02b11/09

Florida Department of Transportation
District Four

DESIGN-BUILD
REQUEST FOR PROPOSAL
for
SR 9/I-95 from South of Glades Road to South of Linton Boulevard

SR 9/I-95 at SR 808/Glades Road

SR 9/I-95 at Linton Boulevard Interchange

Palm Beach County, Florida

Financial Project Numbers: 433109-5-52-01
412420-4-52-01
435384-1-52-01

Federal Aid Project Number(s): 0951-695-I for 433109-5-5201
0951-680-I for 412420-4-52-01
D418-011-B for 435384-1-52-01
Contract Number: E4T19

~~May 29, 2018~~June 14, 2018

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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.

A. Project Advertisement
B. Division I Design-Build Specifications, which includes the following Modifiedincorporated Special Provisions: (Pending)
- Preservation of Property (Article 7-11for Toll Facilities (SP0071101-Tolls)
- Prosecution of Work - Partnering (SP0080306)
- Regional Disputes Review Board (SP0080307RDRB)
- Prosecution and Progress - Damage Recovery (Section 8SP0081200)
- Recovery of Lost Toll Revenue (Section 8-10)
- Prosecution and Progress – Amount of Liquidated Damages (SP0081000)
- Incentive- – Disincentive - Milestone (Section 8-13.1)SP0081300MID)

C. Divisions II and III Special Provisions identified by the Department to be used on the Project: (Pending)
- Mobilization (SP1010000DB)
- Contractor Quality Control General Requirements (SP1050813DB)
- Structures Foundations (SP4550000DB)

D. Modified Special Provisions (Pending)
- Operations within Railroad R/W
- Prosecution and Progress

- Maintenance of Traffic

E. Developmental Specifications (Pending)
- Object Markers and Delineators –Express Lane Markers

F. Value Added Specifications (Pending)
- Section 475, Value Added Bridge Components

G. Draft Design Change/Construction Advertisement Re-Evaluation ~~Draft Evaluations~~

H. Typical Section Package ~~(~~Draft~~)~~
- 95 Express Mainline (including Clint Moore Road)
- Glades Road

I. Pavement Design Report
- 95 Express Mainline (including Clint Moore Road)
- Glades Road

J. Design Variations (Draft)
- 95 Express Mainline (including Clint Moore Road)
- Glades Road

K. Design Build Functional Requirements for ITS Deployment Draft

L. Exhibit 26-DD (marked-up) from FDOT Plans Preparation Manual, Volume 1
- Bridge Widenings
- New Bridges and Bridge Replacements

M. Technical Special Provision

N. (Section 572)Existing Bridge Load Rating Reports

O. Florida's Turnpike Enterprise (FTE) General Tolling Requirements (GTR)

REFERENCE DOCUMENTS

The following documents are being provided with this RFP. Except as specifically set forth in the body of this RFP, these documents are being provided for reference and general information only. They are not being incorporated into and are not being made part of the RFP, the contract documents or any other document that is connected or related to this Project except as otherwise specifically stated herein. No information contained in these documents shall be construed as a representation of any field condition or any statement of facts upon which the Design-Build Firm can rely upon in performance of this contract. All information contained in these reference documents must be verified by a proper factual investigation. The bidder agrees that by accepting copies of the documents, any and all claims for damages, time or any other impacts based on the documents are expressly waived.

1. **Concept Design**

Bridge Hydraulics Report

CADD Files
- 95 Express Mainline (including Clint Moore Road)
- Glades Road
- Linton Boulevard

Concept Plans
- Summary of Scope Aerials

- 95 Express Mainline
- Glades Road
- Linton Boulevard
- Clint Moore Road

- Roadway Design Concept Plans
  - Glades Road
  - Linton Boulevard
- Bridge Plans
  - Glades Road
  - I-95 over C-15 Canal
  - Clint Moore Road
- Signalization Plans

Conceptual Drainage Report, Cross Drain Report, and Technical Memos
- 95 Express Mainline
- Glades Road, West of I-95
- Road, East of I-95
- Linton Boulevard, East of I-95.

Conceptual Permit Application Packages
- SFWMD Environmental Resource Permit(s)
- SFWMD Right of Way Occupancy Permit(s)
- SFWMD Water Use Permit
- USACE Section 404 (Dredge and Fill) Permit
- USACE Section 408 Approval

Conceptual ~~TCP~~Temporary Detours
- 95 Express Mainline
- Airport Road
- Military Trail
- Clint Moore Road

Corridor Traffic Analysis Report (CTAR)
Glades Road IMR
Linton Boulevard IOAR
Drainage Permit Source Files
- 95 Express Mainline
- Glades Road
- Linton Boulevard
- SFWMD Dredge and Fill Permit Sketches
- SFWMD Right of Way Occupancy Permit Sketches
- USACE Section 404 (Dredge and Fill) Permit Sketches

ITS Master Plan
- 95 Express Mainline
- Glades Road

Landscape Opportunity Plans

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- Glades Road

Lighting Design Analysis Report
- 95 Express Mainline
- Glades Road

Pavement Type Selection Report Exception Memo
Ramp Metering Conceptual Plan
Signing Master Plan
- 95 Express Mainline
- Glades Road

Tree Relocation Plans
- 95 Express Mainline
- Glades Road

2. **Environmental**

Bridge Asbestos Survey Reports
Existing Tree Inventory
Contamination Screening Evaluation Report (CSER) and Level II Contamination Assessment Plan (CAP) for Segment 3B, dated April 2015
Level II Contamination Impact Assessment Report (CIAR) State Road 9/I-95 Between Hillsboro and Linton Boulevards, FM Nos. 433108-6, 433109-4, and 43109-5, dated April 2016.
Impacts to Construction Assessment (ICA) Report
Bridge Paint Screening Reports
- Clint Moore Road

PD&E Studies
Project Commitments Table

3. **Geotechnical**

Miscellaneous Historic Geotechnical Data
Report of a Geotechnical Exploration – Roadway Draft
- 95 Express Mainline
- Glades Road (Pending)

Report of a Geotechnical Exploration – Structures Draft
- 95 Express Mainline
- Glades Road (Pending)

4. **Miscellaneous**

Bridge Inspection Reports
Bridge Pile Driving Records
Community Awareness Plan
Concept of Operations
Design Approval for Class 5 Finish
Existing ITS Equipment Information
Express Lane Closure Approval Process Sample Documents

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FTE Shop Drawing Review Process for Design Build (Non-Conventional) Projects
Incident Management Plan
Interchange Master Plan Reports
Landscape Maintenance Map
Project Commitment Record (FDOT Form 700-011-35)
Project Management Plan
Project System Engineering Management Plan
Proprietary Product Certification – Traffic Cast Vehicle Detector
Rail Coordination Memo
SFRC 4-Track Right-of-Way Study Plans
South Florida Operating and Management Agreement (for SFRC)
Straight Line Diagrams
Routine Maintenance Pavement Conditions Table

5. **Plans**
Existing Plans and As-Builts

6. **Right of Way and Survey**
Aerials
Exhibits
Project Survey Control (Pending)
Right of Way Certification Memorandum
Right of Way Documents
Survey CADD Files

7. **Utilities**
Base Utility Map CADD File
Preliminary Utility Conflict Identification Sheets
Preliminary Utility Conflict Matrix
Testhole Data
UA/O Correspondence and Facility Markup Plans
Utilities Certification Memorandum (Sample)
Utility Contact Information
Utility Coordination Meetings
Utility Permit Reviews

8. **Toll Infrastructure**
Modified Special Provisions (MSP)
- Prosecution and Progress 8-14
- MOT 102-1
- MOT 102-5

Toll Site Technical Memorandum template

I. Introduction.

The Florida Department of Transportation (Department) has issued this Request for Proposal (RFP) to solicit

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competitive bids and proposals from Proposers for the design and construction of Phase 3B-2 of the Interstate 95 (I-95) Express Lane Project that extends from South of Glades Road at milepost 2.269 to South of Linton Boulevard at milepost 8.100 in Palm Beach County for a total distance of approximately 5.831 miles. The Project also includes improvements at the I-95 interchange with SR 808/ Glades Road and along SR 808/Glades Road from Renaissance Way at milepost 4.872
to West University Drive at milepost 6.083 and improvements at the I-95 interchange with CR 782/Linton Boulevard.

I-95 is part of the National Highway System, the Florida Intrastate Highway System (FIHS), and Florida's Strategic Intermodal System (FSIS). The 95 Express Lanes Project will provide additional capacity resulting in improved operational conditions, more reliable travel times, and reduced user delay. This Project is part of a larger network of existing and planned express lanes in southeast Florida.

A Project Development & Environment (PD&E) study was completed for the I-95 corridor which included preliminary engineering efforts, environmental analysis, and public participation. On July 21, 2010, the Federal Highway Administration (FHWA) approved the Type 2 Categorical Exclusion according to the National Environmental Policy Act (NEPA) of 1969. On May 1, 2013, FHWA approved a Design Change Reevaluation which is provided as Attachment G. A Preliminary Engineering (Design phase) Reevaluation was complete for the Glades Road Interchange improvements (FM#412420-4) with approval from FHWA on May 22, 2015 and is included in Attachment G. A Construction Advertisement Reevaluation is currently ongoing for this project and will be included in Attachment G when available.

The Project is located in southeast Palm Beach County, Florida and is situated within Townships 46 and 47 South and Ranges 42 and 43 East, traversing through the cities of Boca Raton and Delray Beach. Within the Project limits, I-95 is a north-south divided urban limited access facility with design speed of 70 mph and posted speed of 65 mph, generally consisting of a varying number of 12-foot HOV Lanes, General Use Lanes, and Auxiliary Lanes, 12-foot paved inside shoulders, and 12-foot (10 feet paved) outside shoulders in each direction. There are existing interchanges within the Phase 3B-2 limits at Glades Road, Spanish River Boulevard, Yamato Road, Peninsula Corp Drive (Congress Avenue), and Linton Boulevard. In addition, there are several existing I-95 bridge crossings including E-4 Canal, Clint Moore Road (over I-95), and C-15 Canal.

This Project is Phase 3B-2 of the Department's overall Phase 3 implementation of Express Lanes along the I-95 corridor within Broward and Palm Beach Counties. Phase 1 implemented Express Lanes from SR 112 to the Golden Glades Interchange in Miami-Dade County. Phase 2 implemented Express Lanes from the Golden Glades Interchange to the Broward Boulevard Park & Ride facility (with a single lane in each direction only between Stirling Road and Broward Boulevard). The Phase 3A-1 Express Lanes Project is currently under construction and is implementing Express Lanes from south of Broward Boulevard to north of Commercial Boulevard. The Phase 3A-2 Express Lanes Project is currently under construction and is implementing Express Lanes from north of Commercial Boulevard to south of SW 10th Street. The Phase 3B-1 Express Lanes Project is currently under construction and is implementing Express Lanes from south of SW 10th to south of Glades Road. The Phase 3C Express Lanes Project has recently been awarded to construction, and will extend from Stirling Road to south of Broward Boulevard (construction of a second Express Lane in each direction). Phase 3C also includes direct connect ramps between the 95 Express Lanes and the I-595 General Use Lanes and Express Lanes; and new median to median flyover ramps at the I-95 and I-595 Interchange, for northbound and southbound 95 Express to and from I-595 west of I-95 only. The Department is currently performing a Project Development and Environmental (PD&E) Study to evaluate the design and construction of direct

connect ramps to and from 95 Express and SW 10th Street.

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 Volume 1, Chapter 26 of the FDOT Plans 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 as described in Section V.B of this RFP.

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, in addition to the implementation of Tree Relocation activities as defined herein. Landscape construction, beyond Tree Relocation, 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 the Design-Build Firm's Landscape Architect, the District Landscape Architect and the Engineer will be required during the Design-Build plans development process to ensure landscape opportunities are accommodated within the construction limits. The DBLA shall be included in the project kick-off meeting and subsequent progress meetings.

Right of Way Acquisition

1. **Right of Way Furnished by the Department**

All Design-Build Firms who intend to submit proposals on the Project are restricted from discussing right of way acquisition with owners of private property to be acquired by the Department. The limits of all anticipated right of way acquisitions and easements required for the Project are provided as part of the Reference Documents. The Department will have all right of way for the Project acquired and ready for construction (cleared) by July 31, 2019.

2. **Additional Right of Way**

It is the Department's intent that all Project construction activities be conducted within the existing Right of Way and the right of way acquisitions and easements to be cleared by July 31, 2019. 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

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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.

Any additional Right of Way acquisition required for a Design-Build Firm Technical Proposal will require a design change / right of way reevaluation. The Design-Build Firm shall coordinate with the District Four Planning & Environmental Management (PL&EM) Office and provide any required information so that the District Four PL&EM Office can complete the reevaluation document for approval. Any time delays or costs associated with processing this reevaluation will be the responsibility of the Design-Build Firm

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.

Airport Requirements

A portion of the Project is located adjacent to the Boca Raton Airport (BCT), which has a single Runway 05-23. The Design-Build Firm shall coordinate project design and construction activities including compliance with all applicable requirements of the Federal Aviation Administration (FAA) in Title 14 Code of Federal Regulations (CFR), Part 77 (Part 77) and other FAA references herein, and Chapter 333, Florida Statutes, Airport Zoning (F.S. 333). The Design-Build Firm shall also coordinate with the City of Boca Raton and the Boca Raton Airport Authority (BRAA) to the extent required herein. The Project must comply with the airspace and land use requirements of F.S. 333 and Part 77 as they are written on the date of advertisement or as amended. These regulations apply to all permanent or temporary construction or alteration, including equipment or materials used and any permanent or temporary apparatus (Construction).

In developing the Concept Design package, the Department has utilize the FAA Notice Criteria Tool to determine if notice must be provided to the FAA of various points of the proposed Construction in accordance with 14 CFR Part 77, Subpart B, and if notice was required, the Department provided notice to the FAA by submitting FAA Form 7460-1 to obtain "Determinations", in accordance with 14 CFR Part 77, Subpart C, for points of the proposed Construction, identified in Reference Document 1. These include:

II. Submittal of FAA Form 7460-1 "Notice of Proposed Construction or Alteration" for permanent improvements
III. Submittal of FAA Form 7460-1 "Notice of Proposed Construction or Alteration" for temporary equipment

The Concept Design package contains copies of FAA Determinations which are provided as reference documents to this RFP. The Department's initial Determinations are for specific proposed locations and heights and therefore are of a conceptual and informational nature and should not be considered by the Design-Build Firm as required.

It is anticipated that the Design-Build Firm's concept for design plans and construction activities may result in a variation of the points utilized in the Determinations of the Concept Design package. As a result it will be necessary for the Design-Build Firm to obtain new Determinations for new points in accordance with Part 77.

The Design-Build Firm shall comply with Part 77, as set forth above, to obtain any new Determinations, as necessary. Copies of the Design-Build Firm's proposed design plans and construction activities and any

new Determinations shall be provided to the BRAA with a request to them to provide written comments within a specified period of time regarding any concerns that the proposed project design, construction activities, or new Determinations indicate that the project will adversely impact BCT airspace or operations. If any concerns are raised, the Design-Build Firm will notify the Department and convene a meeting of the above entities to discuss resolution of the concerns.

The Design-Build Firm should note that separate notices (Form 7460-1) are required for temporary and permanent work. The average processing time has historically been 90 days, with longer times required if additional information is requested by the FAA. It is recommended that the Design-Build Firm file its FAA Form 7460-1 electronically at the FAA website below to minimize the analysis time. Copies of all FAA Form 7460-1 and Determinations used or obtained by the Design-Build Firm shall be provided to the Department. If the Design-Build Firm receives any Determination of a "Hazard" the Department shall be immediately notified and provided a copy of the Determination.

The Determinations which are provided or obtained regarding the project may contain certain requirements and conditions to be complied with during the design and construction activities for the project. The Design-Build Firm shall be responsible for ensuring that these requirements and conditions are complied with in a timely manner.

Runway Protection Zone (RPZ) Alternatives Analysis

A portion of the proposed work is located in the RPZ of Runway 5-23 at BCT. The Design-Build Firm shall prepare and submit an RPZ Alternatives Analysis to the FAA Orlando Airports District Office (ADO), in accordance with FAA Memorandum: Interim Guidance on Land Uses Within a Runway Protection Zone, September 27, 2012.

Prior to submitting the analysis, the Design-Build Firm shall become familiar with the following documents:

FAA AC 150/5300-13, latest edition, Chapter 310

FAA Memorandum: Interim Guidance on Land Uses Within a Runway Protection Zone, September 27, 2012 and provided in Reference Document 1.

The analysis shall be submitted to the FAA Orlando ADO

The Design-Build Firm shall send a copy of the Alternatives Analysis submittal to the Department and the BRAA.

FAA Form 7460-2
At the completion of construction the Design-Build Firm shall submit FAA Form 7460-2 and the as-built drawings via this website:

https://oeaaa.faa.gov/oeaaa/external/portal.jsp

In the course of work required to produce the submittals identified above, it may be necessary to comply with additional requirements related to the design and construction activities. Below is a sampling of supplemental design guidance which may be pertinent to the work. This is not intended to be an all-inclusive list.

- FAA AC 70/7460-1 "Obstruction Marking and Lighting"
- FAA AC 150/5200-33, "Hazardous Wildlife Attractants On or Near Airports"
- FAA AC 150/5370-2, "Operational Safety on Airports During Construction"
- ACRP Report 93 "Understanding Airspace, Objects, and Their Effects on Airports"

Contacts for Communications

Boca Raton Airport Authority:
Clara Bennett
Executive Director
(561) 391-2202
clara@bocaairport.com
903 NW 35th Street
Boca Raton, FL 33431

Boca Raton Airport Air Traffic Control:
Watch Supervisor
bct@rvainc.com
(561) 392-8610

FAA Orlando ADO:

Miguel Martinez	Marisol Elliott
Program Manager	Program Manager
407-487-7235	407-487-7231
Miguel.Martinez@faa.gov	Marisol.Elliott@faa.gov

FAA Technical Operations:
West Palm Beach Service Support Center (SSC) Manager
(561) 275-1201

The Design-Build Firm shall maintain close contact with the BRAA, Air Traffic Control, and FAA (Contacts) throughout the life of the project. The Design-Build Firm shall copy the Contacts on all design milestone submittals and shall host a monthly meetings to update the Contacts on the project progress. In the construction phase, the frequency of communication may increase to daily during sensitive periods, such as during the erection of cranes.

FAA Technical Operations Coordination

Prior to construction, the Design-Build Firm shall submit the construction plans and schedule to FAA Technical Operations (Tech Ops) for BCT. Tech Ops will prepare and issue the 'Q75' document, which will provide instructions to the Design-Build Firm for coordinating construction activities with FAA.

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Equipment such as radios, CCTVs, cranes, and welding equipment can affect FAA communications and the 'Q75' document will minimize the risk of system disruption. The Design-Build Firm shall host a construction kickoff meeting and provide monthly status updates to Tech Ops.

Description of Work

The Project includes the conversion of the existing I-95 High Occupancy Vehicle (HOV) Lanes, widening, milling, resurfacing, overbuild, and/or reconstruction resulting in two tolled Express Lanes in each direction. The number of existing I-95 General Purpose Lanes and Auxiliary Lanes will remain the same. Access to the Express Lanes will be limited to designated ingress and egress locations as defined in the Summary of Scope provided in Reference Document 1. The Express Lanes will implement congestion based toll pricing. The facility will employ Electronic Toll Collection (ETC) via the Florida's Turnpike Enterprises (FTE) SunPass^{SM} system.

Project improvements include:

- Milling, resurfacing, overbuild, and widening of I-95 from south of Glades Road to south of Linton Boulevard to accommodate two additional Express Lanes in each direction.
- Construction of dual exits (Auxiliary Lane Exit Only coupled with a choice through/exit lane for the outside General Purpose Lanes) for the northbound and southbound exit ramps to Glades Road.
- I-95 Bridge widening over the C-15 Canal.
- Replacement of the Clint Moore Road Bridge over I-95 and the SFRC, including reconstruction of roadway approaches and construction of a Shared Use Path along Clint Moore Road.
- Milling, resurfacing, and restriping of I-95 from south of Glades Road to south of Linton Boulevard.
- Glades Road Bridge widening (eastbound and westbound) over Military Trail, South Florida Rail Corridor and I-95.
- Reconstruction of the Glades Road entrance ramps to both northbound and southbound I-95.
- Construction of a new ramp bridge over Airport Road to accommodate westbound Glades Road traffic accessing I-95 in both the northbound and southbound directions.
- Milling, resurfacing, and restriping Glades Road from Renaissance Way to West University Drive.
- Milling, resurfacing, widening and reconfiguration of I-95 southbound entrance ramp at Linton Boulevard.

Bridges and proposed bridge improvements are as described in the table below. Refer to the Concept Plans for the bridge locations.

Bridge No.	Bridge Description	Widening/Reconstruction
930247	Westbound Glades Road over I-95	Exterior Widening
930248	Eastbound Glades Road over I-95	Exterior Widening
930250	Spanish River Boulevard over I-95	None
930251	I-95 over E-4 Canal	None
930189	Southbound I-95 over Yamato Road	None
930201	Northbound I-95 over Yamato Road	None
930202	Clint Moore Road over I-95 and South Florida Rail	Full Bridge Replacement

Bridge No.	Bridge Description	Widening/Reconstruction
	Corridor	
930442	Peninsula Corp Drive over I-95	None
930184	Southbound I-95 over the C-15 Canal	Interior Widening
930445	Northbound I-95 over the C-15 Canal	Interior Widening
930499	Southbound I-95 over Linton Boulevard	None
930500	Northbound I-95 over Linton Boulevard	None
930245	Westbound Glades Road over Military Trail and South Florida Rail Corridor	Exterior Widening
930246	Eastbound Glades Road over Military Trail and South Florida Rail Corridor	Exterior Widening
TBD	Glades Road new ramp bridge over Airport Road	New Bridge

Proposed tolling improvements include design and construction of two new toll facilities and the associated support infrastructure at the locations identified in the Toll Siting Technical Memorandum (TSTM). The proposed infrastructure to support tolling includes a multidisciplinary design approach. The contractor shall review the GTR for a comprehensive identification of the tolling requirements for the design and construction of each complete toll site.

Other project improvements include, but are not limited to, the following: guardrail; barrier wall; attenuators; shoulder gutters; drainage; temporary and permanent retaining walls; reconstruction of impacted existing noise walls; new noise walls; sign structures; portable traffic monitoring sites; toll gantries and associated infrastructure including toll equipment buildings; Intelligent Transportation System (ITS); signing and pavement markings; express lane markers; lighting; signalization; ramp (metering) signals; utility relocation; and landscape relocation; and any additional items required to provide a complete highway system in accordance with all standard Department policies, procedures, and guidelines. The proposed infrastructure to support tolling includes a multidisciplinary design approach. The contractor shall review the GTR for a comprehensive identification of the tolling requirements for the design and construction of a complete toll site.

The Department has established the following Project goals and objectives:

- Minimize inconvenience to the traveling public during construction, for all elements of work, on I-95 and all cross streets and maintain pedestrian and bicycle access
- Maximize weave distances and overall system performance and operations along northbound and southbound I-95, for ingress and egress between I-95 General Use Lanes and the 95 Express Lanes.
- Operational functionality and system performance of the I-95 at Glades Road interchange improvements included with this project
- Maintain consistency and aesthetic appearances for all proposed improvements with all existing bridges and structures (substructure, superstructure, noise walls, retaining walls, etc.), for all elements of work
- Provide continuity of ITS, Signing, Traffic Control and Roadway Design throughout the construction limits and all phases of construction

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 No. 544. Within the construction 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.

