CEI present to witness the procedure and document start time and end time of any network outage. The MOC shall include repair procedures in the event the existing ITS network or power service is damaged. MOC plan for each element of existing ITS system at the integration point with TPAS system shall be submitted at 90% phase submittal for the Department approval.

• ITS System Access: Any project(s) for construction and/or maintenance requiring access to the existing ITS system including, but not limited to, fiber optic cable (handholes and pull boxes); ITS equipment control cabinet(s); ITS power facilities; ITS specific equipment (CCTV, MVDS, Repeaters or relay node, Access points or data aggregators or data collectors, etc.); and/or the RTMC will require a submitted and approved access schedule. This document will identify access necessities, schedule expectation(s), specific ITS facilities to be accessed, and an action plan for potential failure. This document will be submitted thru Traffic Operation’s ITS Program Manager for approval within 60 days of project construction start or 90 days prior to system access for long duration project(s). In the event this document is not properly filed with the ITS department and project CEI, the department will invoke the damage recovery detail for damages incurred by said project.

• Gathering all new infrastructure information by GPS (sub-foot accuracy) and providing the information necessary for populating the ITSFM GIS informational map. The Design-Build Firm shall be responsible for providing the information necessary to populate all new and existing equipment the TPAS interacts with.

  • Removal of any ITS System components that are impacted by the Design-Build Firms scope of work as approved by the Department.

  • Testing of fiber optic backbone and lateral drops furnished and installed or modified by the Design-Build Firm.

  • All pole locations shall be approved by the Department.

  • Testing of the Intelligent Transportation System.

The Design-Build Firm shall coordinate with the Department to 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 ITS construction and integration services relating to the Project.

The Design-Build Firm shall schedule a pre-integration meeting at least 14 calendar days prior to starting integration. The Design-Build Firm is responsible for providing all required information at the meeting. In the event the information is incomplete or inaccurate, the meeting shall be rescheduled with corrected information. Integration cannot proceed until a minimum of 14 calendar days has elapsed following the complete and accurate submittal of required documents at the pre-integration meeting.

The integration efforts shall include, but not be limited to, complying with the District’s Security Access Policies, installation of equipment at the District Server Room, and FDOT network security requirements.

The Design-Build Firm shall verify the manufacturer’s proprietary end-user software reports all data and contains all features as required in the Technical Special Provisions.

The Design-Build Firm shall verify all proposed IP addressable devices are configured to be detected by the District’s Network Monitoring Software (NMS).

The Design-Build Firm shall coordinate the software development of the SunGuide® Truck Parking Sensor Driver with the State ITS Software Engineer. In addition, the Design-Build Firm shall provide support for the development of the SunGuide® Embedded DMS Driver. The Design Build Firm shall also coordinate with the SunGuide® software project manager to ensure the truck parking availability system data in its raw form is incorporated into the SunGuide® software.

Incidental to each ITS element installation, the Design-Build Firm shall provide support equipment. Support equipment shall consist of 10% of the major assemblies of each ITS element including the ITS field cabinet assembly, as deemed necessary by the Department to provide continuous operations. Where 10% will result in less than one unit per each District, a minimum of one unit shall be furnished. The support equipment shall not be used by the Design-Build Firm as spare or maintenance parts but shall be delivered to the Department at the time of final acceptance for field inventory support. The following support equipment parts are required:

- Embedded Dynamic Message Sign (panels, power source, key components)
- CCTV (camera, 100 foot manufactures cable)
- WDS
- ITS cabinet
- District compatible MFES
- District compatible Port Server and Media Converter

4. Testing and Acceptance:

All equipment furnished by the Design-Build Firm shall be subject to monitoring and testing to determine conformance with all applicable requirements. The Design-Build Firm is responsible for the coordination and performance of material inspection and testing, field acceptance tests, burn-in tests and system acceptance tests. The times and dates of tests must be accepted in writing by the FDOT Project Manager. The Design-Build Firm shall conduct all tests in the presence of the FDOT Project Manager or designated representative.
5. WDS Testing and Training

All equipment and materials furnished and/or installed by the Design-Build Firm shall be subjected to monitoring and testing to determine conformance with all applicable requirements, and to ensure the orderly implementation and maintenance of the system. Prior to the start of any test activities, the Design-Build Firm shall furnish a Test Plan developed by the sensor system manufacturer with procedures that shall demonstrate the system and component operations are in conformance with the Technical Specifications. The Test Plan shall be subject to the review and approval of the Department. The Design-Build Firm shall furnish all necessary test equipment. It is the responsibility of the Design-Build Firm to coordinate with equipment manufacturers and other FDOT contractors to resolve integration issues in a timely manner that does not delay the project schedule, including on-site visits by equipment manufacturers as necessary. No additional compensation will be made for coordination activities between the Design-Build Firm and equipment manufacturers or other FDOT contractors during integration. The Department reserves the right to examine and test any and all equipment and material furnished and/or installed by the Design-Build Firm for this project to determine if they are in conformance with the Technical Specification. The times and dates of these tests shall be approved by the Department.

Acceptance procedures include:

1. Factory Tests
2. Stand Alone Tests
3. System Tests
4. Conditional Acceptance Tests/Substantial Completion
5. 30-day Burn-In
6. Final Acceptance

The WDS system shall be tested to meet the FDOT developmental specification-Vehicle Detection System – Truck Parking Detection System (DEV660) performance requirements.

It is the responsibility of the Design-Build Firm to obtain any and all software and equipment needed to test the quality of the data obtained by each of the WDS field devices. It is also the responsibility of the Design-Build Firm to obtain all software and/or equipment needed to test the full functionality of the WDS system as defined in the RFP. It is also the responsibility of the Design-Build Firm to validate that the most up to date firmware and/or software is installed on all WDS components.