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, local schools, railroad and the public.

The Design-Build Firm shall be responsible for designing and constructing this Project in accordance with this RFP, and by utilizing the Master Plans and Concept Design included in Reference Document 1 as a starting point for the design.

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 Four PL&EM Office any engineering information related to Design Change Reevaluations. The Design-Build Firm will not be compensated for any additional costs or time associated with Reevaluation(s) resulting from proposed design changes. These changes include, but are not limited to, changes in pond and mitigation sites, land use changes, environmental changes, and design changes (including changes in typical section). Any environmental evaluations, assessments, or studies required to be completed in support of the reevaluation are to be handled by the Department. The Design-Build Firm shall provide to the Department any engineering information necessary for the Department to complete the Reevaluation or environmental evaluation.

The Design-Build Firm may propose changes which differ from the approved Environmental Documents and/or the Concept Design. 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. The Design-Build Firm shall provide the required documentation for review and processing. Approved revisions to the configuration may also be required to be included in the Reevaluation of the National Environmental Policy Act (NEPA) document or 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. The Design-Build Firm must provide written notification of differing site conditions discovered during the design or construction phase of the Project 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 facia evidence that the Design-Build Firm has made an examination as described in this provision.

The Design-Build Firm shall be responsible for providing support documentation and data to the Department for the development of the FHWA Project Management Plan and Annual Financial Plan update for the Project.

The Design-Build Firm will be responsible for completing all utility coordination and relocation efforts with all involved utilities. The Design-Build Firm will be responsible for payment of the increased costs incurred by the utility owner when additional utility adjustments, relocations, installations and/or removal of facilities ~~when above and beyond the utility relocation work~~are required ~~for the base Project concept.~~as a result from deviating from the Concept Plans and the utility impacts depicted therein.

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.

Design-Build Firm responsibilities related to tolling are provided in the Attachment O - Florida's Turnpike Enterprise (FTE) General Tolling Requirements (GTR).

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 Design Change 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.

Department responsibilities related to tolling are provided in the Florida Turnpike Enterprise (FTE) General Tolling Requirements (GTR).

C. Bid Alternatives

The Department has established two (2) priorities in the form of bid alternatives to implement the I-95 Express, 3B-2 project. These alternatives begin with base project as Bid Alternative 1, as described in the RFP and RFP Attachments, and increase in scope until the maximum scope is achieved, as described below, with Bid Alternative 2. The alternatives in priority order are Bid Alternative 1 as being the lowest priority and Bid Alternative 2 as being the highest priority.

Bid Alternative 1 includes the Design and Construction of all of the work described in the RFP and all RFP Attachments (Base Project Scope)

Bid Alternative 2 includes all of the work described in Bid Alternative 1, as defined in the RFP and RFP Attachments and the addition of the following improvements;

- Replacement of all existing lighting within the I-95 corridor from south of Glades Road to south of Linton Boulevard.
- Glades Road milling and resurfacing from Butts Road to Renaissance Way, New Signalization at Glades Road and Renaissance Way, Glades Road eastbound outside widening from Airport Road to west University Drive, Glades Road eastbound to southbound right turn lane to West University Drive, and New Signalization at Glades Road and West University Drive

II. Schedule of Events.

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

Date	Event
~~May 29~~May31, 2018	Official Advertisement
June 21~~20~~, 2018	Letters of Interest for Phase I of the procurement process due in District Four Office by 12:00 pm local time
July 16, 2018	Proposal Evaluators submit Letter of Interest Scores to Contracting Unit 12:00 pm local time
July 19, 2018	Contracting Unit provides Letter of Interest scores and Proposal Evaluators comments to Selection Committee 12:00 pm local time
July 23, 2018	Public Meeting of Selection Committee to review and confirm Letter of Interest scores 9:00 am local time in the 3rd Floor Executive Conference

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	Room, District Four Headquarters, 3400 West Commercial Boulevard, Fort Lauderdale, FL 33309
July 23, 2018	Notification to Responsive Design-Build Firms of the Letter of Interest scores 11:00 am local time
July 25, 2018	Deadline for all responsive Design-Build firms to affirmatively declare intent to continue to Phase II of the procurement process ~~5~~by 12:00 pm local time
July 26, 2018	Shortlist Posting 11:00 am local time
August 6, 2018	Final RFP provided to Design-Build firms providing Affirmative Declaration of Intent to continue to Phase II of the procurement process
August 13, 2018	Mandatory Pre-proposal meeting at 10:00 am local time in District Four Headquarters Auditorium, 3400 West Commercial Boulevard, Fort Lauderdale, FL 33309.All Utility Agency/Owners that the Department contemplates an adjustment, protection, or relocation is possible are to be invited to the Mandatory Pre-Proposal meeting.
August 23, 2018	Deadline for Design-Build Firm to request participation in One-on-One Alternative Technical Concept Discussion Meeting No. 1 by 5:00 pm local time.
August 23, 2018	Deadline for Design-Build Firm to submit preliminary list of Alternative Technical Concepts prior to One-on-One Alternative Technical Concept Discussion Meeting No. 1 by 5:00 pm local time.
September 11, 12, 2018	One-on-One Alternative Technical Concept Discussion Meeting No. 1. 90 Minutes will be allotted for these Meetings.
September 21, 2018	Deadline for Design-Build Firm to request participation in One-on-One Alternative Technical Concept Discussion Meeting No. 2 by 5:00 pm local time.
September 21, 2018	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 by 5:00 pm local time.
October 10, 11, 2018	One-on-One Alternative Technical Concept Discussion Meeting No. 2. 90 Minutes will be allotted for this Meeting.
October 22, 2018	Deadline for Design-Build Firm to request participation in One-on-One Alternative Technical Concept Discussion Meeting No. 3 by 5:00 pm local time.
October 22, 2018	Deadline for Design-Build Firm to submit preliminary list of One-on-One Alternative Technical Concepts prior to Alternative Technical Concept Discussion Meeting No. 3 by 5:00 pm local time.
November 5, 6, 2018	One-on-One Alternative Technical Concept Discussion Meeting No. 3. 90 Minutes will be allotted for this Meeting.
November 13, 2018	Deadline for submittal of Alternative Technical Concept Proposals 5:00pm local time.
November 13, 2018	Final deadline for submission of requests for Design Exceptions or Design Variations.
November 26, 2018	Approved ATC's and approved Design Exceptions added to posted RFP by Addendum (if needed).

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November 28, 2018	One-on-One Alternative Technical Concept Discussion Meeting No. 4. 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 November 26, 2018 No other new ATC submittals will be accepted after November 26, 2018 deadline.
December 7, 2018	Deadline for submittal of Alternative Technical Concept Proposals for which the Department requested additional information and were not approved or for new ATCs that are a direct response to an Addendum issued on or after. Deadline is 5:00 pm local time.
December 12, 2018	DDE completes review of ATCs and notifies Design-Build Firms
December 14, 2018	Deadline for submittal of questions, for which a response is assured, prior to the submission of the Technical Proposal. All questions shall be submitted to the Pre-Bid Q&A website.
December 19, 2018	Deadline for the Department to post responses to the Pre-Bid Q&A website for questions submitted by the Design-Build Firms prior to the submittal of the Technical Proposal.
January 14, 2019	Technical Proposals due in District Office by 12:00 p.m. local time
January 14, 2019	Deadline for Design-Build Firm to "opt out" of Technical Proposal Page Turn meeting.
January 21, 2019	Technical Proposal Page Turn Meeting. Times will be assigned during the Pre-Proposal Meeting. 30 Minutes will be allotted for this Meeting.
February 22, 2019	Question and Answer Written Reponses. Deadline for the Department to provide a preliminary list of questions in advance/clarifications for the Design-Build Firm to answer.
February 25, 2019	Question and Answer Session in 3rd Floor Executive Conference Room, District Four Headquarters, 3400 West Commercial Boulevard, Fort Lauderdale, FL 33309. . Times will be assigned during the pre-proposal meeting. One hour will be allotted for questions and responses. ~~Deadline for submittal of Written Responses to the Department's questions/clarifications from the Design-Build Firm. 12:00 pm local time~~
March 5, 2019	Deadline for submittal of Written Responses to the Department's questions/clarifications from the Design-Build Firm. 5:00 PM local time
March 7, 2019	Deadline for submittal of follow up questions to previously submitted Written ~~Clarification letter following Question and Answer Session~~ Responses to the Department's questions/clarifications from the Design-Build Firm. 5:00 ~~pm~~PM local time
March 7, 2019	Deadline for submittal of questions, for which a response is assured, prior to the submission of the Price Proposal. All questions shall be submitted to the Pre-Bid Q&A website by 5:00 pm local time.
March 13, 2019	Deadline for the Department to post responses to the Pre-Bid Q&A website for questions submitted by the Design-Build Firms prior to the

	submittal of the Price Proposal.
March 20, 2019	Price Proposals due in District Office by 11:00 ~~am~~AM local time.
March 20, 2019	Deadline for Design-Build Firm to submit a written statement affirming their intention to comply fully with the requirements provided for in the Contract Documents as described in Section III.F of the RFP, by 5:00 pm local time.
March 20, 2019	Public announcing of Technical Scores and opening of Price Proposals at 11:00 am local time in District Four Headquarters Auditorium, 3400 West Commercial Boulevard, Fort Lauderdale, FL 33309.
March 25, 2019	Public Meeting of Selection Committee to determine intended Award
March 25, 2019	Posting of the Department's intended decision to Award at 11:00 am local time.
April 2, 2019	FHWA Concurrence to Award
April 23, 2019	Anticipated Award Date
May 3, 2019	Anticipated Execution Date

III. Threshold Requirements.

A. Qualifications

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

B. Joint Venture Firm

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

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recognized to execute bid bonds for contracts of the State of Florida. The Price Proposal guaranty shall stand for the Proposer's obligation to timely and properly execute the contract and supply all other submittals due therewith. The amount of the Price Proposal guaranty shall be a liquidated sum, which shall be due in full in the event of default, regardless of the actual damages suffered. The Price Proposal guaranty of all Proposers' shall be released pursuant to 3-4 of the Division I Design-Build Specifications.

D. Pre-Proposal Meeting

Attendance at the pre-proposal meeting is mandatory. Any ~~Proposer~~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 Department's 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 ~~one (1) hour~~thirty (30) minutes, for a page-turn meeting. FHWA will be invited on Federal Aid (FA) Oversight Projects. The purpose of the page-turn meeting is for the Design-Build Firm to guide the Technical Review Committee through the Technical Proposal, highlighting sections within the Technical Proposal that the Design-Build Firm wishes to emphasize. The page-turn meeting will occur between the date the Technical Proposal is due and the Question and Answer session occurs, per the Schedule of Events section of this RFP. The Department will terminate the page-turn meeting promptly at the end of the allotted time. The Department will ~~audiotape or videotape~~ record all of the page-turn meeting. All ~~audiotape or videotape~~ recordings will become part of the Contract Documents. The page-turn meeting will not constitute discussions or negotiations. The Design-Build Firm will not be permitted to ask questions of the Technical Review Committee during the page-turn meeting. An unmodified aerial or map of the project limits provided by the Design-Build Firm is acceptable for reference during the page-turn meeting. The unmodified aerial or map may not be left with the Department upon conclusion of the page turn meeting. Use of other visual aids, electronic presentations,

handouts, etc., during the page turn meeting is expressly prohibited. Upon conclusion of the ~~one (1) hour~~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 Session

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

Within one) 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.

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

G. Protest Rights

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

I. Waiver of Irregularities

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

1. Any design submittals that are part of a proposal shall be deemed preliminary only.

2. Preliminary design submittals may vary from the requirements of the Design and Construction Criteria. The Department, at their discretion, may elect to consider those variations in awarding points to the proposal rather than rejecting the entire proposal.

3. In no event will any such elections by the Department be deemed to be a waiving of the Design and Construction Criteria.

4. The Proposer who is selected for the Project will be required to fully comply with the Design and Construction Criteria for the price bid, regardless that the proposal may have been based on a variation from the Design and Construction Criteria.

5. Proposers shall identify separately all innovative aspects as such in the Technical Proposal. An innovative aspect does not include revisions to specifications or established Department policies. Innovation should be limited to Design-Build Firm's means and methods, roadway alignments, approach to Project, use of new products, new uses for established products, etc.

6. The Proposer shall obtain any necessary permits or permit modifications not already provided.

7. Those changes to the Concept Design 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

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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 will be responsible for the following:

- Contract administration
- Quality assurance compliance reviews of all work associated with the development and preparation of the contract plans and construction of the improvements – including recommendations based on undesirable, contaminated and/or hazardous materials
- Shop Drawing concurrence
- Construction Engineering and Inspection services
- Tolling responsibilities as described in the FTE GTR

L. Design-Build Contract

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

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

IV. Disadvantaged Business Enterprise (DBE) Program.

A. DBE Availability Goal Percentage:

The Department of Transportation has an overall, 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

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

C. **Bidders Opportunity List**:

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

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

V. Project Requirements and Provisions for Work.

A. Governing Regulations:

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

1. Florida Department of Transportation Roadway Plans Preparation Manuals (PPM)
   http://www.fdot.gov/roadway/PPMManual/PPM.shtm

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

3. Florida Department of Transportation Design Standards
   http://www.fdot.gov/roadway/DesignStandards/Standards.shtm

4. Florida Department of Transportation Standard Specifications for Road and Bridge Construction (Divisions II & III), Special Provisions and Supplemental Specifications
http://www.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 Drainage Design Guide
http://www.fdot.gov/roadway/Drainage/ManualsandHandbooks.shtm

9. Florida Department of Transportation Soils and Foundations Handbook
http://www.fdot.gov/structures/Manuals/SFH.pdf

10. Florida Department of Transportation Structures Manual
http://www.fdot.gov/structures/DocsandPubs.shtm

11. Florida Department of Transportation Current Structures Design Bulletins
http://www.dot.state.fl.us/structures/Memos/currentbulletins.shtm

12. Florida Department of Transportation Computer Aided Design and Drafting (CADD) Manual
http://www.fdot.gov/cadd/downloads/publications/CADDManual/default.shtm

13. Instructions for Design Standards
http://www.fdot.gov/structures/IDS/IDSportal.pdf

14. AASHTO – A Policy on Geometric Design of Highways and Streets
https://bookstore.transportation.org/collection_detail.aspx?ID=110

15. MUTCD – 2009 (as amended in 2012)
http://mutcd.fhwa.dot.gov/

16. Safe Mobility for Life Program Policy Statement
http://www.fdot.gov/traffic/TrafficServices/PDFs/000-750-001.pdf

17. Traffic Engineering and Operations Safe Mobility for Life Program
http://www.fdot.gov/traffic/TrafficServices/SafetyisGolden.shtm/

18. 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

19. Florida Department of Transportation Florida Sampling and Testing Methods
http://www.fdot.gov/materials/administration/resources/library/publications/fstm/disclai

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20. Florida Department of Transportation Flexible Pavement Coring and Evaluation Procedure http://www.fdot.gov/materials/administration/resources/library/publications/materialsmanual/documents/v1-section32-clean.pdf

21. Florida Department of Transportation Design Bulletins and Update Memos http://www.fdot.gov/roadway/Bulletin/Default.shtm

22. Florida Department of Transportation Utility Accommodation Manual http://www.fdot.gov/programmanagement/utilities/UAM.shtm

23. AASHTO LRFD Bridge Design Specifications https://bookstore.transportation.org/category_item.aspx?id=BR

24. Florida Department of Transportation Flexible Pavement Design Manual http://www.fdot.gov/roadway/PM/publicationS.shtm

25. Florida Department of Transportation Rigid Pavement Design Manual http://www.fdot.gov/roadway/PM/publicationS.shtm

26. Florida Department of Transportation Pavement Type Selection Manual http://www.fdot.gov/roadway/PM/publicationS.shtm

27. Florida Department of Transportation Right of Way Manual http://www.fdot.gov/rightofway/Documents.shtm

28. Florida Department of Transportation Traffic Engineering Manual http://www.fdot.gov/traffic/TrafficServices/Studies/TEM/tem.shtm

29. Florida Department of Transportation Intelligent Transportation System Guide Book http://www.fdot.gov/traffic/Doc_Library/Doc_Library.shtm

30. Federal Highway Administration Checklist and Guidelines for Review of Geotechnical Reports and Preliminary Plans and Specifications ~~https://www.fhwa.dot.gov/engineering/geotech/pubs/reviewguide/checklist.pdf~~

https://www.fhwa.dot.gov/engineering/geotech/pubs/reviewguide/checklist.pdf

31. AASHTO Guide for the Development of Bicycle Facilities https://bookstore.transportation.org/collection_detail.aspx?ID=116

32. Federal Highway Administration Hydraulic Engineering Circular Number 18 (HEC 18). https://www.fhwa.dot.gov/engineering/hydraulics/library_arc.cfm?pub_number=17&id=151

33. Florida Department of Transportation Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways http://www.fdot.gov/roadway/FloridaGreenbook/FGB.shtm

34. Florida Department of Transportation Project Development and Environment Manual, Parts 1 and 2 http://www.fdot.gov/environment/pubs/pdeman/pdeman1.shtm

35. Florida Department of Transportation Driveway Information Guide
http://www.fdot.gov/planning/systems/programs/sm/accman/pdfs/driveway2008.pdf

36. AASHTO Highway Safety Manual
http://www.highwaysafetymanual.org/

37. Florida Statutes
http://www.leg.state.fl.us/Statutes/index.cfm?Mode=View%20Statutes&Submenu=1&Tab=statutes&CFID=14677574&CFTOKEN=80981948

38. Florida Administrative Code, Chapter 14.51 (Florida's Highway Guide Sign Program)
http://florida.eregulations.us/rule/14-51

39. FDOT 2015 Interchange Access Request User's Guide
~~http://www.dot.state.fl.us/planning/systems/programs/SM/intjus/pdfs/FDOT%20IAURG%20March%202015%20PA.pdf~~http://www.dot.state.fl.us/planning/systems/programs/SM/intjus/pdfs/FDOT%20IAURG%20March%202015%20PA.pdf

40. FDOT 2014 Traffic Analysis Handbook
http://www.dot.state.fl.us/planning/systems/programs/SM/intjus/pdfs/Traffic%20Analysis%20Handbook_March%202014.pdf

41. 2010 Highway Capacity Manual, http://hcm.trb.org

42. Florida Department of Transportation Bicycle and Pedestrian Policies and Standards
http://www.dot.state.fl.us/safety/2A-Programs/Bike-Ped/PedBikeDesign.shtm

43. A Guide for Roadside Vegetation Management (current edition)
http://www.fdot.gov/maintenance/RDW/DOT%20Final%20(3)Turf%20Management%20Guide%20UF.pdf

44. State of Florida Open Roads Policy Agreement
http://www.dot.state.fl.us/trafficoperations/Traf_Incident/pdf/Open_Roads_Policy_FDOT_FHP.pdf

45. Turnpike Plans Preparation and Practices Handbook
http://www.floridasturnpike.com/design.html

46. Florida's Turnpike Enterprise (FTE) General Tolling Requirements (GTR)
http://www.floridasturnpike.com/design.html

47. FDOT 2016 Maintenance Rating Program Handbook
http://www.dot.state.fl.us/statemaintenanceoffice/RDW/MRP/MRPHandbook2016.pdf

48. Florida Department of Transportation Traffic Engineering and Operations Bulletins and Update Memos
http://www.fdot.gov/traffic/TrafficOps-Bulletins.shtm

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49. FAA Advisory Circular 70/7460-2K, "Proposed Construction or Alteration of Objects That May Affect the Navigable Airspace" http://www.faa.gov/documentlibrary/media/advisory_circular/ac%2070-7460-2k.pdf

50. FAA Advisory Circular 150/5200-33B, "Hazardous Wildlife Attractants on or Near Airports" https://www.faa.gov/documentLibrary/media/advisory_circular/150-5200-33B/150_5200_33b.pdf

51. FAA Advisory Circular 150/5370-2F, "Operational Safety on Airports during Construction" http://www.faa.gov/documentLibrary/media/Advisory_Circular/150_5370_2f.pdf

52. Florida Department of Transportation Express Lanes Handbook http://floridaexpresslanes.com/wp-content/uploads/2017/04/FDOT-Express-Lanes-Handbook.pdf

53. FDOT District 4 & 6 Regional ITS Architecture http://www.consystec.com/florida/d46/web/index.htm

54. SFRTA South Florida Rail Corridor Permits http://www.sfrta.fl.gov/south-florida-rail-corridor-permits.aspx

55. CSX Transportation Public Project Information for Construction and Improvement Projects that May Involve the Railroad ~~https://www.csx.com/index.cfm/library/files/about-us/property/public-project-manual/~~https://www.csx.com/index.cfm/library/files/about-us/property/public-project-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.

1. Alternative Technical Concept (ATC) Proposals

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

The ATC process allows innovation, flexibility, time and cost savings on the design and construction of Design-Build Projects while providing the best value for the public. Any deviation from the RFP that the Design-Build Firm seeks to obtain approval to utilize prior to Technical Proposal submission is, by definition, an ATC and therefore must be discussed and submitted to the Department for consideration through the ATC process. ATCs also include items defined in PPM Volume 1, Chapter 26.3.2. The proposed ATC shall provide an approach that provides equal to or better value 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:

- Design speeds
- Lane widths
- Pavement design (refer to Section VI.F.2 for further requirements)
- New Design Exceptions required or modifications to the intended scope of the Department for approved Design Exceptions already provided in the Attachments.
- Significant changes in scope as determined by the Department.

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

- Modifications to the horizontal or vertical alignments as depicted in the Concept Design more than 5 feet (refer to Section VI.G for further requirements)
- Horizontal and Vertical geometry related to the overall I-95 operations, such as maximizing the weave distances between ingress/egress points and the subsequent upstream or downstream service interchange ramps
- Horizontal and Vertical geometry and/or interchange configuration, related to the I-95 at Glades Road interchange
- All additional changes to the Concept Design or RFP that require a new or revised Design Variations.

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. ATC's proposing horizontal and vertical alignment changes greater than 5 feet from the Concept Design must include geometric information including curve data, superelevation calculations, horizontal stopping sight distance computations, and other pertinent data necessary to allow for a comprehensive review by the Department. In addition, any ATC that proposes alternative interchange configurations, ramps connections, number of through or turn lanes, etc. for the I-95 at Glades Road Interchange shall include a traffic operational analysis utilizing the SYNCHRO base files provided in Reference Document 1. SYNCHRO files provided in support of ATC's shall retain all of the same parameters, assumptions, and coefficients that are built into the SYNCHRO files provided in Reference Document 1. ATC SYNCHRO model files shall include all SYNCHRO input and output files and a report of the measures of effectiveness matching the Draft IMR provided in Reference Document 1.

e) Impacts: A preliminary analysis of potential impacts on vehicular traffic (during construction), environmental impacts, community impacts, safety, utilities, toll sites as detailed in the TSTM, and life-cycle Project and infrastructure costs, including impacts on the cost of repair, maintenance, and operation;

f) Risks: A description of added risks to the Department or third parties associated with implementation of the ATC;

g) Quality: A description of how the ATC is equal or better in quality and performance than the requirements of the RFP including the traffic operational analysis if requested by FDOT

h) Operations: Any changes in operation requirements associated with the ATC, including ease of operations;

i) Maintenance: Any changes in maintenance requirements associated with the ATC, including ease of maintenance;

j) Anticipated Life: Any changes in the anticipated life of the item comprising the ATC;

4. Review and Approval of ATC Submittals

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

Only ATC's that have been previously approved by the Department may be incorporated into the technical proposal submittal. References in the technical proposal submittal to an unapproved ATC will not replace the RFP requirements, will not be considered in the evaluation of the Technical Proposal, and will not receive additional consideration by the Department.

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 geotechnical requirements for toll facilities are provided in the FTE GTR. 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 included in the Project Commitments Table under ~~Reference Document~~Attachment 2 of this RFP. The commitments listed are relevant for the Phase 3B-2 Project which is classified by the North I-95 PD&E Study from Glades Road to Linton Boulevard.

The Design-Build Firm shall be responsible for coordinating with the Department as required to ensure that all Project Commitments are carried out. Any design change shall be evaluated by the Department to determine any associated additional environmental impacts and required actions as described in Section I.A of this RFP. In accordance with FDOT Topic No. 700-011-0350a (Project Commitment Tracking) and using the Department's Form 700-011-35 Project Commitment Record (PCR) provided in ~~Reference Document~~Attachment 2, the Design-Build Firm is directed to document, transmit, track, and update project commitments throughout design and construction. The Design-Build Firm shall coordinate updates with the District Four Environmental Liaison, Lynn Kelley at 954-777-4334.

E. Environmental Permits:

1. **Storm Water and Surface Water:**

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

2. **Permits:**

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

All applicable data shall be prepared in accordance with Chapter 373 and 403, Florida Statutes, Chapters 40 and 62, F.A.C.; Rivers and Harbors Act of 1899, Section 404 of the Clean Water Act, 23 CFR 771, 23 CFR 636, and parts 114 and 115, Title 33, Code of Federal Regulations. In addition to these Federal and State permitting requirements, any dredge and fill permitting required by local agencies shall be prepared in accordance with their specific regulations. Preparation of all documentation related to the acquisition of all applicable permits will be the responsibility of the Design-Build Firm. Preparation of complete permit

packages will be the responsibility of the Design-Build Firm. The Design-Build Firm is responsible for the accuracy of all information included in permit application packages. As the permittee, the Department is responsible for reviewing, approving, and signing, the permit application package including all permit modifications, or subsequent permit applications. 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 Drainage Design Office and the District Planning & Environmental Management (PL&EM) 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 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 identified in the following documents: SFWMD Environmental Resource Permit Application No. 161013-5 and United States Army Corps of Engineers Section 404 Dredge and Fill Permit Application No. SAJ-2016-01952. If any design modifications by the Design-Build Firm propose to increase the amount of wetland impacts such that mitigation is required, the Design-Build Firm shall be responsible for providing the Department information on the amount and type of wetland impacts as soon as the impacts are identified (including temporary impacts and/or any anticipated impacts due to construction staging or construction methods). Prior to submitting a permit modification to a regulatory agency, the Design-Build Firm shall provide the Department a draft of all supporting information. The Department will have up to 15 calendar days (excluding weekends and Department observed holidays) to review and comment on the draft permit package. The Design-Build Firm will address all comments by the Department and obtain Department approval, prior to submittal of the draft permit. The Design-Build Firm shall be solely responsible for all time and costs associated with providing the required information to the Department, as well as the time required by the Department to perform its review of the permit package, prior to submittal of the permit application(s) by the Design-Build Firm to the regulatory agency(ies).

Any additional 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:

Railroad coordination is required with the South Florida Regional Transportation Authority (SFRTA) who operates trains, performs maintenance, and provides dispatch within the Department owned South Florida Rail Corridor (SFRC) Right of Way for construction activities at the following locations:

- Locations of work within the project limits adjacent to southbound I-95 parallel to or crossing the railroad tracks from south of Glades Road to south of Linton Boulevard.
- Milling, resurfacing, restriping, and paving of the southbound on ramp from eastbound Linton to southbound I-95.
- Replacement of the Clint Moore Road Bridge over the SFRC railroad tracks.
- Glades Road Bridge widening over Military Trail and the SFRC railroad tracks and I-95.
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These activities may impact railroad operations due to construction work. The contact person is Mr. Maurice Borrows (Rail Coordinator - District Four). Mr. Borrows can be reached by phone at 954-777-4379 or email maurice.borrows@dot.state.fl.us .

The Department will conduct the required contract negotiations and assist the Design-Build Firm during plans review coordination with SFRTA. The corresponding Flagging Agreement, Preliminary Engineering Agreement, Change Order and/or Railroad Reimbursement Agreement will be executed between SFRTA, Palm Beach County and the Department. A Railroad Reimbursement Agreement may be required for traffic control plans review and other necessary coordination for the grade crossing at Linton Boulevard. Copies of the approved Agreements will be made available to the Design-Build Firm. The Design-Build Firm must comply with the terms of these and any other existing agreements. The Design-Build Firm must make the necessary arrangements with SFRTA at least 15 days prior to encroachments into the railroad corridor right-of-way.

Based on the Department's Concept Plans, it is anticipated that protective services (i.e., watchman or flagging services) furnished by SFRTA will be required for twenty (20) or more consecutive calendar days (long-term) and the Department has notified SFRTA. The Design-Build Firm shall submit schedule and schedule changes to the Engineer so the Department can coordinate the scheduling of protective services.

Information pertaining to SFRTA's requirements for South Florida Rail Corridor right of entry permits is included as a Governing Regulation under Section V.A and can be found at: www.sfrta.fl.gove/south-florida-rail-corridor-permits.aspx
http://www.sfrta.fl.gov/south-florida-rail-corridor-permits.aspx .

Included in Reference Document 4 are the SFRC 4-Track Right-of-Way Study Plans that illustrate the right-

of-way requirements associated with the future four track configuration. Temporary and permanent elements can encroach onto the existing and future SFRC right-of-way with the condition that they satisfy clearance requirements from the existing and future proposed tracks. All temporary and permanent encroachments onto the existing or future SFRC right-of-way shall be coordinated with the Department and SFRTA. For clearance requirements, refer to the CSX Transportation Public Project Information for Construction and Improvement Projects that May Involve the Railroad, Appendix "Overhead Bridge Criteria" included as a Governing Regulation under Section V.A of this RFP. Note that the CSXT "Overhead Bridge Criteria" are hereby amended as follows:

- For the Clint Moore Road Bridge, the Design-Build Firm shall provide for a minimum permanent vertical overhead clearance of 24.25 feet above top of rail, both existing and as shown in the 4-track master plan for the SFRC.
- For the Glades Road Bridge, the Design-Build Firm shall provide for permanent vertical overhead clearances that are not less than the existing vertical overhead clearances above top of rail.

Plans Review

Plan sheets are required for review by the railroad. Electronic plans shall be made available to the District Rail Administrator. The required sheets are:

1. Key Sheet
2. Typical Section(s)
3. Plan and Profile Sheet(s)
4. Signing and Pavement Marking Sheet(s)
5. Cross Section Sheets
6. Maintenance of Traffic Sheet(s)
7. Drainage
8. Structural Plans
9. Utility Plans
10. Other Plans as necessary to illustrate the nature of the work near or over the railroad

Plans and details impacting the railroad corridor Right of Way shall be submitted to the Department. Refer to Section V.I.5 of this RFP for submittal requirements. If any utilities are to be placed within the railroad corridor Right of Way, the Design-Build Firm shall provide details, specifications, and calculations for such installation as required by SFRTA for Permit approval. Information pertaining to SFRTA's requirements for South Florida Rail Corridor utility permits is included as a Governing Regulation under Section V.A and can be found at:
http://www.sfrta.fl.gov/south-florida-rail-corridor-permits.aspx .
The Design-Build Firm is advised that SFRTA requires between 30 to 45 calendar days, excluding holidays, to review any plans and shall plan accordingly.

Construction and Railroad Flagging Services

Two (2) weeks prior to the Pre-Construction meeting, the Design-Build Firm shall contact the Department of Transportation:

Mr. Maurice Borrows
Railroad Coordinator
Office of Modal Development
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309-3421
Telephone: 954-777-4379
Fax: 954-777-4095
maurice.borrows@dot.state.fl.us

In addition, the following individuals shall be notified and invited to the Pre-Construction meeting by the Construction Engineering and Inspection (CEI) Project Manager:

Ms. Brandy Creed, P.E.
Director of Engineering and Construction
South Florida Regional Transportation Authority
801 NW 33rd Street
Pompano Beach, Florida 32064
Telephone: 954-788-7927
Cell: 954-559-7957
creedb@sfrta.fl.gov

The Design-Build Firms bidding on this Project are advised that SFRTA has historically declined to answer any requests made by the bidders and shall plan accordingly. SFRTA will begin coordination with the Design-Build Firm once under contract with the Department.

The Design-Build Firm shall have a railroad flagman or watchman any time work is being done:

a. On or above the railroad corridor Right of Way
b. Within 25 feet from the nearest rail
c. If there is a risk of fouling the tracks (cranes encroaching on railroad corridor Right of Way)
d. Maintenance of Traffic impacts at a grade crossing
e. As required by the railroad

Costs associated with flagging services will be compensated directly to SFRTA by the Department as per a Flagging Agreement for the amount up to 5600 hours. The Design-Build Firm shall be responsible for the costs of any additional hours of flagging services utilized in excess of 5600 hours. These costs will be reduced from the Design-Build Firm's Lump Sum Contract amount as the costs are incurred. The flagging services will be available for day or night work.

The Design-Build Firm shall be responsible for coordinating and scheduling all necessary flagging operations with SFRTA.

Railroad Protective Insurance

The Design-Build Firm shall obtain Railroad Protective Insurance, as stated in the Railroad Reimbursement Agreement with SFRTA; "The Department will require its contractor to furnish Railroad Protective Public Liability and Railroad Protective Property Damage Liability Insurance in the combined amount of

$2,000,000 for all personal injuries, death, or for property damage, per occurrence arising during the policy period. The maximum dollar amounts of coverage to be reimbursed by federal funds, with respect to bodily injury, death, or property damage, is limited to a combined amount of $6,000,000 per occurrence unless approval for a larger amount by FHWA Division Administrator is made a part of this agreement. The Department will also require its contractor to furnish to the Department a Certificate of Insurance showing that the contractor carries liability insurance (applicable to the job in question) in the amount of $2,000,000 for all personal injuries, death, or property damage, per occurrence arising during the policy period. Such insurance is to conform with the requirements of the US Department of Transportation, Federal Highway Administration, Federal Aid Policy Guide, Subchapter G, Part 646, Subpart A, and any supplements thereto or revisions thereof."

Proof of insurance shall also be forwarded to Ms. Nikeisha Thomas at SFRTA:
thomasn@sfrta.fl.gov

The Design-Build Firm shall be responsible for complying with all applicable provisions of the SFRTA "Special Provisions" when working on, over, under or adjacent to the SFRC.

The Design-Build Firm shall be responsible for verifying and obtaining the policies, operating procedures and stand down time related to working adjacent to a railroad as it relates to and affects the work in this Project. Refer to Section VI.L of this RFP for Construction Time Restrictions.

This track is in use and will be in continuous operation during the performance of the work. It is anticipated that the work under this Contract will, except as hereinafter expressly provided, be done without interruption of or change in the regular schedule of operations of trains on the railroad. No work shall be done on or affecting the railroad until the Design-Build Firm has secured written permission to proceed from the SFRTA Engineer or Representative. The Design-Build Firm shall conduct its work in such a manner, and at such times and with such precautions and safeguards as the SFRTA Engineer or Representative may require, for the purpose of avoiding interference with the safe and continuous operations of the railroad, and of avoiding interference with or injury to passengers and employees or other persons. The Design-Build Firm shall at all times comply with the requirements of the SFRTA Engineer or Representative with respect to the disposal and handling of materials, placing of lights, use of scaffolding, shields and other structures, erection and operation of cranes, and with all other reasonable requirements to that end, such that interference with the safe and continuous operation of the existing facilities and interference with or injury to passengers, employees and other persons, and damage to their property or that of the Department may be avoided.

The Design-Build Firm shall be responsible for any costs associated with the tracks being out of service resulting from movement above and beyond that caused by required construction activities.

The Department will not pay the Design-Build Firm for downtime resulting from train traffic passing by the Project's working limits nor will additional contract time be granted for such downtime. The Design-Build Firm's bid contingency shall account for such downtime. In the event that SFRTA stops providing flagmen due to safety related reasons or due to violations of SFRTA work policies by the Design-Build Firm, the Department will not be responsible for the Design-Build Firm's downtime and any associated costs, regardless of the fact that the Department is responsible for providing flagging. If the Design-Build Firm believes that a situation will arise where Department policies and SFRTA policies will conflict, the

Design-Build Firm shall notify the Department for guidance on the issue.

If the installation of temporary crossings and/or temporary access roads is necessary during construction, the Design-Build Firm shall be responsible for providing the necessary survey, plans, details, and sketches. The Design-Build Firm shall be responsible for all fees of temporary private crossings and/or access roads. The Design-Build Firm shall be responsible for the cost and expense of construction work and materials to install and remove any temporary access roads, and any SFRTA associated cost. The Design-Build Firm shall pay SFRTA for construction of any required temporary private crossings.

If any permits are required by the railroad company, the Design-Build Firm shall provide the necessary application, survey, plans, details, and sketches. The Design-Build Firm shall be responsible for all fees for any permit application. Should a permit be denied, it is the Design-Build Firm's responsibility to make the changes necessary to obtain approval at no cost to the Department.

Information pertaining to SFRTA's requirements for South Florida Rail Corridor utility permits and right of entry permits is included as a Governing Regulation under Section V.A and can be found at: http://www.sfrta.fl.gov/south-florida-rail-corridor-permits.aspx .

Drainage Requirements within the Railroad Corridor Right of Way

Plans and details for any work performed within, above, below or affecting railroad property, facilities or Right of Way must be submitted to the Department and approved by SFRTA prior to any work being performed affecting the railroad property or facilities. If any utilities are to be placed within the railroad corridor Right of Way, the Design-Build Firm shall provide details, specifications, and calculations for such installation as required by SFRTA for permit approval.

The following minimum temporary clearances shall be maintained by the Design-Build Firm during construction:

1. Vertical - 24.25 feet above top of rail (ATR) (temporary) or not less than existing vertical clearances
2. Horizontal – 12 feet along tangent sections of track measured perpendicular to the track (temporary)

For all new bridge construction over the railroad and/or adjacent roadway construction, the Design-Build Firm shall comply with the following drainage requirements:

1. No stormwater shall be directed towards or allowed to stand or pond within the railroad corridor Right of Way. Earth swales, concrete, and asphalt gutters shall be used to convey stormwater to municipal or private collection systems or storage ponds outside the railroad corridor Right of Way. The Design-Build Firm is responsible for securing the appropriate stormwater discharge location.
2. If the roadway work will affect or require modification to any existing railroad drainage facilities through or parallel to the work, it will be the Design-Build Firm's responsibility to properly design and provide a drainage system to accommodate the existing drainage, while not promoting or directing any additional volume of stormwater onto the railroad corridor Right of Way.
3. No drainage structures (i.e. catch basins, manholes, junction boxes, etc.) shall be placed within the railroad corridor Right of Way.
4. All stormwater shall flow away from the railroad crossing surface and track structure. At no time shall any stormwater be directed towards the railroad crossing surface or track structure.

5. At no time will surface or bridge deck drainage be allowed to disperse or drain onto railroad property.
6. Downspouts, scuppers, and spillways will not be allowed to disperse or allow drainage onto railroad property at any time. All bridge drainage systems must convey stormwater off of and away from railroad property by use of a closed collection system such as piping or a closed channel type system. The Design-Build Firm is responsible for securing the appropriate stormwater discharge location.
7. Bridge drainage systems must prevent any drainage from entering into or causing erosion within the railroad corridor Right of Way and damaging any railroad facilities.

Railroad Requirements

The Design-Build Firm shall comply with the CSX Transportation Public Project Information for Construction and Improvement Projects that May Involve the Railroad, Appendix "Construction Submission Criteria" included as a Governing Regulation under Section V.A of this RFP, and with other SFRTA requirements including, but not limited to, the following requirements. These submittals shall be furnished a minimum of 45 calendar days prior to proposed operations:

1. Demolition Procedure
    a. The Design-Build Firm shall submit a detailed procedure for demolition of any structure or portion of any structure over or within the railroad corridor Right of Way.
    b. Furnish demolition plans for all demolition affecting the railroad corridor Right of Way. A copy of the demolition plans, crane charts, and supporting load calculations for 150% crane boom and swing capacity shall be submitted for review and approval by the railroad prior to performing demolition work. Demolition plans shall include details of temporary bracing if required at piers, abutments or other locations to resist overturning and/or buckling of beam/girder members. Demolition plans shall be prepared and sealed by a Professional Engineer Registered in the State of Florida and submitted to and approved by SFRTA prior to demolition.
    c. Existing obsolete bridge piers or other foundations located on the railroad corridor Right of Way shall be removed to a minimum of three feet (3'-0") below the finished grade or final ditch line invert.
    d. Demolition debris shield shall be installed prior to the demolition of a bridge deck or other relevant portions of a structure. The demolition debris shield shall be erected from the underside of the bridge deck over the track area to catch all falling debris. Demolition debris shield design and supporting calculations shall be submitted for review and approval by the railroad prior to performing demolition work. Demolition debris shield plans shall be prepared and sealed by a Professional Engineer Registered in the State of Florida and submitted to and approved by SFRTA prior to demolition.
    e. A ballast protective cover shall be placed over the ballast. Debris which collects on it shall be removed daily or as directed by the Railroad Field representative.
    f. All demolition debris on the railroad corridor Right of Way shall be removed daily or more often as directed by the Railroad Field representative.
    g. If demolition removal of the existing structure will consist of water jet cutting or similar method, the Design-Build Firm must provide and submit the method and collection system that will be put in place and the disposal method to prevent any of the dispensed/discarded

water or used substance from infiltrating or entering into the railroad corridor Right of Way. The Railroad Company's accepted collection system and disposal of discarded material will be at the Design-Build Firm's sole expense.

2. Excavation and Shoring
    a. Shoring may not be required if all of the following conditions are satisfied:
        i. Excavation does not encroach upon a 1½ horizontal: 1 vertical theoretical slope line starting 1'-6" below top of rail and at 12'-0" minimum from centerline of the track (live load influence zone).
        ii. Track is on level ground or in a cut section and on stable soil.
        iii. Excavation does not adversely impact the stability of an SFRTA facility as determined by the Engineer.
        iv. Shoring is not required by any governing construction code.
    b. If shoring is required: excavation plans shall be furnished showing sheeting and/or shoring prepared and sealed by a Professional Engineer Registered in the State of Florida and submitted to and approved by SFRTA prior to construction of the sheeting.
    c. Trench boxes are prohibited for use on SFRTA within the theoretical railroad live influence zone.
    d. All excavations and fall hazards on railroad corridor Right of Way shall be protected by handrail in conformance with American Railway Engineering and Maintenance-of-Way Association (AREMA) Specifications and pre-approved by Railroad.

3. Erection Procedure
    a. Furnish girder erection plans with load calculations for 150% crane broom and swing capacity, and provide plan of crane setup locations shown for loads over the railroad corridor Right of Way. Girder erection plans shall be prepared and sealed by a Professional Engineer Registered in the State of Florida and submitted to and approved by SFRTA prior to demolition.
    b. For erection of a structure over the tracks, the following information shall be submitted for review and acceptance by the Engineer, at least thirty (30) days prior to erection:
        - As-built beam seat elevations field surveyed upon completion of pier/abutment construction.
        - Current Top of Rail (TOR) elevations field measured at the time of as-built elevation collection.
        - Computations verifying the anticipated minimum vertical clearance in the final condition which accounts for all deflection and camber, based upon the current TOR and as-built beam seat elevations. The anticipated minimum vertical clearance shall be greater than or equal to that which is indicated by the approved plans. Vertical clearance (see definitions) is measured from TOR to the lowest point on the overhead structure at any point within six feet (6'-0") from centerline of the track. Calculations shall be signed and sealed by a Professional Engineer Registered in the State of Florida and submitted to and approved by SFRTA prior to demolition.
    c. Furnish details of proposed hoisting operations related to handling of piles for bridge substructure to include load calculations for 150% crane broom and swing capacity, and provide plan of crane setup locations shown for loads on the railroad corridor Right of Way. Pile handling plans shall be prepared and sealed by a Professional Engineer

Registered in the State of Florida and submitted to and approved by SFRTA prior to demolition.

4. If demolition removal of the existing structure or construction of the new structure will consist of pile-driving, hydraulic hammer, or similar methods that may cause excessive or undue vibration or movement affecting the Railroad facilities, property, or track structure, the Railroad may require that a sufficient vibration monitoring system be put in place for the specific work task or possibly the duration of the Project. The Railroad Company's accepted vibration monitoring system installation, monitoring, and reporting will be at the Design-Build Firm's sole expense.
    a. When work being performed has the potential to disrupt the track structure, a work plan must be submitted detailing a track monitoring program which will serve to monitor and detect both horizontal and vertical movement of the SFRTA track and roadbed.
    b. The program shall specify the survey locations, the distance between the location points, and frequency of monitoring before, during, and after construction. SFRTA reserves to the right to modify the survey locations and monitoring frequency as necessary during the project.
    c. The survey data shall be collected in accordance with the approved frequency and immediately furnished to the Engineer for analysis.
    d. If any movement has occurred as determined by the Engineer, SFRTA will be immediately notified. SFRTA, at its sole discretion, shall have the right to immediately require all contractor operations to be ceased, have the excavated area immediately backfilled and/or determine what corrective action is required. Any corrective action required by SFRTA or performed by SFRTA or its contractors including the monitoring of corrective action of the contractor will be at the Design-Build Firm's expense.
    e. The Design-Build Firm shall protect existing structures and utilities and perform pre- and post-construction surveys, vibration and settlement monitoring of existing structures in accordance with FDOT Specifications, Section 108 Protection of Existing Structures.

5. Barrier wall fencing over the railroad right of way will not be required.

Compliance with Railroad Safety and Roadway Worker Protection Program

All personnel performing work on SFRC Right of Way will be required to conform to the federal regulation covering On-Track Worker Safety. This includes the use of Personal Protection Equipment (PPE). PPE includes the following items:

1. Hard hat with reflective band
2. Safety glasses with side protection
3. High visibility safety vest with reflective band
4. Steel toed boots with minimum 6" cuff and non-slip tread

The Design-Build Firm shall be solely responsible for having all workers entering the Project site certified under the Contractor Safety and Roadway Worker Protection Training.

All personnel entering the railroad corridor Right of Way are required to comply with the requirements of the Federal Railroad Administration (FRA), Roadway Worker Protection, 49 Code of Regulation (CFR),

Part 214, including, without limitations, the training and qualification requirements, and with the FRA's On-Track Safety Program. The Design-Build Firm shall comply with FRA's rule regarding Roadway worker protection and shall also comply with any revisions to Railroad's On-Track Worker Safety Program. As required by the Regulation, the Design-Build Firm shall certify that all of the Design-Build Firm's personnel (and Subcontractors) working under this contract have received On-Track Contractor Roadway Worker Safety training through an approved course. The program must comply with the FRA Regulation, and the content of the course must be approved by the SFRTA Safety Program Administrator. Required safety training may be accomplished by either of the following two methods:

1. SFRTA authorized outside contractors may provide the training. SFRTA's Safety Program Administrator will approve all training courses for compliance with the regulation and SFRTA safety requirements.
2. The SFRTA Safety Program Administrator will provide the Design-Build Firm a list of the sources and the availability of SFRTA approved safety-training programs.