All Design-Build Firm personnel installing WDS sensors shall have manufacturer proprietary certified training prior to installation of WDS units. All local, sub-system and central control testing shall be done in the presence of the project System Manager, CEI, Design-Build Firm and certified representative of the manufacturer.

The Design-Build Firm shall provide a Manufacturer certified training course to all technicians responsible for installation. This training shall consist of a complete overview of the WDS installation and setup based on the sensor’s User’s Guide and general trouble shooting.

a. WDS Testing Compliance Requirements

To demonstrate compliance, a program of testing at the unit, sub-system, and system level is required, as described herein. The tests are separated into factory tests, system tests, a burn-in period, and final
acceptance. All test procedures and equipment shall be furnished and maintained by the Design-Build Firm through coordination with the manufacturer. It shall be the responsibility of the Design-Build Firm to coordinate through the manufacturer to obtain certified tests and fulfill the requirements of this specification.

All testing shall be submitted in the project schedule and may be adjusted during the project as needed. The Test Plan shall contain test procedures, descriptions of test equipment, report forms, requirements, and expected results. Tests shall not be conducted without prior FDOT approval of the Test Plans. Tests shall be performed on approved equipment using approved test procedures. A copy of each test report shall be submitted to the Department within ten (10) calendar days following the completion of a test.

b. WDS Additional Compliance Requirements

For material that may not require formal testing, the Department reserves the right to require certifications from the manufacturer of such equipment, software, and material to the effect that it meets all Technical Specification requirements.

The Department reserves the right to withhold any payments that may be due should a discovery be made that equipment, software, or material does not meet the requirements of the Technical Specifications and Plans.

The Department’s approval of test procedures and witnessing of tests shall not relieve the Design-Build Firm of the responsibility to provide a completely acceptable and operating system that meets the intent of the Technical Specifications and Plans.

c. WDS Factory Tests

All Design-Build Firm furnished equipment shall be shipped from the factory certified that it has been tested and meets all requirements of the Technical Specifications, Plans, and the requirements of its own catalog specification sheet. Certification for each item shall be sent to the Department or its representative.

d. WDS Stand Alone Tests

The following tests shall be performed based on the approved project schedule. The basis of this test is to demonstrate each specific location works independently and is capable of being integrated into a wide area network via the fiber optic network or other communication methods. Testing will be performed to demonstrate the proper configuration, calibration and performance of the equipment installed and/or configured by the Design-Build Firm. Testing shall demonstrate the system is operating to the performance requirements specified by the manufacturer, the approved test plan and the requirements of the contract plans and documents. Testing will be performed to demonstrate the capabilities of the equipment furnished by the Design-Build Firm in the areas of wireless detection, data communications, data collection, command and control of all components. These tests require the integration, assembly, and connection of equipment at their permanent field locations by the Design-Build Firm. The Design-Build Firm shall make arrangements to have a qualified manufacturer representative on site during the Stand Alone Test procedures.

e. WDS System Tests

The following tests shall be performed based on the approved project schedule. The Design-Build Firm shall prepare a test plan in consultation with the manufacturer to demonstrate system integration ready sub-
units capable of the performance requirement of this specification. The Design-Build Firm shall submit this test plan for Department approval prior to testing. The Design-Build Firm shall provide all personnel required to conduct testing.

The Design-Build Firm shall verify that test equipment conforms to interface standards prior to starting the test. These tests shall be conducted over a seven (7) day period unless otherwise specified. This test shall be conducted at a remote hub or master hub within the communication ring which shall also verify the system communications works remotely of its origin on the network. Testing will be performed to demonstrate the capabilities of the equipment furnished by the Design-Build Firm and the Department in the areas of wireless detection, data communications, data collection, command and control of all components. These tests require the integration, assembly, and connection of equipment at their permanent field locations by the Design-Build Firm. During the stand-alone, sub-system and system test, the Design-Build Firm shall perform any and all maintenance required to maintain a fully functional system.

Burn-in test: After successful completion of all required System Acceptance Tests for all sub-systems, subject all ITS devices to a 30-calendar days Burn-In observation period. The Engineer will approve the type of tests to be conducted. Include in the tests all control, monitoring, and communications functions of the field equipment using the SunGuide® platform. During the 30-day test period, if the equipment fails to operate as per the requirements, testing will be restarted. The Department may select to pause and extend the 30-day test period by the number of days lost by failure and repair time in lieu of restarting the full 30-day test. Based on the level of burn-in test failure, the Department would restart the entire 30 days. The Department or the Department representative will submit to the Design-Build firm a letter of approval and completion stating the first and last day of the 30 day test period. During Burn-in test, the Design Build Firm is not allowed to touch, tweak, maintain, etc. to the TPAS system unless burn-in test fails.

If testing or results thereof exceed the time allotted in the approved CPM Schedule, no additional time shall be granted.

f. Training

The Design-Build Firm shall provide a Manufacture certified training course for FDOT District ITS maintenance staff and associated asset maintenance contractors. This training shall consist of a complete overview of the WDS installation, setup and maintenance requirements based on the WDS requirements. The training shall consist of a minimum of two 4-hour technical training session for a maximum of 8 participants each and one 2-hour overview training for a maximum of 4 participants. The Design-Build Firm shall provide a User Guide, Maintenance Manual and general trouble shooting guidance as part of the training. The manual shall include information as necessary to maintain system functionality in the event individual components require replacement, procedures for routine software/firmware updates, field and remote system maintenance requirements and any other items necessary to maintain the performance requirements as specified herein. The Design-Build Firm shall provide both paper and digital copies of all training materials and manuals to each training participant.

g. Considerations for Final Acceptance

In addition to all other project requirements satisfactory completion of the following, as determined by the Department, will be required as a precedent to Final Acceptance:
• System acceptance tests
• 30-Day Burn-In Period
• Department approval of all test reports and results
• Approval of all delivered project submittals, including documentation final field inspection
• Assignment of all warranties to the Department and delivery of warranty documentation
• Approval and delivery of all documentation required under this contract including as-built documentation.
• Demonstration that the system is stable and any failures are within predicted mean time between failures and no intermittent operational conditions.
• All spares parts ordered by the Department under this contract that have not been installed shall be turned over to the Department’s representative.