The Design-Build Firm is also responsible for maintaining the worker's certification up to date. Such certification shall be renewed annually.

The Design-Build Firm shall be responsible for making all necessary arrangements prior to any encroachments into the railroad corridor Right of Way.

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. This work must comply with the Minimum Technical Standards for Professional Surveyors and Mappers, Chapter 5J-17, Florida Administrative Code (F.A.C.), pursuant to Section 472.027, Florida Statutes (F.S.) and any special instructions from the Department. This survey also must comply with the Department of Environmental Protection Rule, Chapter 18-5, F.A.C. pursuant to Chapter 177, F.S~~., and the Department of Environmental Protection~~.

Existing bridges that are to be widened shall be surveyed by the Design-Build Firm to confirm existing cross slopes, widths, horizontal and vertical clearances, and all existing structural elements as necessary for the development of the Bridge plans.

Various sources of survey information within the construction limits are available for the Design-Build Firm's use in developing the construction plans. Refer to Reference Document 6 for survey coverage exhibits that define the survey information available and the approximate coverage limits. The Design-Build Firm shall be responsible for validating the adequacy of the available survey and additional survey needed to be provided by the Design-Build Firm to complete the Project.

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 reference information that has been provided is 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 reference 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, ramp signals, signalization, ITS, lighting, landscape, architectural, structural, and toll facilities. For toll facility subcomponent submittals, information on the surrounding area shall include at a minimum, roadway plans (typical sections, plan profile, cross sections, drainage, utility relocation), and traffic control plans for reference during the toll site review. Refer to the GTR for tolls subcomponent submittal requirements. The Department will designate in 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 plans shall be digitally signed using Department approved software by the Engineer of Record (EOR). The plans are then digitally signed by the Design Review Coordinator (DRC) from the Corridor Design Consultant (CDC) and by the FDOT Project Manager as "Released for Construction" (RFC). The submittal of RFC component plans shall not be comprised of a combination of stamped plans and digitally signed plans.

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All previous component plan phase submittal review comments shall be resolved prior to transmitting subsequent corresponding component plan phase submittals and resubmittals.

Plan submittal requirements related to tolling are provided in the FTE GTR.

Master Plans prior to Component Plans submittals:
Roadway (2 roll-plots)
Signing and Pavement Marking (2 roll-plots)
ITS/Tolling Master Plan (2 roll-plots)
Lighting Master Plan (2 roll-plots)
Landscape Opportunity Plans and Tree Relocation Plans (2 roll-plots)

The maximum width of the roll-plots shall be18". The maximum length of the roll-plots shall be 4'.

Minimum information to be provided on the roll-plots includes existing conditions and proposed features.

3 CD's containing the above information in .pdf format and the project directory containing all current DGN reference files

60% Component Plans – 3 CD's containing the following documents:
11" X 17" ITS Plans (in .pdf format and the project directory containing all current DGN reference files)

Maintenance of Communication (MOC) Plan

Refer to Section VI.O.5 of this RFP for the requirements associated with developing Contract Plan Notes in areas with known contamination at the 60% design stage.

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 (1 copy of the following documents)

Roadway Plans including Temporary Traffic Control Plans
11" X 17" Structure Plans
11" X 17" each component set (including Signing and Pavement Marking, Ramp Signals, Lighting, Signalization, Utility Adjustments, Tree Inventory Chart (prepared by the Department and updated by the Design-Build Firm's Registered Landscape Architect as applicable), Landscape Opportunity Plans, and Tree Relocation Plans)

as well as Lighting Design Analysis Software (AGI32) and Report 11" X 17" ITS Plans
11" X 17" Non-Accessible Gantry Plans (including Structural and Electrical) and 8.5" X 11" Structures Calculations
11" X 17" Toll Facility Plans (including Architecture, Civil, Structural, Mechanical, Electrical, Plumbing), 8.5" X 11" Calculations, and 8.5" X 11" Design Analysis Reports (including Mechanical and Electrical)
Final Geotechnical Report
Final Drainage Report
Final Bridge Hydraulic Report
ITS System Integration Plan
Documentation – Roadway
Documentation - Structures (including bridges, retaining walls, noise walls, sign structures, ITS structures, at a minimum)
Settlement and Vibration Monitoring Plan (SVMP) for Department acceptance and update throughout the construction period
Technical Special Provisions
Bridge Load Rating Calculations
Completed Bridge Load Rating Summary Detail Sheet
Load Rating Summary Form
Independent Peer Reviewer Firm's comments, design verification calculations, and the EOR's response to the Independent Peer reviewer's ~~signed and sealed cover letter that all comments have been addressed and resolved comments~~comments
3 CD's containing the above information in .pdf format and the project directory containing all current DGN reference files
Quality Assurance / Quality Control certification statement

Final Submittal (1 copy of the following documents)

Roadway Plans including Temporary Traffic Control Plans
11" X 17" Structure Plans
11" X 17" each component set (including Signing and Pavement Marking, Lighting, Signalization, Ramp Signals, Utility Adjustments, Tree Inventory Chart (prepared by the Department and updated by the Design-Build Firm's Registered Landscape Architect as applicable), Landscape Opportunity Plans and Tree Relocation Plans) as well as Lighting Design Analysis Software (AGI32) and Report
11" X 17" ITS Plans
11" X 17" Non-Accessible Gantry Plans (including Structural and Electrical) and 8.5" X 11" Structures Calculations
11" X 17" Toll Facility Plans (including Architecture, Civil, Structural, Mechanical, Electrical, Plumbing), 8.5" X 11" Calculations, and 8.5" X 11' Design Analysis Reports (including Mechanical and Electrical)
Settlement and Vibration Monitoring Plan (SVMP) for Department acceptance and update throughout the construction period
Signed and sealed Geotechnical Report
Signed and sealed Drainage Report

Signed and sealed Bridge Hydraulics Report
Documentation – Roadway
Documentation – Structures (including bridges, retaining walls, noise walls, sign structures, ITS structures, at a minimum)
1 Signed and sealed copy of the Bridge Load Rating Summary Detail Sheet
1 Signed and sealed copy of the Load Rating Summary Form
1 Signed and sealed copy of Construction Specifications Package or Supplemental Specifications Package
2 sets of electronic copies of Technical Special Provisions on CD
Independent Peer Reviewer's signed and sealed cover letter that all comments have been addressed and resolved.
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

3 CD's containing the above information in .pdf format and the project directory containing all current DGN reference files
ITS "Released for Construction" set in .dgn format
Quality Assurance / Quality Control certification statement

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. The Design-Build Firm shall provide a Utilities Certification Memorandum to the Department prior to the Released for Construction plan set being approved. Refer to Reference Document 7 for a sample Utilities Certification Memorandum.

As-Built Set:

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

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

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

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

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

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

The submittal of As-Built Plans shall be comprised of digitally signed plans only.

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.

Prior to any 90% ~~component~~Phase submittals or 90% Component submittals, the Design-Build Firm shall obtain approvals from the Department for the following items:

- Master Plans
- Pavement Design Package
- Typical Section Package
- Design Exception Package**
- Design Variation Package**

**Should Department approvals not be obtained by the 90% ~~component~~Phase submittals or 90% Component submittals, the Design-Build Firm shall obtain written Department concurrence for the submitted materials.

5. Railroad Coordination:

Three (3) sets of plans shall be provided by the Design-Build Firm to the District Rail Coordinator for railroad review. The required sheets shall include a Key Sheet, Typical Section(s), Plan and Profile Sheet(s), Rail-Highway Grade Crossing Detail Sheet(s), Signing and Pavement Marking Sheet(s), Cross Section Sheets, Bridge Structural Sheets, and Maintenance of Traffic Sheet(s). If any utilities are to be placed within the railroad corridor Right of Way the Design-Build Firm shall provide details, specifications, and calculations for such installation as required by SFRTA for permit approval. Information pertaining to SFRTA's requirements for South Florida Rail Corridor utility requirements and permits is included as a Governing Regulation under Section V.A and can be found at:
http://www.sfrta.fl.gov/south-florida-rail-corridor-permits.aspx .

J. Contract Duration:

The Department has established a Contract Duration of 1400 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 including shop drawings. The review and approval of Category 2 structures submittals and any required project reevaluation document submittals require 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 project schedule shall as a minimum, include the ITS and tolling milestone activities described in Section 1.7 (ITS Project Schedule) of Attachment ~~K~~L, Design-Build Functional Requirements for ITS Deployment.
The Department will perform the review of Foundation Construction submittals in accordance with Section 455.

Refer to Section VI.L of this RFP for information pertaining to sequence of construction and other schedule related items.

Refer to Section 8 of the Division I Design-Build Specifications (Attachment B) for incentive-disincentive provisions.

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

- Events at Florida Atlantic University, including sporting events and concerts
- Events at Mizner Park Amphitheatre, including special events and concerts

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
- Anticipated Pre-Construction Conference
- Initial Design Workshop
- Design Progress Workshop
- Design Submittals
- Permit Submittals
- Environmental Permit Acquisition
- Utility Coordination and Relocation(s)
- Railroad Coordination and Approval(s)
- 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
- Widening
- Milling
- Paving
- Sign Structure and Toll Gantry Foundation Design
- Sign Structure and Toll Gantry Foundation Construction
- Sign Structure Construction
- Toll Gantry Structure Construction
- Bridge Substructure Design
- Bridge Substructure Construction
- Bridge Superstructure Design

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- Bridge Superstructure Construction
- Retaining Wall Design
- Retaining Wall Construction
- Noise Wall Design
- Noise Wall Construction
- Roadway Design
- Roadway Construction
- Signing and Pavement Marking Design
- Signing and Pavement Marking Construction
- Signalization Design
- Signalization Plans
- Ramp Signalization (Metering) Design
- Ramp Signalization (Metering) Construction
- Temporary Intelligent Transportation System
- Intelligent Transportation System Design
- Intelligent Transportation System Construction
- Intelligent Transportation System Testing
- Lighting Design
- Lighting Construction
- Landscape (Tree Relocation) Design
- Landscape (Tree Relocation) Construction
- Toll Kickoff Meeting
- Toll Site Permit Submissions (per site)
- Tolling Infrastructure and Toll Equipment Building Design and Building Permits
- Tolling Infrastructure and Toll Equipment Building Construction
- Primary Toll Site Walk Through (per site)
- Operational Testing Walk Through (per site)
- TEC Installation and Testing (per site)
- 30 Consecutive Working Days Notice to FTE prior to Toll Equipment Installation Period
- 21 Working Days per toll site, per mainline direction of travel or ramp movement for TEC Toll Equipment Installation and Testing
- 35 Consecutive Working Days for End to End Testing, per direction of travel
- Maintenance of Traffic Design
- 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
- Final Signed and Sealed As-Built Plans Submittal Date
- Opening of Express Lanes

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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:

- Design Workshops
- Department technical issue resolution meetings
- Public agency coordination meetings
- Local government agency coordination meetings
- Scoping meetings
- System Integration Meetings
- Contamination coordination meetings
- Progress meetings
- Utility meetings
- Public meetings
- Project/stakeholder coordination meetings
- Adjacent project coordination meetings
- Maintaining Agency Coordination Meetings
- Toll Meetings

During design, the Design-Build Firm shall meet with the Department's Design and Construction Project Manager every two (2) weeks to provide a two-week and one-month look ahead of the activities to be completed during the upcoming two-week and one-month period.

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

The Design-Build Firm shall meet with the Department's Project Manager at least thirty (30) calendar days before beginning system integration activities. The purpose of these meetings shall be to verify the Design-Build Firm's ITS 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 prior to beginning system integration activities.

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. The Department District Four Construction Districtwide Public Information Consultant (D4 Construction PIC) will carry out a comprehensive Public Involvement Campaign through construction and a marketing effort prior to launch. The Design-Build Firm shall continue to be part of the Public Involvement effort but on a limited basis as described below.

2. **Community Awareness:**

The Design-Build Firm shall review and comment on a Community Awareness Program provided by the D4 Construction PIC for the Project. Final review and approval will be obtained from the Department District Four Public Information Director.

3. **Public Meetings:**

The Design-Build Firm shall provide all support necessary for the D4 Construction PIC to plan and hold various public meetings, which may include:

- Kick-off or introductory meeting
- Design/Noise Workshops
- County Commission meetings, City Commission meetings, Palm Beach Transportation Planning Agency (TPA) Board and Committee Meetings as requested
- Public Information meetings
- Construction Open House meetings
- Special interest groups (private groups, homeowners associations, environmental groups, minority groups and individuals)

The Design-Build Firm shall include attendance at two (2) 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 that includes display boards, printed materials, etc., and information necessary for the day-to-day exchange of information with the public, all agencies and elected officials to support the D4 Construction PIC 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/D4 Construction PIC. The Design-Build Firm shall forward all requests for group meetings/presentations to the D4 Construction PIC. The Design-Build Firm shall inform the D4 Construction PIC of any meetings with individuals that occurred without prior notice within twenty-four (24) hours of occurrence.

All legal/display ads announcing workshops, information meetings, and public meetings will be prepared and paid for by the D4 Construction PIC.

The Department will be responsible for the legal/display advertisements for design concept acceptance. The D4 Construction PIC will be responsible for preparing and mailing (includes postage) for all letters announcing workshops and information meetings.

4. **Public Involvement Data:**

The Design-Build Firm is responsible for the following:

- Coordinating with the D4 Construction Public Involvement Consultant.
- Providing required expertise (staff members) to assist the D4 Construction 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, phone logs, and other direct contacts before, during and after any of the public meetings. Articles such as those mentioned shall be provided to the D4 Construction PIC for their use and records.

5. **Media and Public Inquiries:**

If requested, the Design-Build Firm shall prepare responses to any elected official, public or media inquiries as a result of the public involvement process. The District Four Public Information Director and Project Manager shall review all responses prior to release.

P. Quality Management Plan (QMP):

1. **Design:**

The Design-Build Firm, including subconsultants, 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 QMP shall identify the QC Manager and QA Officer. 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 included with each review submittal. The responsible Professional Engineers or Professional Surveyor that performed the Quality Control review, as well as the QC Manager and QA Manager will sign a statement certifying that the review was conducted in accordance with the procedures contained in the QMP.

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

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

2. **Construction:**

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

The sampling, testing and reporting of all materials used shall be in compliance with the Sampling, Testing

and Reporting Guide (STRG) provided by the Department. The Design-Build Firm will use the Department's database(s) to allow audits of materials used to assure compliance with the STRG. The Department has listed the most commonly used materials and details in the Department's database. When materials being used are not in the Department's database list, the Design-Build Firm shall use appropriate material details from the STRG to report sampling and testing. Refer to the 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 FDOT Specification 105.

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

P. FHWA Project Management Plan (PMP) / Financial Plan

In accordance with FHWA Major Project Guidelines, the Department is required to prepare a Project Management Plan (PMP) and a Financial Plan Annual Update (FPAU) for the Project. The PMP defines the roles, responsibilities and procedures for Project implementation. The FPAU documents Project scope, cost and/or funding changes on an annual basis. Refer to Reference Document 4 for the 95 Express Lanes Project Management Plan Update. The PMP will need to be updated subsequent to the execution of the contract and prior to initiating construction activities. The Financial Plan will be updated on an annual basis until construction has been completed. The annual updates to the Financial Plan will require FHWA approval. The Department will be responsible for the preparation and submittal of the updated 95 Express Lanes Project PMP and the FPAU's. The Design-Build Firm shall be responsible for providing support documentation and data to the Department for the development of the documents.

Q. Liaison Office:

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

R. Engineers Field Office: Not Applicable

S. Schedule of Values:

The Design-Build Firm is responsible for submitting estimates requesting payment. Estimates requesting payment will be based on the completion or percentage of completion of tasks as defined in the Schedule of Values. Final payment will be made upon Final Acceptance by the Department of the 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.

The archived submittal shall also include either a Transportation Injury Mapping System (TIMS) database file, Enterprise Document Management System (EDMS), CADD Index file (generated from RDMENU) or documentation that shall contain the Project history, file descriptions of all (and only) Project files, reference file cross references, and plotting criteria a (e.g. batch, level symbology, view attributes, and display requirements). A printed directory of the archived submittal shall be included.

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.

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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,
- Approach slabs
- Superstructure
- Substructure
- Signing and ITS Systems
- Signalization
- Ramp Signals
- Lighting
- Concrete defects
- Structural steel defects
- Post-tensioning systems
- And any other products or features the Design-Build Firm desires.

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

The Design-Build Firm shall guarantee the performance of all structural components in accordance with Section 475, Value Added Bridge Component, included as Attachment F.

X. Adjoining Construction Projects:

The Design-Build Firm shall be responsible for coordinating construction activities with other construction projects that are or may be impacted by this Project to ensure design, maintenance of traffic, construction phasing, incident management, and maintenance responsibility compatibility. This includes projects under the jurisdiction of local governments, the Department, or other local, regional and state agencies.
Adjacent projects include:

- 95 Express Lanes – Phase 3B-1 Project (FPID Nos. 433108-6-52-01 and 433109-4-52-01)

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- Clint Moore Road Shared Use Path (FPID No. 438388-1-52-01)

This list is not intended to be all inclusive, and it will be the Design-Build Firm's responsibility for determining the complete inventory of adjoining projects (present and planned) and the required coordination.

The Department will establish within 60 days after NTP, bi-weekly Project/stakeholder coordination meetings to include Department personnel and other adjacent project engineers and contractors for design and construction coordination. The Design-Build Firm shall participate in the bi-weekly Project/stakeholder coordination meetings. The meetings will be structured to discuss Project issues that affect stakeholders in the vicinity of the Project, and will include discussions regarding: maintenance of traffic; upcoming construction activities; design issues relative to adjacent Department projects and Palm Beach County projects, cities of Boca Raton and Delray Beach projects, and private contracts in the vicinity of the Project area; and stakeholder concerns. The Design-Build Firm shall attend the meetings and be prepared to answer questions and discuss their current maintenance of traffic requests, and identify any upcoming maintenance of traffic plans they intend to submit for the next two (2) week look ahead period. The Department will prepare the agenda and provide written progress reports after each meeting that describes the items of concern, work performed, any resolutions, and summary of decisions made at the meetings. The Design-Build Firm shall prepare a two (2) week look ahead schedule for these meetings with activities to be performed; critical interfacing milestones; maintenance of traffic lane closures required; drainage and permit coordination for design, construction and commissioning of ITS devices; and other agency coordination.

Using the current accepted baseline schedule prepared, the Design-Build Firm shall prepare a two (2) week look ahead schedule for those items of interface work activities that could be impacted, hindered, or delayed due to work in the vicinity of the adjacent projects. In addition, any discrete activity with durations longer than two (2) weeks shall be listed. The Design-Build Firm shall update the two (2) week look ahead schedule weekly throughout the Project.

95 Express Lanes Phase 3B-1 Project
The Design-Build Firm shall be responsible for coordinating design and construction activities with the 95 Express Lanes Phase 3B-1 Project (FPID Nos. 433108-6-52-01 and 433109-4-52-01) located directly to the south of the Phase 3B-2 Project to ensure design, maintenance of traffic, construction phasing, incident management, and maintenance responsibility compatibility. This project also includes ramp signaling for I-95 at the Palmetto Park Interchange.

All work associated with coordinating the design and construction, and related field work necessary to make suitable connections adjoining the Phase 3B-2 Project shall be considered with the Proposed Contract Time and included in the Bid Price Proposal. This includes all permanent and temporary features including but not limited to: roadway and shoulder pavement; embankment; drainage; retaining wall; barrier wall; noise wall; signing; pavement markings; lighting; ITS; and erosion control, as well as all traffic control required for all elements of work.

Y. Issue Escalation

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

processed as described below unless revised by a project specific Partnering Agreement:

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

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

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

Z. Incident Management Responsibilities:

Incident management within the I-95 Project limits will be the responsibility of the Department's existing Incident Management Program with the exception of those responsibilities listed below. The Design-Build Firm shall be responsible for Long-Term Maintenance of Traffic associated with incident management activities (including any incident within the construction limits that requires traffic control items to be placed outside of the construction limits) along the I-95 corridor 210 days after NTP or once mobilization for construction begins, whichever occurs first, until Final Acceptance by the Department. Long-Term Maintenance of Traffic is defined as any lane blocking event lasting more than 60 minutes. The Design-Build Firm shall provide a qualified supervisor to be available twenty-four (24) hours per day, seven (7) days per week for incident management coordination and support.

The Design-Build Firm shall notify and assist the Department with traffic incidents during the construction and management of the Project, including but not limited to, contamination or hazardous materials release associated with traffic incidents, unauthorized dumping or similar incidents. The current Service Patrol Program will remain in service throughout the duration of the contract and will be funded by others. The service patrol concept, known today as Road Rangers, is a free service offered by the Department and its

partners used for the management of vehicles for all types of incidents. The Road Rangers provide a direct service to motorists by quickly clearing travel lanes of minor incidents and assisting motorists. The Road Rangers and Florida Highway Patrol will provide short term maintenance of traffic for up to 60 minutes. The Design-Build Firm shall provide Long-Term Maintenance of Traffic (defined as all maintenance of traffic equipment setup and operational) within 60 minutes of any incident and such maintenance of traffic shall remain in place until the area is safe to reopen to traffic. If any incident causes the need for a detour route off the interstate system, the Design-Build Firm shall provide, install, and manage all maintenance of traffic features necessary to move traffic through the detour until I-95 is safe to reopen to traffic. Failure to comply with these requirements will result in the following deductions:

Deficiency Identification
Failure to properly respond to incidents/events as required in Section V.BB of this RFP.

Time Allowed/Criteria
Respond to incidents/events within 60 minutes from the notification from the Traffic Management Center.

Deduction
$5,000 per hour, prorated, per incident/event. Adjustments for violation deductions will be made against monthly invoicing.

In the event that any suspect contaminated and/or hazardous materials are encountered during construction, or if any spill of contaminated and/or hazardous material not caused by the Design-Build Firm's actions occurs, the Design-Build Firm shall stop work immediately and notify the Department's Project Manager who will coordinate with the District Operations Center.

The Design-Build Firm shall include the cost of coordinating and performing said responsibilities in their Bid Price Proposal and also include these activities in the Schedule of Values.

AA. Service Patrol Responsibilities:

The Design-Build Firm shall be responsible for cooperating, coordinating, and assisting with the Department's existing contractor(s) in meeting the goals of the "Open Roads Policy" agreement with the Florida Highway Patrol. See Section V.BB of this RFP for additional criteria and requirements.

The Design-Build Firm shall include the cost of coordination in their Bid Price Proposal and also include these activities in the Schedule of Values.

BB. Emergency Management Responsibilities:

The Design-Build Firm shall refer to Section 7.6 of the FDOT Construction Project Management Administration Manual (CPAM) regarding responsibilities and payment for any advance preparation, repairs, replacement, etc. required as a result of natural disaster, catastrophic or emergency response events. Additional compensation for emergency management activities during a Governor's declared state of emergency will be at the sole discretion of the Department's District Construction Engineer and will be subject to participation by FHWA under the Emergency Relief program or Federal Emergency Management Agency under its disaster reimbursement procedures. Reimbursement for eligible emergency response

work will be handled with a separate emergency contract. Otherwise, the Design-Build Firm will not receive any additional compensation. The Department authorizes the Design-Build Firm to pursue damage claims of costs incurred in response to non-natural disasters against the individual or entity which caused damages, or their insurers. Emergency management responsibilities will commence 210 days after the NTP or once mobilization for construction begins, whichever occurs first, and shall continue until Final Acceptance by the Department.