Upon completion of successful final acceptance testing, document the acceptance date and project identification information and provide 2 copies to the Department. Final acceptance notification shall be provided in writing from the Department.

5. Existing Conditions

This section is intended to provide a general overview of the existing conditions of the Department’s ITS System and its components such as the fiber optic network (FON) communications infrastructure within the project limits. Refer to the concept plan for existing ITS equipment locations. In addition, the Design-Build Firm shall refer to the ITS As-Built Plans provided with this RFP as Reference Documents for additional information and shall be responsible for field verifying all existing site conditions within the project limits.

The ITS components shall be defined as follows:

• Closed Circuit Television (CCTV) Camera System: The CCTV Camera System consists of pan-tilt-zoom (PTZ) cameras along the corridor that are typically spaced at one (1) mile intervals. The CCTV cameras are used by Department staff for incident management and traffic monitoring. The cameras are integrated and communicate with Local Hubs along the corridor via the single mode FOC communications backbone installed along the corridor.

• Vehicle Detection Systems (VDS): The VDS consists of non-intrusive, microwave technology sensors used to collect vehicle volume, speed and occupancy data from mainline travel lanes. The detectors are typically located at approximately one-half (1/2) mile intervals. The detectors are installed on stand-alone concrete poles and/or attached to other ITS device structures in a side-fired configuration to detect data on a lane by lane basis. The VDS is used for incident detection by Department staff and communicate with the single mode FOC communications backbone installed along the corridor.

• Fiber Optic Network (FON): The FON infrastructure provides communications for ITS and Tolls components. The FON is composed of the FOC communications backbone, lateral connections and communications equipment including but not limited to field and HUB Ethernet switches, port servers, routers, fiber patch panels installed at the various ITS device(s) serving as a local HUB.

• For clarification purposes, any reference in this RFP to the mainline fiber optic backbone that is installed along the corridor shall be defined as the “backbone”. The fiber optic cable between the backbone and a building (ramp and mainline locations) shall be defined as the “Tolls lateral”. The fiber optic cable between the backbone and ITS components shall be defined as the “ITS
lateral”.

- The FOC communications backbone consists of a single mode fiber optic cable and four (4), 1.25-inch HDPE conduit, locate tone wire, warning tape, fiber route markers, pull boxes, and splice boxes. Three (3) of the four (4), 1.25-inch HDPE conduits are spare conduits. The backbone provides access points for the various ITS and Toll System components along the corridor for network connectivity as previously described.

- The majority of ITS components are connected to the backbone through a lateral twelve (12) count single mode fiber optic cable inside two (2), 1.25-inch HDPE conduits of which one is a spare. ITS components on arterials, such as ADMS, connect with the backbone through a wireless access point (WAP) and LHUBs which are physically connected to the backbone through a lateral fiber optic cable connection.

S. Landscape Opportunity Plans:

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

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

The Opportunity Plans shall include the following:

1. Proposed improvements and existing elements to remain as associated with the Project.
2. Vegetation disposition depicting existing plant material to be removed, relocated or to remain.
3. Wetland jurisdictional lines.
4. Proposed drainage retention areas and easements.
5. Proposed utilities and existing utilities to remain.
6. Graphically depicted on-site and off-site desired or objectionable views.
7. Locations of landscape opportunity planting areas in a bubble format which identifies various vegetation groupings in a hatched or colorized manner. Examples are: “trees/palms/shrubs”, “shrubs only”, “buffer plantings”, etc.
8. Provided and labeled applicable clear zone, horizontal clearance, setback dimensions on the plans and in chart form which reflect AASHTO, FDOT and Department guidelines for landscape installation and maintenance operations, including those that have been coordinated with other disciplines
9. Identified outdoor advertising locations, owners and contacts and shown 1000 ft. view zone.
10. Indicated potential area(s) for wildflower plantings.

The Opportunity Plan shall match the scale and format used for the proposed roadway sheets. Should this format not convey design intent that is clearly legible, an alternate format may be considered.
Landscape construction documents and landscape installation are not included in this contract and shall be provided by others.

Disciplines that will have greatest impact to preserving landscape opportunities include environmental, drainage, utilities, signing, lighting and ITS. The DBLA shall identify potential conflicts relating to preserving opportunity landscape areas and provide suggested resolutions to preserve them. If conflicts cannot be resolved by the Design-Build Firm and the DBLA, they shall be discussed with the Department’s Project Manager and District Landscape Architect for coordination and resolution.

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

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

The DBLA shall meet with the District Landscape Architect prior to the beginning of work for the purposes of coordination and to discuss adherence to the Highway Beautification Policy. No proposed planting areas indicated on the Opportunity Plan can occur in: federal and/or state jurisdictional wetlands or other surface waters; within open water bodies; in the bottom of stormwater management facilities; or use obligate wetlands or facultative wetland species within 25 feet of the seasonal high water of wetlands or other surface waters. Limited plantings may occur on the slopes and bottom of stormwater management facilities once coordinated with the District EMO office, District Drainage Engineer and the District Landscape Architect. Trees may not be planted within 5 feet of storm sewer pipes and utilities.

T. Architecture Overview

The Design-Build Firm shall construct a new Rest Area Facility based on the Large Building Guidelines which shall provide for the following: Men 32 fixtures (toilets and urinals) , Women: 48 fixtures (toilets) four (4) Family restrooms, vending area with storage, security room, break room, recycle area and storage areas for the building.