The Design-Build Firm shall include the cost of performing said responsibilities in their Bid Price Proposal and also include these activities in the Schedule of Values.

CC. Routine Maintenance Responsibilities:

The Department Asset Maintenance Contractor shall be responsible for routine maintenance within the Department's Right of Way during the construction period. The Design-Build firm shall provide the Asset Maintenance Contractor sufficient access (pull off areas, temporary gates, temporary traffic control devices or other temporary accommodations as necessary) for their responsibilities as it relates to landscape maintenance, mowing, litter, chemical vegetation control, bridge inspections and bridge repairs. Third party damages to all installed material and to all existing FDOT assets within active maintenance of traffic zones shall be covered per the FDOT Specifications and shall be restored by the Design-Build firm. Third party damages to existing property occurring outside of active maintenance of traffic zones will be the Asset Maintenance Contractor's responsibility to restore to a condition equal or better than the existing at the time such damage occurred. The Design-Build Firm shall coordinate access to all maintenance areas throughout the duration of this Project. Areas that have been cleared and grubbed or otherwise altered that would prevent access by the Asset Maintenance Contractor at any point in time during construction are the responsibility of the Design-Build Firm to maintain, including litter removal, mowing, turf establishment, and erosion repairs. The Design-Build Firm shall be responsible for all maintenance within these disturbed areas until either Partial Acceptance or Final Acceptance by the Department.

The Design-Build Firm shall provide gates with locks at access points from local roads to the I-95 limited access Right of Way to gain access to swales, retaining walls, and noise walls. The fence gate size and location shall be coordinated and approved by the Department and FHWA prior to installation.

All defects in workmanship caused by the Design-Build Firm will be the Design-Build Firm's responsibility. All damage anywhere within the construction limits caused by the Design-Build Firm will be the Design-Build's Firm responsibility for repair.

The Design-Build Firm shall fully cooperate with the Department's staff, and/or maintenance contractor and shall provide unobstructed access to areas where the Department is responsible for maintenance activities. The Design-Build Firm shall coordinate reasonable time frames with the existing maintenance contractor for bridge work order lane closure requirements and for access for bi-annual bridge inspections. Damage to bridge structures by the Design-Build Firm shall be repaired within 30 days of notice unless emergency conditions require immediate corrective action.

The local agencies will continue maintenance within the interchanges as outlined in the referenced local agency maintenance agreements if possible. Where areas have been modified and/or are within an active work zone, The Design-Build Firm shall perform all routine maintenance activities. The Design-Build Firm

shall provide proper coordination with the local agency and their Landscape Contractor responsible for the maintenance.

VI. Design and Construction Criteria.

A. General:

The Design-Build Firm shall schedule and participate in two (2) design workshops (Initial and Design Progress) prior to any 90% submittal. The Initial Workshop will occur shortly after the NTP and will focus on the resolution of technical issues and/or comments relating to the Technical Proposal. The Design Progress Workshop will be held at the approximate 60% design completion stage when the roadway and drainage design will be substantially complete. In addition to the roadway and drainage design progress, the agenda will include review of the Roadway Master Plan, Signing and Pavement Marking Master Plan, Lighting Master Plan, Landscape Opportunity Plans and Tree Relocation Plans, 60% ITS Plans, Toll Facility Plans, Signalization Plans, Ramp Signal Plans, and the approach for upcoming 90% component submittals.

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

B. Monitor Existing Structures:

The Design-Build Firm shall be responsible for the identification of and coordination with all settlement, vibration and groundwater sensitive sites impacted by the Work for the duration of the construction period. Refer to Work Restrictions under Section VI.N of this RFP for information regarding sensitive business sites that may require monitoring.

The Project area includes, but is not limited to, nearby residences, hotels, parks, schools, and religious facilities that may be affected by construction activities.

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, vibration and groundwater thresholds equivalent to or lower than the Department Specification requirements for all construction activities, including vibratory compaction operations and excavations.

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

Inspection and Settlement Monitoring

- Identify any existing structures that will be inspected and monitored for settlement during the construction period.

- Identify any existing structures that require pre-construction and post-construction surveys.

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

Vibration Monitoring

- Identify any existing structures that will be monitored for vibrations during the construction period.

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

Groundwater Monitoring

- Identify any existing structures that will be monitored for groundwater lowering during the construction period.

- Establish the maximum groundwater lowering limits. The maximum groundwater lowering levels stated for existing structures shall not be exceeded.

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

C. Geotechnical Services:

Driven Pile Foundations for Bridges and Major Structures

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

- Clint Moore Road Bridge over I-95 (minimum 1 test)
- NB I-95 over C-15 Canal (minimum 1 test)
- SB I-95 over C-15 Canal (minimum 1 test)
- New Ramp Bridge over Airport Road (minimum 1 test)
- Westbound Glades Road over I-95 (minimum 1 test)
- Eastbound Glades Road over I-95 (minimum 1 test)
- Westbound Glades Road over Military Trail and South Florida Rail Corridor (minimum 1 test)

- Eastbound Glades Road over Military Trail and South Florida Rail Corridor (minimum 1 test)
- Two Toll Gantries (minimum 1 test each)

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

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

Drilled Shaft Foundations for Bridges and Miscellaneous Structures

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

- Clint Moore Road Bridge over I-95 (minimum 1 test)
- NB I-95 over C-15 Canal (minimum 1 test)
- SB I-95 over C-15 Canal (minimum 1 test)
- New Ramp Bridge over Airport Road (minimum 1 test)
- Westbound Glades Road over I-95 (minimum 1 test)
- Eastbound Glades Road over I-95 (minimum 1 test)
- Westbound Glades Road over Military Trail and South Florida Rail Corridor (minimum 1 test)
- Eastbound Glades Road over Military Trail and South Florida Rail Corridor (minimum 1 test)
- Two Toll Gantries (minimum 1 test each, per upright)

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

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

Spread Footings Foundations

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

1. Evaluating the effects of construction activities on nearby foundations and reporting the findings and conclusions to the Department.
2. Evaluating geotechnical conditions and designing the spread footing.

3. 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.
4. Inspecting and documenting the spread footing construction.
5. Submitting Foundation Certification Packages in accordance with the specifications.
6. Providing safe access, and cooperating with the Department in verification of the spread footing, both during construction and after submittal of the certification package.
7. Complying with the toll gantry foundation requirements provided in the FTE GTR.
8. Due to the high variability of soil, a minimum of two (2) borings must be performed for each spread footing to a minimum depth as specified in the Soils and Foundations Handbook (SFH). Where rock is encountered, successive core runs shall be made as per SFH 3.2.2.1(6).
9. Rock core samples shall be performed, tested, and evaluated for unconfined compression, elastic modulus and splitting tensile strength in accordance with the ASTM standards in order to provide the design bearing capacity for the limestone layers as well as elastic properties for calculation of anticipated settlement.
10. The bottom of the excavation for the seal will require to be inspected to ensure that all material unsuitable for spread footing has been removed prior to pouring the seal, given the likely presence of water in the excavation. Access to the bottom of excavation shall be provided after de-watering for inspection.

Auger Cast Piles for Noise Walls

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

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

Specialty Geotechnical Services Requirements

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

- Criteria of measurable parameters to be met in order to accept the specialty geotechnical work,
- A field testing and instrumentation program to verify design assumptions and performance,
- A quality control program to be performed by the Design-Build Firm that includes sampling and testing to ensure the material quality, products, and installation procedures meet , requirements,
- A verification testing program to be performed by the Geotechnical Foundation Design Engineer of Record (GFDEOR) that includes inspection, sampling, and testing to verify the material,

products, and procedures meet requirements. The TSP shall include language providing separate lab samples to be used for the Department's independent verification.

- A certification process

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

In addition, micropiles foundation work may be utilized by the Design-Build Firm.

Micropiles if used shall include the following design requirements:

- Minimum micro-pile diameter of 9.~~625" (casing outside~~ 5" (diameter without casing)
- Minimum concrete cover along micro-pile bond length = 4"
- Assumed diameter for design along the micropile bond length shall not be greater than the casing outside diameter or the diameter of drilling tool

Any micropile TSP for geotechnical work shall include the following:

- Shall be in accordance with the requirements of the AASHTO Construction Specification, Chapter 33.
- Provide a minimum of one verification load test and proof test for each diameter of micropile being proposed.
- Criteria of measurable parameters to be met in order to accept the specialty geotechnical work
- A field testing and instrumentation program to verify design assumptions and performance
- A quality control program to be performed by the Design-Build Firm that includes sampling and testing to ensure the material quality, products, and installation procedures meet requirements
- A verification testing program to be performed by the Geotechnical Foundation Design Engineer of Record (GFDEOR) that includes inspection, sampling, and testing to verify the material, products, and procedures meet requirements. The TSP shall include language providing separate lab samples to be used for the Department's independent verification
- A certification process.

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

- For micropiles, submit foundation certification packages for every foundation unit. A foundation unit is defined as all micropiles within one bent or pier for each phase of each bridge. Each Foundation Certification Package shall contain a certification letter signed and sealed by the GFDEOR, certifying capacity, integrity and performance of all micropiles, and clearly legible copies of all micropile installation records and grouting logs, supplemental testing data and

analyses for the foundation unit. The certification shall not be contingent on any future testing or approval by the Department. The certification letter shall certify specifically that the micropiles meet all the design and construction criteria established for the micropiles, including axial compression capacity, uplift, lateral stability, integrity, and foundation settlement. Within two (2) working days of receipt of the Foundation Certification Package, the Department will examine the certification package for completeness and compliance with the Contract Documents, and determine whether micropiles in that foundation unit will be selected for load testing. The Department may reject incomplete packages or packages that show that one or more micropiles have not been installed in conformance with the contract documents.

Organic and Unsuitable Soils

For the design and construction of the proposed roadway corridor widening (including shallow foundations for structures and MSE walls), the Design-Build Firm shall be required to remove all organic soils (A-8/Muck) and other unsuitable soils as per FDOT Standard Index Nos. 500 and 505 without allowance for any modification in the plans by the Geotechnical/Design EOR. In addition, to enhance routine maintenance activities, the Design-Build Firm shall remove all organic soils (A-8/Muck) and other unsuitable soils to a minimum depth of two (2) feet below the bottom elevation of all dry detention/retention ponds, swales, ditches, and other areas to be utilized for conveyance, treatment, and/or storage (existing or proposed).

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. Performing Constructability Reviews of plans prior to construction activities with regard to the installation, removal, temporary removal, de-energizing, deactivation, relocation, or adjustment of utilities.
10. Providing periodic Project updates to the Department Project Manager and District Utility Office as requested.
11. Coordinating with the Department on any issues that arise concerning reimbursement of utility work costs.
12. Complying with the electrical and communications requirements for toll facilities provided in the FTE GTR.

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~~
AT&T Distribution			
City of Boca Raton – Traffic	To be coordinated with ITS		
City of Boca Raton – Water/Sewer	Relocation(s)		
City of Delray Beach	Protection		
Columbus Networks/GU Holdings	None Anticipated		
Comcast	Relocation(s)		
Direct Plus	No Facilities		
Fibernet Direct	None Anticipated		
Fiberlight	None Anticipated		
Florida Gas Transmission (FGT)	None Anticipated		
Florida Power and Light (FPL) Distribution	Protection		
Florida Power and Light (FPL) Transmission	Protection		
Florida Public Utilities	Protection		

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Hotwire Communications	None Anticipated
Century Link (FKA Level 3)	None Anticipated
MCI	None Anticipated
Palm Beach County Traffic (PBCT)	To be coordinated with ITS
Strome Networks	None Anticipated
Telefonica	None Anticipated

Table B - Summary of UAO having facilities within the Proposed Project Limits

UAO	Contact Information	Phone Number
AT&T Distribution	Garth Bedward	561-540-9263
City of Boca Raton – Traffic	Steven Riley	561-416-3855
City of Boca Raton – Water/Sewer	Talia Garcia	561-337-7307
City of Delray Beach	Isaac Kovner	561-243-7000 x4119
Columbus Networks/GU Holdings	Dave Schwartz	954-914-6051
Comcast	Tony Springsteel	561-804-0973
Direct Plus	Chris Campos	305-406-1957
Fibernet Direct	Danny Haskett	305-552-2931
Fiberlight	Troy Gaeta	678-824-6630
Florida Gas Transmission (FGT)	Joe Sanchez	407-838-7171
Florida Power and Light (FPL) Distribution	April Madison	561-777-2671
Florida Power and Light (FPL) Transmission	Tricia D'Annunzio	561-904-3560
Florida Public Utilities	Dale Butcher	561-366-1635
Gu Holdings	Matt Schwartz	954-235-4498
HotwireHotwire Communications	Walter Sancho Davila	954-417-3606
Century Link (FKA Level 3)	Michael Nunez	720-888-0916
MCI	Dean Boyers	469-886-4238
Palm Beach County Traffic (PBCT)	Rod Friedel	561-681-4371
Strome Networks	Kristin Zaky	561-757-1442
Telefonica	Geraldo Salgado	561-995-6320

The Design-Build Firm may request the utility to be relocated to accommodate changes from the conceptual 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 CONCEPTUAL UTILITY RELOCATION PLAN: If the Design-Build Firm chooses to deviate from the conceptual plans and the scope of the impact to a utility depicted in the Concept Design, 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 Concept Design. 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 Concept Design. 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 Concept Design. 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 Concept Design or be liable for any time delays caused by a change in scope of the impact to a utility from that depicted in the Concept Design.

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.

The City of Boca Raton will have to relocate a 36" water main, a 16" raw water main, and a 12" raw water main on the north side of Glades Road just east of Airport Road (approx. Sta. 290+00 – 300+00) for the proposed glades road intersection improvements and Right of Way acquisition. In order accommodate the anticipated relocations and acquisition, the City of Boca will need to adjust/relocate utility lines within their private property. The City will be responsible for relocating and vacating the acquired area and will be reimbursed for the design and construction by the department. It will be the responsibility of the Design-Build Firm to coordinate with the City to ensure the overall project schedule is not impacted.
~~The Design-Build Firm will be responsible for completing all utility coordination and relocation with identified and any unidentified UA/O's. The Design-Build Firm will be responsible for payment of all utility adjustment, utility design efforts, relocation, installation, protection and/or removal of facilities when the Project work necessitates any utility relocation work.~~

Where the UA/O's facilities are in direct conflict and must be relocated due to the Project's work effort, the replacements for any impacted utilities shall be designed and constructed to provide continuous service at least equal to that offered by the existing facilities (unless the UA/O specifies a lesser replacement), but shall not include any betterments, unless added to the Utility Adjustment Work through a Utility Agreement between the UA/O and the Design-Build Firm. UA/O's may request the Department to allow the Design-Build Firm to perform additional Utility Adjustment Work relating to betterments at the UA/O's expense.

The Design-Build Firm is responsible for coordinating with all UA/O's that have approved utility permits within the project limits which can be found in ~~Reference Document~~Attachment 7.

The Design-Build Firm shall be responsible for the protection of all existing utility facilities within the limits of construction. Any damage to the existing facilities associated with the construction activities shall

be the sole responsibility of the Design-Build Firm to repair the damaged utility at no additional cost to the Department or the respective UA/O.

All federal requirements must be upheld by the Design-Build Firm as prescribed in 'Required Contract Provisions for Federal Aid Contracts (Appendix A of Assurances) Form #710-010-08 and Form #710-010-09. Any utility relocation agreement between Design-Build Firm and UA/O shall include 'Appendix A of Assurances' in its entirety.

The Design-Build Firm shall comply with the requirements of the Occupation Safety and Health Administration (OSHA) and the National Electrical Safety Code (NESC).

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, Drainage 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 Report for review and concurrence by the Department and FHWA.

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 prepared following the format and content of the Design Variations provided in Attachment J and must be approved by the Department and concurred with by the FHWA (where applicable).

Pavement design and toll equipment building adjacent shoulder width requirements for toll facilities are provided in the FTE GTR.

These packages shall include the following:

F. Roadway Design

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

Roadway design elements near the project toll sites must comply with the toll evasion countermeasure requirements of the GTR or as recommended in the TSTM.

1. **Typical Section Package:**

- Refer to PPM Volume 1, Chapter 16 "Design Submittals" for the Typical Section Package
- Provide a typical section for the 100' tolling pavement area centered on each toll gantry.

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. Friction course
    7. Minimum structural asphalt thickness
    8. Minimum base group
    9. Subbase
    10. Identify the need for modified binder
    11. Pavement coring and evaluation
    12. Identify if ARMI layer is required
    13. Minimum milling depth
    14. Resurfacing and overbuild thickness
    15. Widening thickness
    16. Toll gantry pavement design requirements provided in the FTE GTR
- Pavement Design Summary Sheets
- Constructability Sketches
- Sufficiency Checklist
- As-Built Plans
- Quality Control Checklist
- Copy of the approved Typical Section Package

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:

- FDOT AADT Traffic Data and Equivalent Single Axle Loading (ESAL) values
- Resilient Modulus Recommendations and LBR

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- GTR (Section 13)
- FDOT Pavement Survey and Evaluation Report

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

The Design-Build Firm shall submit the signed and sealed Pavement Design Package to the Department for review prior to final submittal.

3. **Critical Cross Sections**
   - Cross sections at the beginning, middle, and end of the 100' toll pavement area.

4. **Drainage Analysis and Reporting:**

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 be responsible for designing the drainage and stormwater management systems. All design work shall be in compliance with the Department's Drainage Manual and Drainage Design Guide; 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, ditches, outfalls, storm sewers, retention/detention facilities, interchange drainage and water management, other drainage systems and elements of systems as required for a complete drainage analysis and reporting. Full coordination with all permitting agencies, the District Environmental Management section and the District Drainage Design section will be required from the outset. Complete documentation of all meetings and decisions are to be submitted to the District Drainage Design section. These activities and submittals shall be coordinated through the Department's Project Manager.

The primary objectives of the Design-Build Firm are to obtain an approved stormwater treatment/attenuation design and to design and generate construction plans documenting that the permitted systems function to criteria.

A Conceptual Drainage Report is included within the Conceptual Permit Packages under Reference Document 1 of this RFP. The Conceptual Drainage Report was prepared and included within the Conceptual Permit Package submitted to the South Florida Water Management District (SFWMD). The Design-Build Firm shall review the Conceptual Drainage Report and permit packages, and provide additional analysis as required for the final design.

The design of the final stormwater management system(s) shall generally conform to the stormwater management system identified in the Conceptual Drainage Report. The design of the stormwater management facilities shall avoid the use of French Drain within the I-95 limited access right-of-way;

minimize the use of side slopes steeper than 1:3~~,;;;;;,~~ provide minimum 6-foot wide flat berms as measured from swale top of back slope to the existing/proposed sound barriers or fence, whichever is closer to swale~~;;;;,~~ and conform to the requirements stipulated in the Landscape Design criteria of this RFP. Additionally, utilizing the same curve number calculation methodology and hydrograph routing methodologies, rainfall amounts, and rainfall files used in the conceptual design, the final design of the stormwater management system(s) shall limit maximum stages to those of the conceptual design or to the maximum allowable stages per FDOT freeboard requirements. Trapezoidal weirs are permissible as control structures for linear dry ponds. ~~French drain~~

All stormwater management facilities, control structures, and outfalls shall be restricted to the existing roadway right of way and SFWMD canal rights-of-way, and comply with Department and regulatory agency standards, as well as FAA Advisory Circular 150/5200-33B: Hazardous Wildlife Attractants on or Near Airports. Manatee grates and/or other provisions shall be provided for all existing and proposed outfalls to receiving water bodies, including SFWMD and local regulatory canals.

The Design-Build Firm shall coordinate the drainage design, construction, and permitting with the Phase 3B-1 Design-Build Firm to ensure project interface compatibility.

The Design-Build Firm shall accommodate future maintenance access to stormwater management facilities from I-95, ramps, and/or adjacent streets. In locations of restricted access to stormwater management systems from I-95, the Design-Build Firm shall provide access from adjacent streets, including turnouts, fencing, and gates.

All legal outfalls of adjacent drainage systems or properties (via Drainage Connection Permits or historical overland flow) shall be maintained in the final design and throughout construction. The Design-Build Firm shall identify any offsite areas with historical overland flow to the existing corridor and provide final design measures necessary to maintain such drainage and/or to provide diversion to an adjacent receiving water body.

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, particularly for existing median trunk line pipes and lateral pipes that will receive additional flow due to proposed changes in the profile grade points, resulting in increased contributing drainage area. 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.

Existing cross drains shall be extended outside of the clear zone. The extended cross drain material shall be the same material type as the existing cross drain. The placement of a permanent protection barrier (guardrail or barrier wall) for the sole purpose of protecting cross drains shall be avoided unless the culvert extension cannot be constructed outside of the clear zone.

The Design-Build Firm shall consider optional culvert materials in accordance with the Department's Drainage Manual and Drainage Design Guide, and ensure that proposed pipe inverts accommodate the

minimum cover requirements for all of the optional culvert materials identified in the construction plans.

No open cuts shall be permitted for any new drainage conveyance pipes crossing beneath I-95 mainline or ramps. The Design-Build Firm shall provide micro-tunnel and/or jack-and-bore installations for all new drainage conveyance crossings beneath I-95 mainline and ramps.

In locations where drainage collection and conveyance pipes are required within MSE wall sections, the Design-Build Firm shall perform early coordination with wall manufacturer and provide documentation within the Drainage Design Report on the minimum required MSE strap length and placement relative to the proposed conveyance pipe offset from wall. Where pipes must go through MSE walls, the pipe external to the wall shall not be attached to the pipe internal to the wall until the MSE embankment is at full depth.

Thrust blocks and resilient connectors shall be provided for all vertical pipes.

The Design-Build Firm shall be responsible to modify the existing drainage collection and conveyance system(s) to accommodate the proposed improvements, particularly within the median which will receive additional flow due to proposed changes in the profile grade points, resulting in increased contributing drainage area. The Design-Build Firm shall extend drainage pipes to accommodate the new system, remove drainage structures which are not required for the operation of the proposed drainage system, and plug and fill associated abandoned pipes. No proposed manhole lids shall be permitted within any I-95 travel lanes.

The Design-Build Firm shall be responsible for providing new bridge deck drainage systems in locations necessary to accommodate spread criteria or where stipulated by the regulatory agencies.

The Design-Build Firm shall design a closed drainage system(s), where necessary to provide collection and conveyance of stormwater runoff along new wall or gutter sections. Adjacent to proposed barrier walls where longitudinal slope will be less than the Department's minimum criteria, the Design-Build Firm may incorporate shoulder rocking described in Section VI.G of this RFP to enhance pavement hydraulics before utilizing trench drain or excessive inlets. New or replacement end treatments into the stormwater management facilities from the new closed drainage systems shall be set at the proposed bottom elevation of applicable dry retention/detention facility, or such that the outlet is submerged when discharging into a wet retention/detention facility.

The Design-Build Firm shall provide for conveyance of stormwater within the swales at and around the toll equipment buildings. Additionally, the Design-Build Firm shall incorporate features into the drainage design that minimize long-term maintenance. In particular, all new drainage structures shall incorporate minimum 2-feet deep sumps. Additionally, at locations within swales where sump conditions are unavoidable at pipe outlets, the Design-Build Firm shall provide concrete ditch pavement and/or bubble-up ditch bottom inlet structures.

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 supporting data.