The Design-Build firm shall develop and prepare all design and construction documents and obtain all permits and approvals required to build the Project. The Design Build Firm shall be responsible for the costs of all permits and all permits fees. The Design Build Firm shall meet all state, local and other applicable codes. The Design Build Firm shall be responsible for the State Fire Marshall review and approval of the building and site. Existing vending machines are operated by a contractor under agreement with the Florida Department of Education, Division of Blind Services (DBS). Coordinate with DBS at least 8 weeks in advance of any facility closure.

a. Demolition

The Design-Build Firm shall provide one week’s written notice prior to closing the rest area to the Department’s Project Manager for tangible personal property salvaging by the Department.
Tangible Personal Property Salvaging by the Department:

In accordance with Florida Statutes, the Department must properly disposition state owned tangible personal property. The Department has identified the following as equipment and materials to be surplused in accordance with state law:

  a. Electrical outlets
  b. Hand dryers
  c. Baby changing tables
  d. Mirrors
  e. Exit signs
  f. Toilet paper dispensers
  g. Feminine hygiene product receptacles
  h. Handicap stall grab bars
  i. Flush valves
  j. Sinks
  k. Toilets
  l. Faucets
  m. Light bulbs
  n. Ballast
  o. Partitions and partition doors
  p. Urinals
  q. Automatic door setups

Any state-owned property tangible personal property not salvaged by the Department shall become the property of the Design-Build Firm.

b. Building and Site Design

1. Building Envelope
   The exterior wall and roof systems shall provide energy efficient enclosures meeting the Florida Building Code – Energy Conservation.

2. Exterior Design
   a. The roof system shall be a minimum 24 gauge material with a minimum 20 year warranty.
   b. The dumpster enclosure per Hillsborough County requirements and shall be located to allow sanitation vehicles ease of access without impacts to access road traffic
   c. Bollards shall be added in front of all Rest Area Facility entrances adjacent to the roadway to prevent vehicle intrusion.

3. Interior Design
   a. Finishes:
      i. The interior walls shall be concrete unit masonry or solid concrete.
      ii. All toilet and vending area interior wall surfaces shall have a ceramic tile finish. The toilet room and security office floors shall be ceramic tile finish. All other floors shall be sealed concrete finish.
      iii. The interior suspended ceilings shall be of plaster over cement board, with paint finish.
      iv. The Design Build firm shall prepare and submit two color and material selection schemes with presentation board(s) for the Rest Area building for the Department’s review and comments.
b. Design Build Firm shall provide for a smooth transition from one area to the other with no trip hazards. This includes areas that contain floor drains or in-floor boxes.

c. Design Build Firm shall install two (2) comment card holders in the lobby of the rest area building.

d. Design Build Firm shall install two (2) map cases, minimum 48”x48” in the lobby of the rest area building.

e. Design Build Firm shall provide access hatches that are spring loaded so that they will not fall when released for access.

f. Design Build Firm shall provide a small break room with a stainless steel sink, 16 cubic feet refrigerator or larger, cabinets, 16 square feet of countertop and a four-person table with four chairs.

g. Design Build Firm shall provide one (1) pay phone in the rest area building.

h. Design Build Firm shall provide automatic sensors/hands-free operation for urinals, lavatories and hand dryers.

i. Design Build Firm shall provide a cleanout at each urinal. All urinals shall have cleanouts that are accessible through the chase.

j. Design Build Firm shall locate and design Security offices to have direct line of sight to all restroom entries and vehicle parking areas.

k. Design Build Firm shall provide a diaper changing station in each restroom.

l. Design Build Firm shall provide mechanically powered, height-adult changing table in one of the Family Restrooms, in lieu of a diaper changing station.

m. Design Build Firm shall provide utility shelving in the janitorial areas and storage rooms.

n. The DBS shall be provided adequate room to install eight (8) vending machines and a storage area for their inventory. The storage area shall be a minimum of 240 square feet with a mop sink and a two-section wash sink. Hot water will be required for the storage area. The HVAC system shall be capable of maintaining the storage room temperature below 70 degrees. The vending machines and storage area shall be on separate electric meter.

Picnic Pavilions

1. Design Build Firm shall provide a minimum of 8 picnic pavilions to accommodate a minimum of 16 picnic tables at the Rest Area Facility. The structural design of the picnic pavilions shall meet the applicable building codes and shall be signed and sealed by a Professional Engineer licensed in the State of Florida.

2. The existing pavilions and picnic tables may be retained if approved thru the ATC process.
   a. All retained existing pavilions shall be reconstructed to avoid standing water or puddles.
   b. All retained existing pavilions and picnic tables shall be cleaned and painted with new paint.
   c. If the reinforcing steel is exposed on any retained existing picnic pavilions or picnic tables, the Design-Build team shall repair with an FDOT approved product. The repair procedures shall follow the manufacturer’s recommendations and shall establish a concrete cover of 1 1/2 inches to the reinforcing steel.

3. A minimum of two (2) pavilions shall meet ADA standards with one table at each ADA pavilion meeting ADA standards.

4. Picnic tables shall be walk-through design with recycled plastic table top and galvanized steel pipe frame.
Maintenance Shed

1) Design Build Firm shall provide one (1) pre-fabricated metal shed, 8’x10’ for equipment storage. The shed shall be placed on a minimum 6” thick reinforced concrete slab. The shed shall be accessible from an access road. The structural design of the maintenance shed and foundation shall meet the applicable building code. The structural design shall be signed and sealed by a Professional Engineer licensed in the State of Florida.

2) Maintenance shed doors shall have lockable hardware option.

Building Systems

1. HVAC System
   a. The air-conditioning system shall be designed in accordance with the Florida Department of Management Services (DMS) criteria and guidelines to achieve optimal energy efficiency in State owned or leased buildings. This is required by the Florida Statutes Chapter 255.251 through 255.258 and Florida Energy Conservation in Buildings Act of 1974. DMS requires that the HVAC systems for buildings having air-conditioned areas in excess of 5000 square-feet be selected based on a Life Cycle Cost Analysis (LCCA).
   b. The Design Build Firm shall provide a LCCA. The LCCA shall be submitted with the design documentation for FDOT review at the Phase III design submittal.

2. Plumbing System
   a. All plumbing fixtures in toilet rooms shall be white, vitreous china, low-flow type automatic sensor system. Accessible stalls and/or water closets shall be installed per the applicable building codes.

3. Electrical System
   a. All systems shall be equipped for remote monitoring and connected to a separate control panel in the electrical room.
   b. A new underground secondary power services, 120/208 volt three-phase, four-wire, shall be provided for the rest area sites from a new pad-mounted transformer. Three phase power converters are not acceptable. A 208-240/480 volt single phase step up transformer shall be provided for the roadway lighting acceleration and deceleration lanes.
   c. Design capacity: Each electrical service and electrical system shall be designed with a minimum of 25% spare capacity.
   d. Standby Generator
      i. One diesel driven standby generator with battery charger shall be provided at each site. The generator shall be designed to fully operate the facility during power outages. The standby generator shall be sized to support 100% of the load required for ramp, building and site lighting, water distribution and building ventilation systems. The generator fuel tank shall be above ground and sized for 72 hours of generator operation. The standby generator shall be located outside the rest area building in a weatherproof/sound attenuated enclosure and the fuel tank shall be located in an area accessible to a fuel truck.
e. Exterior Lighting
   i. Exterior building mounted lighting shall be LED luminaires

f. Interior Lighting
   i. Interior lighting shall use LED luminaires

U. Site Utilities

General
1. The Design Build Firm shall be responsible for securing all required permits from Florida Department of Environmental Protection (FDEP) and Hillsborough County prior to construction and removal of water and sewer facilities.

2. All work and materials used on this project shall comply with the requirements of Hillsborough County Public Utilities Water, Wastewater, and Reclaimed Water Technical Specifications.

Northbound Rest Area
1. Lift Station Construction – The Design-Build firm shall install a six-foot minimum diameter precast concrete wetwell with duplex submersible pumps, rail system, control panel, and valve box. The Design Build Firm shall design the pumps based on the number of fixtures according to the Rest Area Facilities Computation Form and a peak factor of four (4) times the average daily flow rate. The minimum pump flow rate shall be 100 GPM or the calculated flow rate, whichever is greater. The minimum storage volume between the pump on and pump off floats shall be calculated by the following: \[ V_{\text{min}} = (12 \text{ minutes} \times Q_{\text{out}} /4) \] or by Hillsborough County Public Utility Technical Specifications, whichever is greater. More storage volume can be provided, however detention time shall not exceed 20 minutes between cycles. The maximum starts shall not exceed six (6) per hour.

2. Lift Station shall include:
   a. Panel and rail system shall be same brand as pump manufacturer and purchased from the pump manufacturer.
   b. Control panel shall contain 110V outlet, audible and visual alarm with battery backup, run time counters for each pump, manual and automatic switches to operate each pump or de-energize, a lightning arrester, and a surge suppressor. The pump control and alarm shall be housed in NEMA 4x stainless steel electrical box.
   c. The high level alarm box shall have a 120V power supply separate and shall be on a different circuit breaker from the pump.
   d. PVC electrical conduit shall be used – Sweeps only, 90 degree bends shall not be acceptable.
   e. Conduit or other piping shall not be installed over tank access cover.
   f. Irrigation sprinklers shall not be placed in proximity to the electrical supply where it could be sprayed by the irrigation heads.
   g. Pump shall be manufactured according to pump specifications.
   h. Lift station yard shall be chain link fenced with locking gate.
   i. Hatch covers for wetwell and valve box shall be framed aluminum, checkered, lockable, with hinged lids.
   j. Lift station shall include an unobstructed aluminum sign visible to the public with telephone number for a point of contact for contract operator in case of emergency. The Design-Build Firm shall request the Contact information from the FDOT Project Manager prior to sign fabrication.
k. Wetwell shall have a 1:1 hopper around the bottom perimeter.
l. Wetwell shall have adequate ballast to ensure floating of the wetwell does not occur due to buoyancy forces. The Design Build Firm shall provide calculations and ballast design.
m. Wetwell and terminal manhole shall have Spectra Shield (or equal) spray-in liner (pink) or fiberglass liner installed per manufacturer's specifications.
n. Piping within the wetwell shall be flanged 316 stainless steel, (schedule 10, one-piece construction). Fittings within the wetwell shall be flanged 316 stainless steel. Fittings within the wetwell which are below the water level 100% of the time during normal operation may be ductile iron, short body with flanged connections. All nuts, bolts and accessories within the wetwell shall be 316 stainless steel.
o. A wash-down hose bib with reduced pressure zone (RPZ) backflow preventer shall be provided in the lift station yard. RPZ backflow and hose bib shall be insulated jacketed.
p. Installation of a SCADA system will be at the election of FDOT.

3. Waterplant Demolition – Remove all tankage, components, and fencing. Raw water well is to remain. Remove submersible pump. Saw cut and demolish concrete slab to within a 5’ square around wellhead. Install fencing around new perimeter of existing wellhead with man gate and locking hasp.

4. Lift Station Demolition - Pump out the wetwell and remove all tankage, piping, valves pumps and appurtenances of the existing lift station. Backfill area with clean fill in 6” lifts to a minimum LBR 40 compaction, to 95% of the Modified Proctor maximum dry density (ASTM D-1557).