The Design-Build Firm shall provide the Department's District Drainage Engineer a signed and sealed Bridge Hydraulics Report. It shall be a record set of all drainage computations, including hydrologic,

hydraulic, and scour. The Design-Build Firm shall include all necessary supporting data.

At the completion of all soil disturbing activities and paving and drainage work, the Design-Build Firm shall desilt the entire drainage system within the limits of construction, including existing and proposed cross drains, storm sewers, and drainage structures.

Prior to Final Acceptance by the Department, the Design-Build Firm shall prepare and submit an "As-Built Certification and Request for Conversion to Operation Phase" form [SFWMD Form 62-330.310(1)] to the Department with the appropriate As-Built Plans, signed and sealed by a professional engineer. For any components of the permitted activities that are not in substantial conformance with the permit, the Design-Build Firm shall correct such deficiencies or prepare and submit a complete permit application to the Department for modification of the permit.

Any permit special condition (such as water quality monitoring) which was required as a condition of future performance, prior to issuance of the permit, shall be satisfied, in full, to the satisfaction of the regulatory agencies prior to the end of the contract. Prior to the end of the contract, the Design-Build Firm shall provide written documentation from the SFWMD that the performance measures have been achieved and the water management district has concurred the stormwater treatment facilities are functioning as designed and state water quality standards are being achieved.

Drainage and grading requirements for toll facilities are provided in the FTE GTR.

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.

General

The Design-Build Firm shall make use of the Concept Design documents included in Reference Document 1 as a general basis for establishing the geometric layout. The Design-Build Firm shall be solely responsible for the development of a design that meets all applicable standards and criteria.

All existing median green panel glare screen shall be replaced with Opaque Visual Barrier (in accordance with FDOT Standard Index No. 461) within the construction limits including both roadway and bridges wherever the green panels exist. The existing green panel glare screens, assemblies, attachments, etc. shall be removed and disposed of, and the barrier wall shall be repaired as necessary to retrofit the new Opaque Visual Barrier.

All existing median barrier wall "bulb-outs" where the shoulder widths are reduced for Sign/ITS Structures, at locations where the Sign/ITS Structures are being removed, shall include complete removal of the

structure to four (4) feet below ground, and construction of a new median barrier wall providing consistent width of inside shoulders.

For all new, reconstructed and resurfaced paved shoulders along I-95 Mainline and 95 Express Lanes, ground-in rumble strips shall be constructed in accordance with FDOT Standard Index No. 518.

For all new, reconstructed and resurfaced paved shoulders along I-95 Mainline and 95 Express Lanes that are 5 feet or less in width, pavement markings and RPM's shall be installed in accordance with FDOT Standard Index No. 17359.

Unless otherwise ~~indicate~~indicated, all I-95 (including existing 95 Express) pavement not designated to be widened or reconstructed is to be milled and resurfaced, including overbuild as required.

The Design-Build Firm shall be responsible for the replacement, reconstruction and/or restoration of any existing drainage feature, shoulder gutter, bridge traffic railing, barrier walls, retaining walls, guardrail, or any other existing features impacted by the proposed widening and resurfacing/overbuild (into the existing inside or outside shoulders). This includes required replacement, reconstruction and/or restoration to maintain the standard inside or outside shoulder cross slopes, as well as standard heights for roadside protection features such as traffic railings and guardrails.

The Design-Build Firm shall adhere to the number of lanes and configurations for all roadways, auxiliary lanes, and ingress and egress points as depicted in the Concept Design. No addition, reduction, or relocation of the ingress and egress points as shown in the Concept Design shall be permitted, with the exception that minor shifts in the location of the ingress or egress points would be permitted if approved during the ATC process with appropriate documentation that there are no operational impacts as documented in the Corridor Traffic Analysis Report or Corridor Traffic Analysis Report Addendum.

Design Speed

A design speed of 70 mph shall be used for I-95 and a design speed of 45 mph on Glades Road. A design speed of 30 mph shall be used for the new northbound entrance ramp from Glades Road to I-95. The Design-Build Firm shall maintain the existing design speed for all entrance ramps and exit ramps.

Typical Section Package, Design Variations, and Design Exceptions

The Design-Build Firm shall correct any cross slope deficiencies not identified in the cross slope design variation.

The two Express Lanes in each direction shall have cross slopes sloped in the same direction to the median, except for locations to match bridge typical sections as applicable. The proposed roadway crown line shall not be located between the two adjacent Express Lanes. Outside of cross slope transition areas, the roadway crown line shall be located between the outside Express Lane and the inside General Purpose Lane.

For any proposed fill slopes steeper than 1:3 (V:H), the Design-Build Firm shall provide turf reinforcement mats. Slopes steeper than 1:2 (V:H) are not allowed unless approved by the Department.

Design Variations for border width, cross slope & superelevation (number of lanes sloped in one direction and staggered superelevation transitions), stopping sight distance (for express lane markers), shoulder

width, vertical alignment (K value, stopping sight distance,), and vertical clearance are anticipated for the Project.

It is not expected that any design exceptions will be required for this Project.

Any new foundation for overhead or cantilever Sign/ITS structures located within the median barrier walls of I-95 shall be fabricated within the footprint of the existing approximately 2.0 foot to 2.5 foot wide median barrier wall without a bulb-out for a wider median barrier. No additional design variations or design exceptions will be allowed to further reduce the width of the existing or proposed shoulders beyond the width of the existing shoulders upstream or downstream of the Sign/ITS structure. If an existing overhead or cantilever sign/ITS structure with supports located within the median is being replaced, removed, or relocated, then the existing median barrier bulb-out shall be removed and replaced with a standard concrete median barrier wall without a bulb-out.

GTR Variations for deviations from GTR Criteria must be submitted to the State Toll Systems Design Manager for review and approval.

Horizontal and Vertical Alignments

- Outside of the reconstruction limits, the centerline of the 95 Express Lanes shall follow the existing alignment of I-95. The Design-Build Firm shall make use of the Centerline of Construction / Baseline of Survey reference included in Reference Document 1 as a general basis for establishing the geometric layout.

- Horizontal and vertical alignments shall be as depicted in the Concept Design plus or minus 5 feet, unless approved as an ATC.

- The Design-Build Firm shall comply with the following entrance and exit point criteria:

Ingress Only / Egress Only	
Entry Taper	300 feet
Entry Opening	500 feet
Exit Opening	1,000 feet
Exit Taper	600 feet

Ingress/Egress Weaving Distance Per Lane	
Minimum	1,000 feet or as depicted in the Concept Plans

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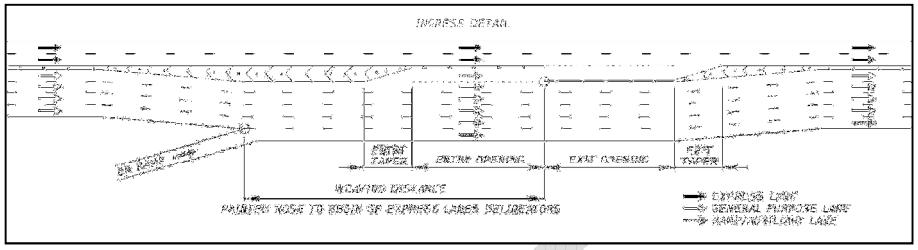

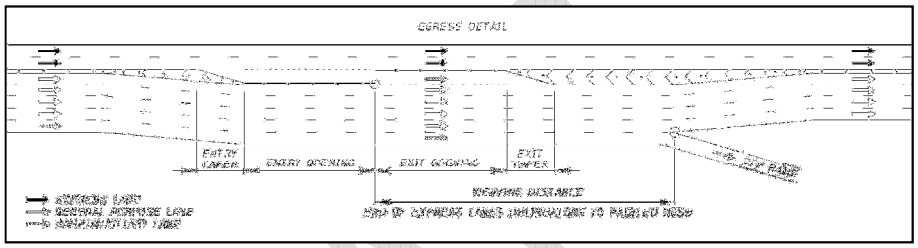

- The Design-Build Firm shall develop profile grade lines (PGLs) for the entire Project. All proposed profiles shall be in conformance with the PPM, and mainline and ramp spline profile grades shall not be permitted.

- For those locations where barrier wall and/or shoulder pavement construction is required, the Design-Build Firm shall provide special edge of pavement profiles.

- Where shoulders are required to slope up from the travel lanes, the shoulder structural course shall be built up to be flush with the travel lanes friction course surface. The friction course should end at the edge of travel lane and does not need to overlap 8 inches into the shoulder. Refer to the detail included in the Concept Plans.

- Where widening or reconstruction is occurring adjacent to existing pavement, a minimum of one foot milling and resurfacing overlap from the sawcut shall be provided. Refer to the detail included in the Concept Plans.

- Shoulder Cross Slope Criteria – should the Design-Build Firm elect to incorporate shoulder transition to facilitate drainage along concrete barrier wall, then the following criteria and conditions shall apply:

    - Minimum longitudinal gradient = 0.30%
    - Minimum shoulder cross slope = adjacent roadway pavement cross slope to a minimum cross slope of 2%
    - Maximum shoulder cross slope = adjacent roadway pavement cross slope plus 7% to a maximum cross slope of 10%
    - Maximum rate of change of shoulder cross slope = 1:125 slope ratio

- Minimum inlet spacing = 200 feet
- For the shoulder rocking condition, the height of the proposed concrete barrier wall will vary (2'-8" minimum) between the high and low points of the special edge of shoulder profile. This is to ensure that the top of the barrier wall profile (including the 2'-3" tall median opaque visual barrier) is relatively constant and generally follows the grades of the proposed profile grade line to avoid undulating conditions. The Design-Build Firm shall design the top of concrete barrier wall profile in such a manner as to create a profile that is similar to the roadway profile and does not 'sawtooth' with a rocking shoulder design.
- The design shall include provisions to assure that the reveal of the proposed concrete barrier wall is not covered.

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 and include a table of contents.

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. Horizontal stopping sight distances
4. Guardrail and barrier wall length of advancement
5. Vertical geometry calculations
6. Vertical clearances
7. GEOPAK output files
8. Tolls design documentation as identified in Attachment ~~O~~P GTR
9. Documentation of decisions reached resulting from meetings, telephone conversations, emails, and site visits

I. Structure Plans:

1. **Bridge Design Analysis:**

   a. The Design-Build Firm shall submit to the Department final signed and sealed design documentation prepared during the development of the plans.

   b. An Operational Importance Factor (η_I) of 1.0 shall be used in design of all

structures.

c. The Design-Build Firm shall insure that the final geotechnical and hydraulic recommendations and reports required for bridge design are submitted with the 90% bridge plans.

d. The Design-Build Firm shall "Load Rate" all bridges in accordance with the Department's Bridge Load Rating Manual (Procedure 850-010-035) and the Structures Manual. The Bridge Load Rating Calculations, the Completed Bridge Load Rating Summary Detail Sheet, and the Load Rating Summary Form shall be submitted to the Department for review with the 90% superstructure submittal. The final Bridge Load Rating Summary Sheet and Load Rating Summary Form shall be submitted to the Department for review with the Final superstructure submittal. A final, signed and sealed Bridge Load Rating, updated for as-built conditions, shall be submitted to the Department for each phase of the bridge construction prior to placing traffic on the completed phase of the bridge. A final, signed and sealed Bridge Load Rating, updated for the as-built conditions as part of the As-Built Plans submittal shall be submitted to the Department before any traffic is placed on the bridge. The Bridge Load Rating shall be signed and sealed by a Professional Engineer licensed in the State of Florida.

e. The Design-Build Firm shall evaluate scour on all bridges over water using the procedures described in HEC 18.

f. Any erection, demolition, and any proposed sheeting and/or shoring plans that may potentially impact the railroad must be submitted to and approved by the railroad. This applies to areas adjacent to, within and over railroad corridor rights of ways. Refer to Section V.G of this RFP for additional information.

g. The Engineer of Record for bridges shall analyze the effects of the construction related loads on the permanent structure. These effects include but are not limited to: construction equipment loads, change in construction sequence, etc. The Engineer of Record shall review all specialty engineer submittals (camber curves, falsework systems, etc.) to ensure compliance with the contract plan requirements and intent.

2. **Criteria**

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

a. All plans and designs are to be prepared in accordance with the Governing Regulations of Section V. A.

b. Address the following conditions for bridge traffic railings on the Project:
- New Bridges: Furnish single-slope traffic railings.
- Bridge Widenings (railing on widening side): Furnish single-slope traffic railing.
- Interstate and Ramp Bridge Widenings (railing on non-widening side): Retrofit outside shoulder installations and back-to-back inside shoulder installations with more than a 2'-0" separation using Index 460-490; or replace with Index 521-426, 521-427, 521-428 or 521-509.
- Non-interstate and Non-ramp Bridge Widenings (railing on the non-widening side): No traffic railing upgrades are required.
- Existing bridges not being widened or modified: No traffic railing upgrades are required.
- Railing transitions: Transitions from roadway F-shape traffic railings to single-slope bridge traffic railings shall be made off-structure (i.e. before or after the bridge approach slabs).

c. Exterior beams on all spans of multi-span concrete bridges shall be the same type and depth.

d. Bridge Widening: In general, match the existing as per the Department Structures Manual. The following requirements shall also be adhered to:

a. The proposed bridge horizontal geometry depicted in the Bridge Typical Sections is based on an as-built survey which may differ from existing plan data. The Design-Build Firm shall verify the existing as-built survey with respect to the proposed bridge improvements and existing field conditions. The Design-Build Firm is responsible to verify and resolve all discrepancies in the preparation of the final bridge widening design plans.

b. Spread footings are not allowed unless approved by an ATC.

c. Pier column and cap shapes for proposed bridge widenings shall match the shape of the columns and caps of the existing bridges to remain. Pile bents are not allowed unless at locations where pile bents are existing.

d. Bridge widening substructure type and material, excluding foundations, shall match the existing bridge substructure.

e. Bridge widening shall maintain a single superstructure type and material from begin bridge to end bridge limits.

f. For average widening widths greater than 12 feet, the bridge floor finish shall be in accordance with the FDOT Specifications. For

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average widening widths less than 12 feet, the bridge floor finish shall match the existing bridge deck surface.

g. Expansion Joints for bridge widenings:

i. Expansion joints shall be continuous across the existing and widened deck slab.
ii. Specific work required shall be as specified in Section 6.4.4 of the Department's Structures Design Guidelines, understanding that the Department has waived the exclusion of these provisions for this Non-Conventional (Design-Build) project.
iii. Current bridge condition reports document that existing expansion joints at all locations within the project limits are in good condition and are performing satisfactorily.
iv. For existing bridges for which no work is cited to be performed under this contract, expansion joints shall be left as is; no repair or replacement is required.
v. The Design-Build Firm shall exercise caution not to damage existing expansion joints including concrete nosing while installing new expansion joints. Any damage to the existing joints, including headers, concrete surfaces and deck reinforcing steel due to the removal of the existing joint and installation of the new joint, shall be repaired by the Design-Build Firm.
vi. Removal of existing concrete shall be limited to what is necessary to remove the existing joint armor and to permit proper anchorage of the new joint armor. All concrete spalls adjacent to existing expansion joints that are to remain shall be repaired when it affects the proper bond and performance of the new joint.
vii. All costs associated with meeting these requirements shall be included in your bid price proposal. If these provisions are in conflict with any other provisions of this RFP, the requirements of this section shall control.

e. Toll Gantries: The Project includes Toll Gantry structures as shown in the Toll Siting Technical Memorandum, Reference Document 8, and in the Concept plans.

f. Critical Temporary Retaining Walls: Whenever the construction of a component requires excavation that may endanger the public or an existing structure that is in use the Design-Build Firm must protect the existing facility and the public. Therefore, if a critical temporary retaining wall is required during the construction stage only, it may be removed and reused after completion of the work. Such systems as steel sheet pilings, soldier

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beams and lagging or other similar systems are commonly used. In such cases, the Design-Build Firm is responsible for designing and detailing the wall in the set of contract plans. These plans must be signed and sealed by the Structural Engineer in responsible charge of the wall design.

g. Permanent Retaining Walls: Partial height walls such as perched or toe walls, as defined by the Department's Structural Design Guidelines Figure 3.12-1, and as supplemented by the four points below will not be permitted unless otherwise noted elsewhere. In addition, geosynthetic reinforced soil (GSR) walls and abutments will not be permitted. All retaining walls shall have a concrete facing, except at locations where permanent steel sheet pile walls exist or specifically exempt from having concrete facing below. The maximum height of retaining walls shall be limited to 40 feet and the front slope adjacent to retaining walls shall be no steeper than 1:3 for maintenance purposes for a minimum distance of 10 feet. This 10-foot section shall be designed to handle the weight of the maintenance truck and at a minimum, use 8 inches of compacted Type B Stabilization. The areas around toll gantry facilities are exempt from the 10-foot requirement. All toll gantry facilities shall be supported by concrete retaining walls that are applicable to the operations of the tolling equipment. Steel sheeting walls shall receive inorganic zinc primer per the specifications prior to concrete facing and shall receive both inorganic zinc primer and coal tar-epoxy per the specifications if exempted from having the concrete surfacing. All tie-back plates, hardware and structural members shall be encased in the concrete facing or in a concrete cap in an aesthetic fashion.

i. Perched walls shall be defined as walls that are: (1) founded on fill above the elevation of the natural ground line, or (2) located within a fill slope between the toe of slope and the top of slope.

ii. Toe walls shall be defined as walls that: (1) preserve a portion of an existing fill slope, or (2) eliminate a portion of sloped embankment at the bottom of the slope.

iii. Fill slopes that create a perched wall and/or create a retaining wall greater than 40 feet if the perched condition is eliminated are not permitted. Proposed retaining walls adjacent to existing bridge embankment slopes shall have the top of leveling pads placed below the embankment toe of slope such that the proposed leveling pad is not within an existing or proposed fill slope or embankment slope.

iv. Ground geometry immediately adjacent to MSE walls shall at least meet the criteria established by the wall manufacturer for stability considerations.

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v. Any drainage swale modifications adjacent to existing MSE walls shall be checked for global stability and be isolated from water ponding. Any new MSE walls proposed in locations of drainage swales adjacent to the walls shall be designed to reduce soil loss and corrosion.

h. Disposal of existing bridge components shall be the responsibility of the Design-Build Firm. The reuse of a bridge component from a partial or complete demolition of an existing bridge for use as part of a new structure, at the same location or a different location, is prohibited. Existing piles remaining in place can be used in a substructure retrofit provided that the original design capacity of the piles are not exceeded in the retrofitted substructure.

i. Any erection, demolition, or construction activities that may potentially impact a railroad must be submitted to and approved by the respective railroad agency. This applies to areas adjacent to, within and over railroad corridor rights of ways.

j. Portions of existing structures will have to be demolished as part of the construction work. The existing bridges along the construction limits were assessed and sampled for asbestos containing materials (ACM). The reports are included under Reference Document 2. All of the bridges tested were found not to contain ACM. For additional information regarding ACM, refer to Section VI.O.5 of this RFP.

k. The following environmental classifications shall be used for the bridges:

Bridge No.	Bridge Description	Environmental Classification		
		Superstructure	Substructure – Concrete	Substructure – Steel
930247	Westbound Glades Road over I-95	SA	SA	SA
930248	Eastbound Glades Road over I-95	SA	SA	SA
930202	Clint Moore Road over I-95 and South Florida Rail Corridor	SA	SA	SA
930184	Southbound I-95 over the C-15 Canal	SA	MA	MA
930445	Northbound I-95 over the C-15 Canal	SA	MA	MA
930245	Westbound over Military Trail and South Florida Rail Corridor	SA	SA	SA
930246	Eastbound over Military Trail and South Florida Rail Corridor	SA	SA	SA

SA = Slightly Aggressive
MA = Moderately Aggressive
EA = Extremely Aggressive

l. For all bridges, scuppers will not be allowed.

m. Visibility of all bridge drainage conveyance systems shall be minimized as much as possible. The conveyance systems (piping) shall not be embedded in the piers, but run on the exterior and aesthetically integrated with the pier. The conveyance systems must be painted in accordance with Section 22.3.1.E of the Department's Structures Detailing Manual (SDM). Any existing bridge drainage system that is affected by any retrofitting or widening shall be appropriately modified and re-routed.

n. Bridge drainage system material requirements are as follows:

- All pipes, fittings and cleanout caps shall be PVC type 1, grade 1 (gray) schedule 80
- PVC pipe shall conform to ASTM D1785. Socket fittings shall be used and shall conform to ASTM D2467 and threaded fittings shall conform to ASTM D2464
- Flexible couplings and reducers shall be flexible PVC conforming to ASTM D5926
- All supports and miscellaneous hardware shall be hot dipped galvanized
- When possible, for the design of bridge expansion, separate the downspout from the collector pipe and be inserted a minimum of 3 inches
- Pipes shall be a minimum 6-inch diameter. The main collection pipe shall be a minimum 12-inch diameter
- Pipes shall be hung beneath the deck utilizing two linked eye rods. Maximum spacing for 6-inch pipes shall be 6 feet. Maximum spacing for 12-inch pipes shall be 5 feet.

o. A Class 5 Applied Finish Coating shall be applied to the portions of new and widened bridge structures as described herein. For new bridges, coat the back of all barrier walls, the side and bottom overhang of the bridge deck, the exterior face of any concrete girders (only those beams on exterior of bridge), end bent caps, wing walls and cheek walls, and all areas of the piers, including columns, caps and pedestals. In addition, existing bridges shall be pressure cleaned and recoated with Class 5 Finish coating (two coats minimum) on all currently coated surfaces and bare surfaces, including but not limited to the front, top and back of all barrier walls, the side and bottom overhang of the bridge deck, the exterior face of any concrete girders (only those beams on exterior of bridge), end bent caps, wing walls and cheek walls, and all areas of the piers, including columns, caps and pedestals.

p. The Design-Build Firm shall coordinate the aesthetic appearance of retaining walls with bridges and other elements. Retaining walls and

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bulkheads shall have a concrete facing unless otherwise noted elsewhere. Exposed steel wales shall not be permitted unless otherwise not requiring concrete finish noted elsewhere. The concrete finish for MSE walls shall match surrounding MSE wall raised or smooth finishes. Poured in place retaining walls may be smooth finish unless adjacent to an existing MSE wall. Retaining walls shall receive a Class 5 Finish Coating. Retaining wall MSE precast panels are excluded from the Class 5 Finish Coating requirements.

q. Two (2) – 2" diameter conduits with expansion fittings and pull boxes Type "B" in accordance with FDOT Standard Index No. 21210 shall be installed in all new traffic railings located on bridges and retaining walls. No more than two (2) – 2" diameter conduits will be allowed in the new traffic railings. Conduits are not allowed in bridge deck slabs or approach slabs. If additional conduits are required, they shall be attached to the exterior of the structure. No penetration of bridge backwalls will be allowed.

r. Structural requirements for tolling gantries are provided in the FTE GTR.

s. All bridges in this Project, as listed in Section I of this RFP, are classified as critical for evaluation of the vehicular collision force criteria in Section 2.6 of the Department's Structures Design Guidelines.

t. Precast deck systems, full or partial depth, are not allowed on girder supported bridge superstructures.

u. Shored construction (composite dead load design) for steel type superstructures will not be allowed.