5. Wastewater Plant Demolition – Pump out all tankage and remove all tankage, piping, drainfields, valves pumps and appurtenances of the existing wastewater plant. Backfill area with clean fill.

6. Piping Demolition – Remove all existing piping for water and sewer. No existing piping shall be used in the new system.

7. Watermain Installation – The Design Build Firm shall install DR 18 PVC watermain (blue) from the point of connection with the Southbound Rest Area to the Northbound Rest Area. The Design Build Firm shall design the pipe size to meet the calculated demand for potable use and fire flow. The watermain pipe diameter shall be the calculated diameter or six (6) inches, whichever is greater. A new jack and bore casing shall be installed under I-75 for the pipe crossing. All crossings under roadway within the rest area shall also be cased. The jack and bore shall meet the requirements of Section 556 of the Florida Department of Transportation Standard Specifications. The Design Build Firm shall determine the appropriate location and spacing for valves on the watermain based on Hillsborough County Public Utility Technical Specifications, but in no case shall the spacing exceed 1,000 feet. All watermains shall have locate wire installed with two insulated 10 gauge solid copper or copper clad steel core locating wires with color coded coating (blue) attached at 10:00 and 2:00 taped or plastic tied to pipe at a maximum of 10 foot intervals. The Design Build Firm shall determine appropriate spacing and locations for fire hydrants on the site based on NFPA requirements and Hillsborough County Public Utility Technical Specifications.

8. Hose Bib Installation – each picnic area shall have a non-freeze type hose bib installed. The distribution piping shall be Schedule 40 PVC, NSF 61.

9. Forcemain Installation - The Design Build Firm shall install a DR 18 PVC forcemain (green) from the new Northbound Rest Area lift station to the point of connection with the Southbound Rest Area forcemain. The Design Build Firm shall design the forcemain to meet the flow requirements based on the number of fixtures according to the Rest Area Facilities Computation.
Form. The minimum forcemain pipe diameter shall be the calculated diameter or four (4) inches, whichever is greater. A new jack and bore casing shall be installed under I-75 for the pipe crossing. All crossings under roadway within the rest area shall also be cased. The jack and bore shall meet the requirements of Section 556 of the Florida Department of Transportation Standard Specifications. The Design Build Firm shall determine the appropriate location and spacing for valves on the forcemain based on Hillsborough County Public Utility Technical Specifications. All forcemains shall have locate wire installed with two insulated 10 gauge solid copper or copper clad steel core locating wires with color coded coating (green) attached at 10:00 and 2:00 taped or plastic tied to pipe at a maximum of 10 foot intervals. The Design Build Firm shall determine the need and locations for air release valves due to elevation differences.


a. After reducing the total chlorine residual in the facilities or mains to no more than four milligrams per liter, a total of at least two samples – each taken on a separate day and taken at least six hours apart from the other sample(s) – shall be collected at each of the locations indicated in the plans by applicable AWWA standard, and the samples shall be analyzed for total residual chlorine and for the presence of total coliform.

b. If any sample contains more than four milligrams per liter of total chlorine, the sample shall be considered invalid. If any sample shows the presence of total coliform, the facilities or mains shall be re-disinfected as necessary, and resampled until two consecutive samples at each sampling location show the absence of total coliform.

c. Bacteriological test results shall be considered unacceptable if the tests were completed more than 60 days before the Department received the results.

11. Leakage and Pressure testing - Both the watermain and forcemain shall each be tested for leakage and pressure. Testing shall be in accordance with AWWA C600 or AWWA C605 and tested at a pressure of 150 psi for two (2) hours with 0% air entrapment. Hydrostatic test shall be conducted simultaneously with leakage tests.

12. Forcemain Cleaning System - The Northbound Rest Area shall have one “pig” receiving station and associated valves, and one “pig” launching station and associated valves installed prior to the I-75 crossing.

Southbound Rest Area

1. Lift Station Construction – Install ten-foot minimum diameter precast concrete wetwell with triplex submersible pumps, rail system, control panel, and valve box. The Design Build Firm shall design the pumps based on the number of fixtures according to the Rest Area Facilities Computation Form and a peak factor of four (4) times the average daily flow rate. The minimum pump flow rate shall be 150 GPM or the calculated flow rate, whichever is greater. The minimum storage volume between the pump on and pump off floats shall be calculated by the following: \[ V_{\text{min}} = (12 \text{ minutes} \times Q_{\text{out}} / 4) \] or by Hillsborough County Public Utility Technical Specifications, whichever is greater. More storage volume can be provided, however detention time shall not exceed 20 minutes between cycles. The maximum starts shall not exceed six (6) per hour. Lift Station Characteristics shall include:

a. Panel and rail system shall be same brand as pump manufacturer and purchased from the pump manufacturer.

b. Control panel shall contain 110V outlet, audible and visual alarm with battery backup, run time counters for each pump, manual and automatic switches to operate each pump or
de-energize, a lightning arrester, and a surge suppressor. The pump control and alarm shall be housed in NEMA 4x stainless steel electrical box.

c. The high level alarm box shall have a 120V power supply separate and shall be on a different circuit breaker from the pump.

d. PVC electrical conduit shall be used – Sweeps only, 90 degree bends shall not be acceptable.

e. Conduit or other piping shall not be installed over tank access cover.

f. Irrigation sprinklers shall not be placed in proximity to the electrical supply where it could be sprayed by the irrigation heads.

g. Pump shall be manufactured according to pump specifications.

h. Lift station yard shall be fenced with locking gate.

i. Hatch covers for wetwell and valve box shall be framed aluminum, checkered, lockable, with hinged lids.

j. Lift station shall include an unobstructed aluminum sign visible to the public with telephone number for a point of contact for contract operator in case of emergency. Information provided by owner.

k. Wetwell shall have a 1:1 hopper around the bottom perimeter.

l. Wetwell shall have adequate ballast to ensure floating of the wetwell does not occur due to buoyancy forces. Engineer shall provide calculations and ballast design.

m. Wetwell and terminal manhole shall have spectra shield spray-in liner (pink) or fiberglass liner installed per manufacturer's specifications.

n. Piping within the wetwell shall be flanged 316 stainless steel, (schedule 10, one-piece construction). Fittings within the wetwell shall be flanged 316 stainless steel. Fittings within the wetwell which are below the water level 100% of the time during normal operation may be ductile iron, short body with flanged connections. All nuts, bolts and accessories within the wetwell shall be 316 stainless steel.

o. A wash-down hose bib with reduced pressure zone backflow preventer shall be provided in the lift station yard. RPZ backflow and hose bib shall be insulate jacketed.

2. Lift Station Demolition - Pump out the wetwell and remove all tankage, piping, valves pumps and appurtenances of the existing lift station. Backfill area with clean fill in 6” lifts to a minimum LBR 40 compaction, to 95% of the Modified Proctor maximum dry density (ASTM D-1557).

3. Piping Demolition – Remove all existing piping for water and sewer. No existing piping shall be used in the new system.

4. Watermain Installation – The Design Build Firm shall install DR 18 PVC watermain (blue) from the point of connection with the Southbound Rest Area to point of connection with the Hillsborough County system on 21st Avenue SE. The Design Build Firm shall design the pipe size to meet the calculated demand for potable use and fire flow. The watermain pipe diameter shall be the calculated diameter or six (6) inches, whichever is greater. All crossings under pavement within the rest area shall be cased in a jack and bore. The jack and bore shall meet the requirements of Section 556 of the Florida Department of Transportation Standard Specifications. The Design Build Firm shall determine the appropriate location and spacing for valves on the watermain based on Hillsborough County Public Utility Technical Specifications. All watermains shall have locate wire installed with two insulated 10 gauge solid copper or copper clad steel core locating wires with color coded coating (blue) attached at 10:00 and 2:00 taped or plastic tied to pipe at a maximum of 10 foot intervals. The Design Build Firm shall determine
appropriate spacing and locations for fire hydrants on the site based on NFPA requirements and Hillsborough County Public Utility Technical Specifications.

5. **Forcemain Installation** - The Design Build Firm shall install a DR 18 PVC forcemain (green) from the new Southbound Rest Area lift station to the point of connection with the Hillsborough County Utility forcemain. The Design Build firm shall design the forcemain to meet the flow requirements of both the Northbound and Southbound rest areas. The minimum pipe diameter shall be the calculated diameter or four (4) inches, whichever is greater. All crossings under roadway within the rest area shall be cased in a jack and bore. The jack and bore shall meet the requirements of Section 556 of the Florida Department of Transportation Standard Specifications. The Design Build Firm shall determine the appropriate location and spacing for valves on the forcemain based on Hillsborough County Public Utility Technical Specifications. All forcemains shall have locate wire installed with two insulated 10 gauge solid copper or copper clad steel core locating wires with color coded coating (green) attached at 10:00 and 2:00 taped or plastic tied to pipe at a maximum of 10 foot intervals. The Design Build Firm shall determine the need and locations for air release valves due to elevation differences in accordance with the Hillsborough County Public Utility Technical Specifications.

   a. After reducing the total chlorine residual in the facilities or mains to no more than four milligrams per liter, a total of at least two samples – each taken on a separate day and taken at least six hours apart from the other sample(s) – shall be collected at each of the locations indicated in the plans by applicable AWWA standard, and the samples shall be analyzed for total residual chlorine and for the presence of total coliform.
   b. If any sample contains more than four milligrams per liter of total chlorine, the sample shall be considered invalid. If any sample shows the presence of total coliform, the facilities or mains shall be re-disinfected as necessary, and resampled until two consecutive samples at each sampling location show the absence of total coliform.
   c. Bacteriological test results shall be considered unacceptable if the tests were completed more than 60 days before the Department received the results.

7. **Leakage and Pressure testing** - Both the watermain and forcemain shall each be tested for leakage and pressure. Testing shall be in accordance with AWWA C600 or AWWA C605 and tested at a pressure of 150 psi for two (2) hours with 0% air entrapment. Hydrostatic test shall be conducted simultaneously with leakage tests.

8. **Forcemain Cleaning System** - The Southbound Rest Area shall have one “pig” receiving station and associated valves, and one “pig” launching station and associated valves installed prior to the I-75 crossing.

21st Avenue SE

1. **Watermain Installation** – The Design Build Firm shall install a Class 50 DIP watermain from the point of connection at River Briar Boulevard, continuing east approximately 3,820 feet to the point of connection with the Southbound Rest Area watermain. The Design Build Firm shall design the pipe size to meet the calculated demand for potable use and fire flow. The watermain pipe diameter shall be the calculated diameter or eight (8) inches, whichever is greater and verify this diameter with Hillsborough County Public Utilities. The Design Build firm shall determine the the appropriate location and spacing for valves, hydrants, and bacteriological sample points on the watermain based on the Hillsborough County Public Utility Technical Specifications. A
master water meter with emergency bypass and reduced-pressure backflow preventer shall be installed on the Hillsborough County Utility side of the work prior to connection of the Southbound watermain. All work, materials, and testing shall be in accordance with Hillsborough County Public Utility Standards and Technical Specifications.