4. Noise Walls

Noise walls shall be designed and constructed at the following I-95 construction locations and as indicated in Reference Document 1:

Noise Wall Table

Noise Wall Number	From Station	To Station	Approximate Length	Side	Adjacent Community	Type of Noise Wall
1	3451+69	3456+19	450	Right	Hidden and Tropic Palms	8' Tall Shoulder Mounted (Connects to Existing Noise Wall)
2	3471+39	3482+19	1,069	Right	Bahia Delray and Tierra Verde	14' Tall Shoulder Mounted Replacement
	3482+19	3486+63	440	Right	Bahia Delray and Tierra Verde	14' Tall Shoulder Mounted

Noise Wall Table						
Noise Wall Number	**From Station**	**To Station**	**Approximate Length**	**Side**	**Adjacent Community**	**Type of Noise Wall**
~~3~~4	3485+34	3493+46	825	Right	Tierra Verde	22' Tall Ground Mounted
~~4~~5*	452+00	463+00	1,100	Right	University Heights	18' Tall Ground Mounted

*Noise Wall Number ~~4~~5 is along Yamato Road (all others along I-95)

The tabulated horizontal limits, heights, and types of these noise walls shall not be changed except as approved by the Department. Except for the noise walls that will connect to an existing shoulder mounted noise wall and/or replaced in-kind, the station limits for the shoulder mounted noise walls listed in the above table include the standard begin and end tapers. The standard begin and end tapers shall be included per FDOT Standard Index No. 5210 or Index No. 5211. The proposed noise walls to be designed and constructed are subject to approval by the benefited property owners who are currently being surveyed by the Department. The surveys are scheduled to be completed prior to the release of the Final RFP. The results of the property owner input and any required refinement of the noise barrier design elements will be documented and provided to the Shortlisted Proposers. A copy of the Noise Study Report which summarizes the methodology, results, and recommendations of the latest noise assessment will also be provided to the Shortlisted Proposers.

The Design-Build Firm shall be responsible for the preparation of noise wall calculations and details. An engineering review will be performed prior to initiating the design of the noise walls to identify engineering conflicts or constraints affecting the noise wall design. The engineering review will require coordination with the Department. The Design-Build Firm will be responsible for documenting any resolutions to engineering issues/conflicts that preclude the construction of or that require modification to the recommended noise walls. Resolution of any engineering issues will be subject to approval by the Department prior to construction. Any modifications stipulated by the Department must be incorporated into the design plans and any additional costs incurred to meet the Department's requirements will be the sole responsibility of the Design-Build Firm. At a minimum, the engineering review will consider the following:

- Utility conflicts
- Drainage issues
- Other criteria as applicable (such as safety, etc.)

The noise wall design shall incorporate the following:

- Construction of ground mounted precast noise walls shall be in accordance with the FDOT Standard Index No. 5200 and approved Department systems.
- Construction of shoulder mounted noise walls shall be in accordance with FDOT Standard Index Nos. 5210, 5211, 5212, 5214, and 5215, as required.
- Shoulder mounted noise walls and the supporting traffic railing barriers, both on-bridge and off-bridge, shall receive a Class 5 Applied Finish Coating on the top and front and back sides.
- Texture on the highway side of Noise Wall Numbers 4 and 5 both panels and posts shall be Type "H" Trapezoid Vertical Fins with Fractured Face (Colorado Drag Aggregate).

- Texture on the property side of Noise Wall Numbers 4 and 5 both panels and posts shall be Type "A" Smooth.
- The Design-Build Firm shall coordinate the use of graphics on the ground mounted noise walls prior to the submission of Noise Wall Plans for review. Graphics shall be included every 200 feet, with a grouping of four (4) panels.
- Ground mounted noise walls shall receive a Class 5 Applied Finish Coating on both the front and back sides, applied in accordance with the requirements of the Specifications except that the color will match the Texcote T-114 Color: Sandalwood. A sample color is to be provided and shall be field verified for a match prior to paint finish installation.
- Flush panel option shall be used for the ground mounted noise walls.
- Consideration shall be given to aesthetically pleasing noise wall profiles. Excessive undulation of the wall's top edge shall be avoided when possible. The elevation changes in the top edge of the noise wall shall be limited to changes of approximate 2-foot steps per 500 feet of length unless otherwise approved by the Department. Minor changes in the ground elevation shall not be reflected in the top of wall profile.
- Side-installed ground mounted noise wall panels and a minimum 4-foot panel height versus the standard minimum 6-foot panel height can only be used when reduced overhead clearance between posts prohibits installation of panels from the top and shall be in accordance with FDOT Standard Index No. 5200.

The Design-Build Firm shall submit to the Department final signed and sealed design documentation prepared during the development of the Noise Wall Plans. The Design-Build Firm shall ensure that the final geotechnical and hydraulic recommendations and reports required for design are submitted concurrently with the plans.

Any noise walls greater than 8 foot high on retaining wall shall be isolated from the retaining structure and shall have its own foundation system.

The Design-Build Firm shall establish the current status of the outdoor advertising signage along the corridor within the vicinity of the noise walls and, if needed, perform the necessary steps to address Section 479.25 of the Florida Statutes.

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.

Technical Special Provisions for toll facility disciplines (civil, structural, architectural, mechanical, and electrical) are provided in Appendix 1 in the FTE GTR (Attachment O). The toll facility Technical Special Provisions must be signed and sealed by the Design-Build Firm's Engineer of Record (EOR).

Modified Special Provisions for toll facilities have been included as sample Modified Special Provisions, in Reference Document 8, for toll site construction scheduling and MOT that should be incorporated in the specifications package.

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

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

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

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

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

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

K. Shop Drawings:

The Design-Build Firm shall be responsible for the preparation and approval of Shop Drawings. Shop Drawings shall be in conformance with the Departments Plans Preparation Manual. Shop Drawing submittals must be accompanied by sufficient information for adjoining components or areas of work to allow for proper evaluation of the Shop Drawing(s) submitted for review.

For ITS structures such as ITS poles and DMS structures, shop drawings shall be reviewed and approved by both the ITS EOR and the Structures EOR from the Design-Build Firm before submitted for Department review.

The Design-Build Firm shall submit tolling infrastructure shop drawings as required in the Florida's Turnpike Enterprise Shop Drawing Review Process for Design-Build (Non-Conventional) Projects which are included as part of the Reference Documents 4, and as detailed in the FTE GTR.

For tolling infrastructure shop drawing coordination, please contact the Turnpike's Shop Drawing Review Office, Florida's Turnpike Enterprise, Headquarters, Ocoee, FL, 407-264-3426.

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 provide a sequence of construction for the entire design and construction effort that is logical and continuous. The Design-Build Firm shall construct the work in a logical manner and with the following objectives and requirements:

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. Minimize the number and duration of different Traffic Control Plan (TCP) phases, i.e., number of different diversions and detours for a given traffic movement.
   a. It is anticipated that the only construction operations requiring temporary nighttime I-95 mainline detours are the removal and installation of overhead sign, ITS, and Tolling span structures, the installation of toll gantries, and the erection of bridge structures at Clint Moore Road, Glades Road over Military Trail and Glades Road over I-95. No other Detours are permitted unless approved through the ATC process. Anticipated preliminary detour schemes for beam removal or erection work over I-95 and ramps that cannot be accomplished over active traffic have been developed and included under Reference Document 1 (Conceptual ~~TCP~~Temporary Detours). All detours proposed by the Design-Build Firm shall be submitted to the Department for approval.
   b. It is anticipated that the only construction operations requiring temporary nighttime cross street detours is work associated with the I-95 mainline and Glades Road bridge widenings for demolition, bridge deck concrete pours, and beam setting and the new Airport Road overpass bridge construction. All detours proposed by the Design-Build Firm shall be submitted to the Department and the applicable local governmental agency for approval.
2. 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.
3. 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.
4. Coordinate with adjacent construction projects and maintaining agencies.
5. Adjacent projects include:
   - 95 Express Lanes – Phase 3B-1 Project, including Ramp Signals (FPID Nos. 433108-6-52-01 and 433109-4-52-01)
6. The Phase 3B-1 Project will have precedence over the Phase 3B-2 Project in terms of the respective Design-Build Firms working in the overlapping work areas for all activities, including Maintenance of Traffic. The Phase 3B-2 Design-Build Firm shall be responsible for coordinating and scheduling the Phase 3B-2 work with the Phase 3B-1 Design-Build Firm to avoid conflicts.
7. Early completion of the Project for toll collections.
8. Maintain existing overhead signing needing replacement during construction to the maximum extent possible.
9. Expedite the construction of the new permanent sign structures where feasible.
10. Expedite the construction of the ramp signalization (for Bid Alternative 2).

The Design-Build Firm shall provide a written 30 day advance notification to FTE for installation of tolling equipment and testing for each gantry location and direction. Allow 40 days for installation and testing of tolling equipment at each gantry location and direction. Each 40 day period will be non-concurrent with the other locations. The final gantry location shall be completed no less than 60 days prior to Final Acceptance. Complete all work at gantry locations (which includes but not limited to toll building, fiber optic cable drops, and power services) in accordance with Attachment O - Florida's Turnpike Enterprise (FTE) General Tolling Requirements (GTR) – July 2017, and complete 1500 feet of approach and 1000 feet of departure roadway for each gantry and place traffic in its final configuration for Installation and Testing of the tolling equipment by FTE. This also includes placing Type SP 12.5 Friction Course 1½ inches in thickness for 60 feet on each side of the gantry necessary to install pavement tolling loops at all gantry locations on the inside shoulder, Express Lanes and the first adjacent General Purpose Lane.

Staging of construction materials and equipment is prohibited within areas that are maintained by municipalities such as City of Boca Raton and City of Delray Beach under Landscape Maintenance Agreements with the Department.

The Design-Build Firm shall prepare a plan outlining their approach to comply with environmental permits and addressing potential environmental issues during construction. The plan shall also include methods for identifying exclusion zones and measures for avoidance and minimization of impacts to listed species and wetlands noted in Section VI.O.4.

When proposed sign panels are not in use, the Design-Build Firm shall cover the sign panels in accordance with the Department's Specifications and Design Standards.

Construction Time Restrictions

The construction time restrictions provided in this section shall be strictly adhered to unless ~~otherwise~~ specific modifications are reviewed and approved by the Department on a case-by-case basis. Construction activities that creates excessive noise or vibration including demolition, pile driving, sheet pile installation, drainage, earthwork, paving, and other similar construction activities, shall occur only during the following time periods:

Crossing	Mon - Fri	Saturday	Sunday and Holidays
Glades Road Bridges	7:00 am to 6:00 pm	8:00 am to 7:00 pm	Not Permitted
Clint Moore Road Bridge	7:00 am to 6:00 pm	8:00 am to 7:00 pm	Not Permitted
C-15 Canal Bridges	7:00 am to 6:00 pm	8:00 am to 7:00 pm	Not Permitted

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). At a minimum, the Design-Build Firm shall adhere to the Storm Water Pollution Prevention Plan (SWPPP), provided in the Reference Documents and included in the SFWMD Individual (Conceptual) Environmental Resource Permit. The Design-Build Firm shall modify the SWPPP based on their final design and construction sequencing. 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 and temporary drainage, signalization, ditches, front slopes, back slopes, drop offs within clear zone, lighting, ITS, ramp signals, signing and marking, operational transition, temporary roadway lighting and traffic monitoring sites. Operational transition includes the phasing of the express lane marker installation as the Project connects to the existing Express Lanes. The operational transition shall be developed to maintain existing Express Lanes tolling operations and include but not limited to; static signing, pavement markings, any temporary signing (DMS and static), Toll Amount DMS, Lane Status DMS, phasing/schedule of express lane marker installation, the operational status of communications/detectors/CCTV, and general notes. The ITS devices proposed to be used for operations during the operational transition shall have successfully completed all acceptance testing. Special consideration shall be given to the drainage system when developing the construction phases. Positive drainage must be maintained at all times utilizing existing, temporary and/or permanent drainage systems. Documentation of temporary drainage analysis, including necessary calculations, shall be submitted as part of the Drainage Design Documentation. The Design-Build Firm shall make use of the criteria contained in the latest Department Drainage Handbook – Temporary Drainage Design for selection of temporary barrier wall to satisfy spread requirements during construction as well as address other temporary drainage issues associated with maintenance of traffic and during construction operations.

The Temporary Traffic Control Plan shall address how to assist with maintenance of traffic throughout the duration of the contract, including coordination and interface with adjacent construction projects.

Temporary traffic control requirements pertaining to tolling facilities are provided in the FTE GTR.

The existing regulatory speed limits shall be maintained during construction unless otherwise approved by the Department.

Water blasting or asphalt replacement are the only acceptable methods for removal of conflicting pavement markings.

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 Roadway 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 impacts within the project limits**.**

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), and 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.

Any pavement drop-offs as defined under FDOT Design Standard Index No. 600, Sheet No. 9 of 12 shall be limited to a maximum 48-hour duration.

The Design-Build Firm shall maintain existing pedestrian access on all sidewalks, transit facilities, and at all intersections. Pedestrian sidewalks and paths shall be maintained and continue to conform to ADA requirements. When the Design-Build Firm allows work areas to encroach upon a sidewalk or crosswalk areas, and a minimum clear width of 4-foot cannot be maintained for pedestrian use, an alternative accessible pedestrian route shall be provided in accordance with Design Standard Index No. 660.

The Design-Build Firm shall include traffic management and signage, access to local businesses, detour routes, public notification of alternate routes, emergency services coordination and project schedule. Project Information Signs in accordance with Design Standard Index No. 600, Sheet 6 of 12, shall be displayed on-site to assist the public in obtaining answers to questions or complaints about the Project.

Portable Changeable Message Signs (PCMS) shall be placed within 500 feet of the construction limits and placed every two (2) miles along the Project corridor in both the northbound and southbound directions. These signs serve as advanced construction notice and shall be in place two (2) weeks prior to the start of construction activities. At the completion of the two (2) week advanced construction notice period the

PCMS shall be removed. The message shall notify motorists that roadway construction is commencing and display the begin month and date. PCMS shall be in place seven (7) days in advance of any lane or ramp closure. The display shall alternate with messages stating the exit name to be closed and the date and time of closure.

All construction activities requiring traffic shifts in which the use and removal of temporary pavement markings is required shall be completed prior to the placement of friction course. Final pavement markings (thermoplastic) shall be placed no earlier than 14 days after the installation of friction course.

As a result of construction activities that require traffic shifts that entail the installation and removal of temporary pavement markings, or other activities that in any way damage or scar the existing pavement that is to remain, full width milling and resurfacing (all travel lanes) for the full limits of the impacted pavement shall be required using a friction course to match the adjacent sections of existing local roadway to remain.

Acceleration and deceleration lanes shall be provided for construction vehicles entering or exiting the adjacent travel way. Acceleration and deceleration of all construction vehicles within a travel lane is prohibited.~~-~~ .The Design-Build Firm shall make provisions for construction vehicle access to the work areas including material delivery. Where required, soil tracking devices shall be required.

If detour routes are proposed by the Design-Build Firm during school days, the Design-Build Firm shall contact the Palm Beach District Schools Transportation Department at 561-242-6565 to arrange a school bus route meeting at least 45 days prior to the needed detour route. This meeting is to determine impacted bus routes and to make any necessary arrangements or rerouting. This meeting shall include the Special Projects Coordinator from Palm Beach County Traffic Engineering Division at 561-684-4030.

3. **Traffic Control Restrictions:**

On I-95 and the ramps, lane closures are only allowed for nighttime between the following time periods:

Nighttime:

Roadway	Lanes Closed	Monday - Thursday	Friday	Saturday	Sunday
I-95 NB or SB (includes general purpose lanes and auxiliary lanes)	1 2 ≥3/Full	9:30pm - 5:30am 10:00pm - 5:30am 11:00pm - 5:00am	9:30pm - 9:00am 10:00pm - 8:00am 11:00pm - 7:00am	8:00pm - 10:00am 10:00pm - 9:00am 11:00pm - 7:00am	8:00pm - 5:30am 10:00pm - 5:30am 11:00pm - 5:00am

The Design-Build Firm shall perform a traffic operational analysis for the full closure of I-95 to demonstrate that the local roadway network can accommodate the temporary I-95 offsite detour traffic.

1. Ramps
   a. Single Lane closure (while maintaining traffic on the ramp) – 10:00 PM to 5:00 AM, Sunday through Thursday nights

b. Full closure of single or multiple lane ramps – 11:00 PM to 5:00 AM, Sunday through Thursday nights

Closure of adjacent interchange ramps in the same direction at the same time shall not be permitted.

2. On the cross streets, lane closures are only allowed between the time periods listed below.

Daytime:

Cross Street	Lanes Closed	Monday - Friday	Saturday	Sunday
Glades Road	1 2	9:30 am – 4:00 pm None	6:00 am – 9:00 pm None	6:00 am – 9:00 pm None
Clint Moore Road	1	9:30 am – 4:00 pm	6:00 am – 9:00 pm	6:00 am – 9:00 pm

Nighttime:

Cross Street	Lanes Closed	Monday - Friday	Saturday	Sunday
Glades Road	1 2 Full	9:00 pm – 6:00 am 10:30 pm – 6:00 am 11:00 pm – 5:00 am	9:00 pm – 6:00 am 10:00 pm – 7:00 am 11:00 pm – 5:30 am	9:00 pm – 6:00 am 10:30 pm – 6:00 am 11:00 pm – 5:00 am
Clint Moore Road	1 Full	9:00 pm – 6:00 am 10:00 pm – 6:00 am	9:00 pm – 6:00 am 10:00 pm – 6:00 am	9:00 pm – 6:00 am 10:00 pm – 6:00 am

No lane closures will be permitted during an event that generates increased levels of traffic, including but not limited to, the following:

- Events at Florida Atlantic University, including sporting events and concerts
- Events at Mizner Park Amphitheatre, including special events and concerts
- Daytime closures of Glades Road from Thanksgiving until the following January 2nd

All lane closures, including ramp closures, must be reported to the local emergency agencies and the District Four Public Information Officer in writing two (2) weeks in advance. Notice of approved road closures shall be given two (2) weeks in advance by Portable Changeable Message Signs on I-95.

The Design-Build Firm shall use a Law Enforcement Officer as required by Specifications Section 102.

All lanes of traffic shall be open in the event of an emergency evacuation or if the lane closure(s) causes a driver delay greater than 10 minutes as determined by the Department.

The Design-Build Firm shall be responsible for daily temporary retiming of existing signalization systems to provide for changes in traffic volumes affected by the proposed lane closures or detours implemented as part of the Maintenance of Traffic Plan. The Design-Build Firm shall be responsible for performing the signal timing analysis, providing recommendations, and coordinating with the City of Boca Raton and the Palm Beach County Traffic Engineering Division.

Work Restrictions:

The Design-Build Firm shall not perform pile driving or sheet piling within one-half (1/2) mile of any school during days that Florida standardized testing is administered. The Design-Build Firm shall coordinate with the Palm Beach County School Board for specific dates of said testing. Hours for pile driving, sheet piling or any other operation ~~that creates excessive noise or vibration~~ shall be coordinated with local clinics, laser surgery related businesses, and diagnostic facilities located along I-95 within a 1,000-foot radius, prior to the start of work activity. The following are some of the businesses identified during the development of this RFP for which coordination will be required:

- Boca Raton High School
  1501 NW 15th Court, Boca Raton, FL 33486
  Contact: Geoffrey McKee, 561-338-1400
  Hours of Operation: 7:30 AM to 3:20 PM, Monday through Friday
  Sensitivities to noise and/or vibration: High School students while in class

- Boca Raton Marriott at Boca Center
  5150 Town Center Circle, Boca Raton, FL 33486
  Contact: Kathy Zucker, 561-392-4600
  Hours of Operation: 24 hours
  Sensitivities to noise and/or vibration: guests during nighttime sleep

- Renaissance Boca Raton Hotel
  2000 NW 19th Street, Boca Raton, FL 33431
  Contact: Greg Linder (561) 368-5252
  Hours of Operation: 24 Hours
  Sensitivities to noise and/or vibration: guests during nighttime sleep

- Wyndham Boca Raton
  1950 Glades Road, Boca Raton, FL 33431
  Contact: Ronn Kohlscheen (561) 368-5200
  Hours of Operation: 24 Hours
  Sensitivities to noise and/or vibration: guests during nighttime sleep

- Courtyard by Marriott Boca Raton
  2000 NW Executive Center Circle, Boca Raton, FL 33431
  Contact: Paul Jackson (561) 241-7070
  Hours of Operation: 24 Hours
  Sensitivities to noise and/or vibration: guests during nighttime sleep

- Gary J Wayne DMD
  2500 N Military Trail Suite 308, Boca Raton, FL
  Contact: Laura Eastlack (561)-443-7001
  Hours of Operation: 8:30 AM to 4:30 PM, Monday through Friday

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Sensitivities to noise and/or vibration: patients during oral surgery procedures, medical equipment

- Dental Concepts
  2500 N Military Trail, Boca Raton, FL 33431
  Contact: Lisa Braverman (561) 241-1010
  Hours of Operation: 8 AM – 4:30 PM, Monday through Friday
  Sensitivities to noise and/or vibration: Clients visiting the dental office

- Polin Dental
  2600 N Military Trail #320, Boca Raton, FL 33431
  Contact: Carly Polin (561) 997-2323
  Hours of Operation: 9 AM – 6 PM Monday, 8 AM – 5PM Tuesday & Wednesday, 7:30 AM – 5PM Thursday, 8AM – 1PM Friday
  Sensitivities to noise and/or vibration: Clients visiting the dental office

- Fairfield Inn & Suites by Marriott Boca Raton
  3400 Airport Road, Boca Raton, FL 33431
  Contact: Deon Weathers (561) 417-8585
  Hours of Operation: 24 Hours
  Sensitivities to noise and/or vibration: guests during nighttime sleep

- Mogell Dental Associates
  2900 N Military Trail #212, Boca Raton, FL 33431
  Contact: Annette Mogell (561) 394-9000
  Hours of Operation: 8 AM to 5 PM, Monday through Friday
  Sensitivities to noise and/or vibration: Dental procedures and/or Dental equipment

- DaVita Pinnacle Dialysis Of Boca Raton
  2900 N Military Trail #195, Boca Raton, FL 33431
  Contact: Joy Monzon (866) 544-6741
  Hours of Operation: 4 AM to 10:30 PM, Monday to Saturday
  Sensitivities to noise and/or vibration: Expensive equipment

- Twin Lakes Medical Center
  2900 N Military Trail # 150, Boca Raton, FL 33431
  Contact: Fatima Muhamad (561) 241-4210
  Hours of Operation: 8AM to 5PM, Monday through Friday
  Sensitivities to noise and/or vibration: Medical Equipment

- South Florida Center for Periodontics & Implant Dentistry
  3020 N Military Trail #200, Boca Raton, FL 33431
  Contact: Dr. Jeffrey Ganeles (561) 912-9993
  Hours of Operation: 8 AM to 5 PM, Monday through Friday

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Sensitivities to noise and/or vibration: Medical Equipment, patients receiving dental procedures

- Don Estridge High Tech Middle School
  1798 NW Spanish River Boulevard, Boca Raton, FL 33431
  Contact: Richard Poorman (561) 989-7800
  Hours of Operation: 9:30AM to 4:05PM, Monday through Friday
  Sensitivities to noise and/or vibration: Middle School students while in class

- Spanish River Library
  1501 Spanish River Boulevard, Boca Raton, FL 33431
  Contact: Ann Nappa (561)-393-7962
  Hours of Operation: 9AM to 9PM, Monday through Thursday, 9AM to 6PM, Friday and Saturday, 12PM to 6PM, Sunday
  Sensitivities to noise and/or vibration: Library guests studying/working

- SpringHill Suites by Marriott Boca Raton
  5130 NW 8th Avenue, Boca Raton, FL 33487
  Contact: Chris Adams (561) 994-2107
  Hours of Operation: 24 Hours
  Sensitivities to noise and/or vibration: guests during nighttime sleep

- Holiday Inn Boca Raton - North
  701 NW 53rd Street, Boca Raton, FL 33487
  Contact: Rio Chauehury (561) 997-9500
  Hours of Operation: 24 Hours
  Sensitivities to noise and/or vibration: guests during nighttime sleep

- Embassy Suites by Hilton Boca Raton
  661 NW 53rd Street, Boca Raton, FL 33487
  Contact: Manny Oneill (561) 994-8200
  Hours of Operation: 24 Hours
  Sensitivities to noise and/or vibration: guests during nighttime sleep

- Boca Raton Church of Christ
  5099 NW 5th Avenue, Boca Raton, FL 33431
  Contact: (561) 395-0738
  Hours of Operation: 7PM on Wednesday, 10AM to 6 PM on Sunday
  Sensitivities to noise and/or vibration: Place of Worship

- Extended Stay America Hotel Boca Raton - Commerce
  501 NW 77th Street, Boca Raton, FL 33487
  Contact: Carli Holland (561) 994-2599

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Hours of Operation: 24 Hours
Sensitivities to noise and/or vibration: guests during nighttime sleep

- Residence Inn by Marriott Boca Raton
  525 NW 77th Street, Boca Raton, FL 33487
  Contact: Heather Hanley (561) 994-3222
  Hours of Operation: 24 Hours
  Sensitivities to noise and/or vibration: guests during nighttime sleep

- Hilton Garden Inn Boca Raton
  8201 Congress Avenue, Boca Raton, FL 33487
  Contact: Benjamin Walters (561) 988-6110
  Hours of Operation: 24 Hours
  Sensitivities to noise and/or vibration: guests during nighttime sleep

- STS Inks
  8300 Congress Avenue, Boca Raton, FL 33487
  Contact: Cheri Gagon (561) 999-8818
  Hours of Operation: 9 AM – 5PM, Monday through Friday
  Sensitivities to noise and/or vibration: Expensive printing equipment

- Bill Hood & Sons Art & Antique Auctions
  2885 S Congress Avenue, Suite A&B, Delray Beach, FL 33445
  Contact: Dan Terry (561) 278-8996
  Hours of Operation: 10 AM – 5 PM, Monday through Friday
  Sensitivities to noise and/or vibration: Antiques located within the shop, vibration could possibly damage items

- Dr G's Urgent Care
  1425 S Congress Avenue, Delray Beach, FL 33445
  Contact: Karen P (561) 330-9363
  Hours of Operation: 9AM – 9PM, Monday through Sunday
  Sensitivities to noise and/or vibration: Urgent care patients and medical equipment

This list may not include all of the businesses/facilities that could be impacted by excessive noise or vibration. The Design-Build Firm shall be responsible for confirming that all related business/facilities are identified and notified of the proposed construction activities and to coordinate work restrictions accordingly.