2. Forcemain Installation - The Design Build Firm shall install a DR 18 PVC forcemain (green) from the point of connection at 6TH Street SE, continuing east approximately 2,665 feet to the point of connection with the Southbound Rest Area forcemain. The Design Build Firm shall design the pipe size to meet the calculated flow requirements of both rest areas and the manifold connections on 21st Avenue SE. The forcemain pipe diameter shall be the calculated diameter or four (4) inches, whichever is greater and verify this diameter with Hillsborough County Public Utilities. The Design Build firm shall determine the appropriate location and spacing for valves on the forcemain based on the Hillsborough County Public Utility Technical Specifications. All work, materials, and testing shall be in accordance with Hillsborough County Public Utility Standards and Technical Specifications.

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, 7 CD’s, DVD’s or Flash Drives containing the Technical Proposal in PDF format and 7 collated, complete sets of hard copies of the Technical Proposal to:______________________________

The minimum information to be included:

Section 1: Project Approach

- Paper size: 8½" x 11". The maximum number of pages shall be 10(#), single-sided, typed pages including text, graphics, tables, charts, and photographs.
Double-sided 8½” x 11” sheets will be counted as 2 pages. 11”x17” sheets are prohibited.

- Describe how the proposed design solutions and construction means and methods meet the project needs described in this Request for Proposal. Provide sufficient information to convey a thorough knowledge and understanding of the project and to provide confidence the design and construction can be completed as proposed.

- Provide the term, measurable 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

- Plan and Profile views of the proposed improvements shall be submitted in roll-plot format. The maximum width of the roll-plots shall be 36”. The maximum length of the roll-plot shall be 8’. Inclusion of additional information on the roll-plot, other than depictions of the Plan and Profile views, is allowed provided it clarifies the plan and profile views. However, the Department may determine that such additional information is excessive and may require the Design-Build Firm to revise and resubmit the roll-plots. If this occurs, the Design-Build Firm will have 2 business days to revise and resubmit the roll-plots upon notification by the Department. All other information not included on the roll plots, such as typical sections, special emphasis details, structure plans, etc., shall be provided on 11”x17” sheets.

- Provide Landscape Opportunity Plan sheets that depict preserved planting locations for a Bold Landscape design for the entire project limits. The Landscape Plan shall show all preserved planting areas to be used for future Bold Landscaping designs. Paper size shall be 11”x17”.

- Right of Way Maps and Legal Descriptions (including area in square feet) of any proposed additional Right of Way parcels if applicable and approved through the ATC process. Provide Technical Proposal Plans in accordance with the requirements of the Plans Preparation Manual, except as modified herein.

- The Plans shall complement the Project Approach.

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

1. **Design (30 points)**

The Design-Build Firm is to address the quality and suitability of the following elements in the Technical Proposal:

- Structures design
- Architectural design
- Roadway design / and safety
- ITS/TPAS design
- Drainage design
- Environmental Design
- Design coordination plan minimizing design changes
- Geotechnical investigation plan
- Minimizing impacts through design to:
  - Environment
  - Public
  - Adjacent Properties
  - Structures
- Traffic Control Plan design
- Incident Management Plan
- Aesthetics
- Utility Coordination and Design
- Design considerations which improve recycling and reuse opportunities

The Design-Build Firm is to address the following in the Technical Proposal: aesthetics features of the design including but not limited to the following: considerations in the geometry, suitability and consistency of structure type, structure finishes, shapes, proportions and form throughout the limits of the project.

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

The Design-Build Firm is to address the following in the Technical Proposal: design and utility coordination efforts that minimize the potential for adverse impacts and project delays due to utility involvement.

The Design-Build Firm is to address the following in the Technical Proposal: development of design approaches which minimize periodic and routine maintenance. The following elements should be
considered: access to provide adequate inspections and maintenance, access to structure’s lighting system, and impacts to long term maintenance costs.

2. **Construction (.35 points)**

The Design-Build Firm is to address the quality and suitability of the following elements in the Technical Proposal:

- Safety
- Structures construction
- Roadway construction
- Building and facilities construction
- ITS/TPAS construction
- Drainage construction
- Construction coordination plan minimizing construction changes
- Minimizing impacts through construction to:
  - Environment
  - Public
  - Adjacent Properties
  - Structures
- Implementation of the Environmental design and Erosion/Sediment Control Plan
- Implementation of the Maintenance of Traffic Plan
- Implementation of the Incident Management Plan
- Utility Coordination and Construction

The Design-Build Firm is to address the following in the Technical Proposal: developing and deploying construction techniques that enhance project durability, reduce long term and routine maintenance, and those techniques which enhance public and worker safety. This shall include, but not be limited to, minimization of lane and driveway closures, lane widths, visual obstructions, construction sequencing, and drastic reductions in speed limits.

The Design-Build Firm is to address the following in the Technical Proposal: insuring all environmental commitments are honored.

The Design-Build Firm is to address the following in the Technical Proposal: construction and utility coordination efforts that minimize the potential for adverse impacts and project delays due to utility conflicts.

3. **Innovation (.10 points)**

The Design-Build Firm is to address introducing and implementing innovative design approaches and construction techniques which address the following elements in the Technical Proposal:

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

4. **Value Added (5 points)**

The Design-Build is to address the following Value Added features in the Technical Proposal:

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

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

<table>
<thead>
<tr>
<th>Value Added Feature</th>
<th>Minimum Value Added Period</th>
</tr>
</thead>
<tbody>
<tr>
<td>Value Added Asphalt</td>
<td>3 years</td>
</tr>
<tr>
<td>Value Added Concrete Pavement</td>
<td>5 years</td>
</tr>
</tbody>
</table>

**D. Final Selection Formula:**

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

\[
\frac{BPP}{TS} = \text{Adjusted Score}
\]

\[
BPP = \text{Bid Price Proposal}
\]

\[
TS = \text{Technical Score (Combined Scores from LOI and Technical Proposal)}
\]

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 $71,434 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:

Rahnee Oliver
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.