All coordination within the 1,000-foot radius shall take place a minimum of fourteen (14) days prior to said activity.

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The Design-Build Firm shall coordinate construction related activities with the Federal Aviation Administration (FAA) and Boca Raton Airport. Any construction related permits required shall be the responsibility of the Design-Build Firm.

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 shall 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 proposed Project improvements will require different types of permits from federal, state, and local jurisdictional regulatory agencies, including the Florida Department of Environmental Protection (FDEP), South Florida Water Management District (SFWMD) and United States Army Corps of Engineers (USACE). The Department has identified a number of regulatory permits that will likely be required for the Project. This list is indicative only and is not meant to be comprehensive. In the interest of expediency, the Department has commenced the process for securing the following permits until execution of the Agreement:

1. SFWMD Environmental Resource Permit(s)
2. SFWMD Right of Way Occupancy Permit(s)
3. SFWMD Water Use (Dewatering) Permit
4. USACE Section 404 (Dredge and Fill) Permit
5. USACE Section 408 Approval

These permit applications have been submitted to the regulatory agencies and are provided in the Reference Documents, along with all Requests for Additional Information (RAI) letters and responses to the regulatory agencies. The Design-Build Firm is advised that the permit plans and permit sketches submitted to the various regulatory agencies have been provided for preliminary permitting purposes only and are subject to change based on the Final Design. In the event that the Department has secured any of these permits, the Design-Build Firm shall be responsible for complying with all permit conditions. The Design-Build Firm shall also be responsible for modifying these permits, if such modifications are acceptable by the applicable regulatory agency, to reflect the Final Design components.

The Department has identified additional regulatory permits that will likely be required for this Project and will be the responsibility of the Design-Build Firm for procuring. This list is indicative only and is not meant to be comprehensive:

- FDEP National Pollutant Discharge Elimination System (NPDES)
- Toll Building Permit(s)

The Design-Build Firm shall be responsible for obtaining all permits required for the Project, as well as any permit modifications, local permits, building permits, and any construction permits related to the final design components. This also includes any permits still pending at the time of execution of the Agreement. The Design-Build Firm must comply with all permit conditions, environmental mitigation and other permitting requirements. Should any penalties be assigned including additional mitigation as a result of the Design-Build Firm's actions that are not in compliance with permit conditions, the Design-Build Firm will be responsible for such penalties/mitigation.

The Design-Build Firm shall be responsible for preparing any necessary permit applications and all documents required thereby, to obtain FTE permits for the toll building work. It is not anticipated that the Design-Build Firm would be required to obtain any permits from any governmental agency external to the FTE, except for the State Fire Marshall, to perform work for the toll building since the FTE is self-permitting. The permit application shall be submitted to the FTE's Permit Coordinator for review and issuance of a permit to the Design-Build Firm.

The Design-Build Firm shall prepare and submit toll building design documents for all building disciplines (Civil, Structural, Architectural, Mechanical, Electrical, and Landscape) for review and approval by the FTE. Upon approval, the Design-Build Firm shall coordinate through the FTE Permit Coordinator the submittal of the approved 100% design documents to the FTE's Building Code Administrator for a building permit and to the State Fire Marshall for approval.

1. **NEPA Requirements:**

In accordance with NEPA, several environmental agency coordination meetings and concurrence reviews have been ongoing for the Project. The District Four PL&EM Office will continue to coordinate with these agencies and provide additional information or surveys as requested throughout the design and construction phases.

2. **Cultural Resources:**

Historic sites and archaeological sites occur in the vicinity of the Project. The locations of these sites are provided in the Cultural Resource Assessment Survey (CRAS) documents included with the PD&E Study provided in Reference Document 2. Historic sites and archaeological sites will not be available to the Design-Build Firm for staging or stockpiling activities.

~~The Design-Build Firm shall comply with the requirements with respect to the discovery of human remains during construction.~~ . In the event that human remains are found during construction activities, the provisions of Chapter 872.05, Florida Statutes will apply. Chapter 872.05 states that, when human remains are encountered, all activity that might disturb the remains shall cease and may not resume until authorized by the State Medical Examiner or the State Archaeologist.

3. **Section 4(f):**

The Department completed an assessment of the Project's potential impacts on the identified resources and it was determined that no direct impacts to Section 4(f) properties are anticipated.

The Design-Build Firm shall not enter upon the following areas without prior consent of the Department; any public park, archaeological sites identified in the CRAS documents included with the PD&E Study provided in Reference Document 2 prepared for the Project, or any other Section 4(f) Resource.

4. **Wetlands, Essential Fish Habitat, Wildlife and Habitat, and Mitigation:**

The Project will have impacts to existing wetlands and other surface waters (OSW). The wetlands and OSW have been delineated with the SFWMD and USACE, and are addressed in the applications submitted by the Department. These impacts are being mitigated through the use of credits from mitigation banks approved by the regulatory agencies. Any additional mitigation required, due to changes from the Concept Design, shall be the responsibility of the Design-Build Firm. The Design-Build Firm shall review the Wetland Evaluation Reports (WERs), Endangered Species Biological Assessments (ESBAs), and permit application packages.

The ESBAs determined several Federal and State protected species have potential to occur in the Project corridor. As part of the I-95 PD&E Study, the Department made the following commitments that the Design-Build Firm shall comply with regarding protected species:

- To protect the West Indian Manatee, the FDOT will adhere to the *Standard Manatee Conditions for In-Water Work.* The Conditions will be incorporated into the construction documents and FDOT will require that the construction contractor abide strictly to the guidelines during construction. In addition, grates will be placed over all culverts greater than eight inches to protect manatees.
- FDOT will provide appropriate wetland mitigation for any loss of suitable wood stork foraging habitat in coordination with USFWS.
- FDOT will coordinate with Palm Beach County ERM to determine if scrub jays are present in the Yamato Scrub Natural Area. If scrub jays are present, FDOT will coordinate with USFWS to minimize impacts to the scrub jay.
- To minimize negative project effects to the burrowing owl, FDOT commits to: 1) Conduct a burrowing owl survey prior to construction; 2) Coordinate with the appropriate regulatory agency depending on nesting status. If adult owls are present between February 15 and July 10, or if eggs, hatchlings or fledglings are present, then USFWS Migratory Bird Coordination must occur. If it is non-nesting season, only coordination with FFWCC is required; 3) Obtain appropriate permits to destroy/relocate burrowing owl burrows depending on activity; and 4) Coordinate with the appropriate agency on suitable mitigation and ensure mitigation is implemented, such as, construction of starter burrows with an accompanying T-perch in an area outside of future disturbances.
- To minimize adverse effects to the Eastern indigo snake, during construction, the FDOT will adhere to the *Standard Protection Measures for the Eastern Indigo Snake*. The measures will be incorporated into the final project construction documents and FDOT will require that the construction contractor abide strictly to the guidelines during construction.
- To minimize direct impacts to the gopher tortoise, FDOT commits to: 1) Avoid and minimize negative project effects to the maximum extent practicable to the gopher tortoise; 2) Conduct a gopher tortoise survey prior to construction; 3) Coordinate with the appropriate regulatory agency;

4) Obtain appropriate permits to relocate gopher tortoises; and 5) Utilize qualified personnel to relocate gopher tortoises to a mutually agreed upon/permitted location.

- The FDOT will scope gopher tortoise burrows located during the survey to determine the presence of any commensals, such as Florida mouse and gopher frog. If listed commensals are sighted, FDOT will coordinate with the appropriate agency.
- Best Management Practices will be implemented during construction following FDOT's Standard Specifications for Road and Bridge Construction, as amended hereto.
- The FDOT will continue to coordinate with the appropriate regulatory agencies as required throughout the design and permitting phases of the project, as well as during and after construction.

5. **Contamination:**

In accordance with Department policy and FHWA requirements, a Contamination Screening Evaluation Report (CSER) was performed for the Project corridor during the PD&E Study phase to determine the potential for contamination involvement associated with Project construction. The following documents are included in Reference Document 2:

- *Original CSER(s)*
- *Contamination Screening Evaluation Report (CSER) for SR 9 (I-95) PD&E STUDY from South of Glades Road (M.P. 1.893) to South of Linton Boulevard (M.P. 7.688), Palm Beach County, Florida. FM Nos.: 412420-1-22-01 & 409355-3-22-01. Dated December 2009*
- *Contamination Screening Evaluation Report (CSER) Update and Level II Contamination Assessment Plan (CAP) for Segment 3B, dated April 2015*

Based on the above report, a Level II Contamination Assessment was performed by the Department to determine the potential for construction impacts associated with Project construction. The details of the assessment, including Project information updates, are found in the following documents included in Reference Document 2:

- *Level II Contamination Impact Assessment Report (CIAR) State Road 9/I-95 Between Hillsboro and Linton Boulevards, FM Nos. 433108-6, 433109-4, and 43109-5, dated April 2016.*
- *Impacts to Construction Assessment Report (ICA) - Draft Pending*

Based on the *CSER* and Level II Reports, areas of soil and groundwater contamination in excess of the cleanup target levels have been identified and documented in the ICA Report. The ICA Report summarizes all assessment activities and supersedes all past assessment reports. Detailed information regarding management of the contamination along the project corridors is included in the sections that follow.

Design and Coordination

The Design-Build Firm shall review the above-mentioned ICA Report which detail the presence of known or potential impacts due to contamination on the Project corridor. Following the review of the ICA Report, the Design-Build Firm shall schedule an Environmental Coordination meeting with the District Contamination Impact Coordinator (DCIC) to discuss the contamination-based issues on the Project. The DCIC can be contacted at 954-777-4286. Subsequently, the DCIC or designee will attend the Design

Progress Meetings. During such meetings, the Design-Build Firm shall work together with the DCIC to prepare design and propose construction methods that would avoid potential contamination impacts, as feasible. The Design-Build Firm has the opportunity to present innovative approaches to the design of the Project that will reduce costs in the areas where contamination impacts are present.

As Contract Plans are prepared and at each step of the submittal process, the Design-Build Firm shall be responsible to provide plans to the DCIC for review and approval within the areas deemed contaminated and for the Department to determine appropriate Contract Plans Notes and/or if additional contamination assessment is warranted.

The Department will have a District Wide Contamination Assessment and Remediation Contractor (CAR Contractor) qualified to perform assessments and remedial construction services within the contaminated areas. If required, such CAR Contractor working under a separate contract will assist the Design-Build Firm with remedial and/or construction activities within contaminated areas as directed and approved by the DCIC.

Contaminated Soils Management

The contaminants of concern and specific locations of contaminated soils are included in the Level 2 Assessment conducted in April 2016. Updated information resulting from additional testing at those locations will be provided in the Final ICA Report which is currently being developed. The ICA Report will also include results from the testing of new areas along the Glades Road and Linton Boulevard spurs which were not previously included in the scope of the 2016 Level 2 Assessment.

Contaminated soils exceeding commercial/industrial cleanup target levels have been identified at the following location adjacent to the Project corridor for FMNs :

FMN: 433109-5 (Mainline)

1. Northeast corner of Linton Boulevard and the South Florida Rail Corridor, on the northwest quadrant of the Linton Boulevard and I-95 Interchange.

The Design-Build Firm will be responsible for the excavation and stockpiling of soils in the area listed above, and any other areas with suspected soil contamination. The Department will be responsible for the testing, removal, handling, transportation and disposal of all identified and unidentified, contaminated and/or hazardous materials encountered during construction, in accordance with Standard Specification 120 Excavation and Embankment.

The Design-Build Firm is advised that soil removed by ground disturbing activities from the identified area listed above shall be stockpiled if warranted, adjacent to the immediate work area for proper testing and disposal by the CAR Contractor. The Design-Build Firm shall provide a minimum of 2 weeks notification to the FDOT Project Engineer when approaching the above referenced area. The FDOT Project Engineer shall contact the DCIC for proper coordination. In areas where the CAR Contractor performs installation of construction features, the CAR Contractor will only provide equipment and labor to perform the direct

installation of construction features through contaminated areas. The CAR Contractor's scope of work will be limited to performing installation, backfill and compaction activities up to 2 feet (may change based on particular area and upon approval of DCIC) below the existing grade or proposed finished grade, whichever is lower. The Design-Build Firm is responsible for all work from the above referenced elevation to the finished grade elevation.

The Design-Build Firm is advised that contaminated soils meeting residential standards have been found within and adjacent to the project corridor. Those areas were depicted in the 2016 Level 2 Assessment. Updated information resulting from additional testing will be included in the Final ICA Report which is currently being developed. Contaminated soils which are deemed to meet residential standards may be utilized within the Project corridor upon approval by the FDOT Project Engineer in coordination with the DCIC. If contaminated (below commercial standards) but suitable materials can be reused within the Project corridor, the Design-Build Firm shall incorporate reusable soils within the Project corridor at no additional cost to the Department. If contaminated (below commercial standards) but unsuitable materials are excavated and stockpiled, the Design-Build Firm should coordinate with the CAR contractor for proper management and/or disposal of such materials.

The Design-Build Firm shall be responsible for the performance of all quality control testing (densities etc.) of the work performed by the CAR Contractor; however, the Design-Build Firm will not be responsible for the quality of the work associated with work activities performed by the CAR Contractor.

The Design-Build Firm shall be responsible to provide and pay for Maintenance of Traffic, bedding materials, suitable fill materials, structures, pipe, and other associated materials necessary to accomplish the scope of work through the contaminated areas.

The Design-Build Firm, at no additional cost to the Department, shall prepare work areas prior to the mobilization of the CAR Contractor to include clearing and grubbing, provide the CAR Contractor adequate storage and equipment laydown facilities in reasonable proximity to the work areas and provide areas with sufficient capacity to stockpile, sample and subsequently dispose of contaminated soils.

Potential Contaminated Sediments
The canal sediment analytical results at the C-15 Canal crossing indicated that the concentrations of all tested analytes were below the residential SCTLs. Detailed information is included in the Level 2 Assessment conducted in April 2016. Sediments were not retested during the development of the ICA Report since no canal excavation activities are being proposed as part of this project. Sediments within the E-4 Canal were not tested under the 2016 Level 2 Assessment and no information is included in the ICA Report due to lack of excavation activities proposed.

Contaminated Groundwater Management
The following potential sources of contamination (sites) were identified in the 2015 CSER as located near or in the vicinity of the project corridor. Numbers refer to the original identification used in the report:

FMN: 433109-5 (I-95 Mainline)
17 Boomers Sports and Recreation Center – 3100 airport Road FDEP ID 26727, 9400728

18 Boca Aviation Building - 3700 Airport Road FDEP ID 28512, 51877, 9700010, 29128898 FLR000144972
19 Atlantic Aviation - 3700 Airport Road FDEP ID 8623220
20 Boca Airport Dump (County Data) - No Address FDEP ID 94295
22 Mckenzie Tank Lines - 0.5-Mile South of Yamato Road FDEP ID 9806580
23 Kenneth O'Lester Company Fuel Spill - I-95 at Yamato Road FDEP ID 9803567
25 Ocean Breeze Golf & Country Club - NW 5 Avenue & NW 55 Terrace FDEP ID 27219, 9063866
26 Blue Line Trucking Fuel Spill Site- I-95 Southbound at Clint Moore FDEP ID 57888, 256412, 9804694
27 FDOT-CSX Spill Site - 1/4 Mile before Congress Avenue I-95 South FDEP ID 55841, 9802633
28 Delray Corporate Center - 2855 South Congress Avenue FDEP ID 57976, 9804782
29 Rollins Truck Spill - I 95 Southbound 0.5-Mile South of Linton Boulevard FDEP ID 60127, 9806690
31 Hardrives of Delray - 2101 South Congress Avenue FDEP ID 28366, 8630542, 29128892, 003860822 ERNS 556630
31 Associated with Florida Rock Industries - 2350 South Congress Avenue FDEP ID 556630
33 United Parcel Service Fuel Spill - I-95 Northbound South of Linton Boulevard FDEP ID 56768, 9803569

FMN: 412420-4 (Glades Road)
14 Terralink DBA Oxxo Cleaners – 2200 Glades Road #507 FDEP ID 9809010
15 Boca Raton City Water Treatment Plant - 1401 Glades Road FDEP ID 8623239

FMN: 435384-1 (Linton Boulevard)
34 Crystal Cleaners – 1000 Linton Boulevard #A-1 FDEP ID 9800183
35 Linton Square - 1425 South Congress Avenue FDEP ID 68158, 9813193
36 Linton Square Cleaners/Majic Drycleaning - 1541 South Congress Avenue FDEP ID 61661, 68158, 9813556, 9502479
36 Autonation Ford Delray - 1311 Linton Boulevard FDEP ID 28664, 8623048, 29127456
(Not in the CSER) Shell-Linton Congress – 2100 W. Linton Boulevard FDEP ID 9700208

As part of the Level 2 Assessment conducted in April 2016, the FDOT Right-of-Ways were sampled in proximity of the above sites in the areas of the proposed subsurface activities. As summarized in the Level 2 Report, results indicated groundwater contamination above GTCL's in the following temporary monitoring wells (TMW):

- TMW 11- Glades Road to Spanish River Boulevard
- TMW 20- Spanish River Boulevard
- TMW 34- North of Congress Avenue
- TMW 35- North of Congress Avenue
- TMW 36- North of Congress Avenue

Therefore, dewatering impacts may occur in areas within or adjacent to the above locations (see April 2016 Level 2 CIAR for exact locations). Confirmatory groundwater testing in the areas above, and sampling along the Glades Road and Linton Boulevard spurs (not previously included in the Level 2 CIAR's scope) are being conducted and results will be summarized in the Final ICA Report.

The Design-Build Firm shall coordinate with the DCIC during the Project design phase for technical assistance prior to applying for a dewatering permit from any environmental regulatory agency to determine proper groundwater management associated with such sites.

The Design-Build Firm shall provide a minimum of 90-days notification to the FDOT Project Engineer when approaching the areas noted in the Level II Report and ICA Report.

In the case of dewatering within contaminated areas, the CAR Contractor will only be responsible for the proper management and/or disposal of the contaminated effluent from the Design-Build Firm's dewatering operation. The Design-Build Firm, at no additional costs to the Department, shall provide adequate staging areas for the CAR Contractor's remedial, treatment equipment, and transport the dewatering effluent to the established treatment systems as needed.

Current Remediation
No remediation activities are being conducted within the project corridor at this time.

Asbestos Containing Materials
Asbestos inspections and surveys were completed to determine the location of asbestos containing materials (ACM) on the Project bridges. ACM was found in Bridge No. 930184, 930445 and 930444 as reported in Table C. Asbestos Survey Reports are included under Reference Document 2. Environmental.

Table C. BRIDGE DATA

Interchange	Bridge #	Facility carried	Facility Intersected	ACM	Scuppers	Lead
I-95	930245	WB Glades Rd.	Military Trail/SFRC	No ACM	No	Concrete
I-95	930246	EB Glades Rd.	Military Trail/SFRC	No ACM	No	Concrete
I-95	930247	WB Glades Rd.	I-95	No ACM	No	Concrete
I-95	930248	EB Glades Rd.	I-95	No ACM	No	Concrete
I-95	930250	Spanish River Blvd.	I-95/RR/Airport Rd.	No ACM	No	Concrete
I-95	930251	I-95	El Rio Canal	No ACM	No	Concrete
I-95	930189	SB I-95	Yamato Road	No ACM	No	Concrete
I-95	930201	NB I-95	Yamato Road	No ACM	No	Concrete
I-95	930202	Clint Moore Rd.	I-95	No ACM	No	Non Haz

I-95	930442	Congress Ave.	I-95	No ACM	No	Concrete
I-95	930443	Congress Ave. Access	CSX Railroad	No ACM	No	Concrete
I-95	930184	SB I-95	C-15 Canal	Yes Bearing pads	No	Concrete
I-95	930445	NB I-95	C-15 Canal	Potential Bearing pads	No	Concrete
I-95	930444	Ramp	C-15 Canal	Potential Bearing pads	No	Concrete
I-95	930499	SB I-95	Linton Blvd.	No ACM	No	Concrete
I-95	930500	NB I-95	Linton Blvd.	No ACM	No	Concrete

In addition, any additional suspect ACM not covered in the provided reports shall be identified, sampled and analyzed by the Design-Build Firm's Asbestos Consultant as needed. The Asbestos Consultant will be responsible for:

i. Making all required agency notifications, securing permits, preparation of plans and specifications for asbestos removal and/or wet demolition, monitoring the abatement (including clearance sampling when determined to be necessary by the Asbestos Consultant and/or as required by regulation) and/or wet demolition work, rehabilitation or demolition, approval of pre-job and post-job submittals, keeping daily logs, air monitoring and final clearance samples, preparation of the final report, etc.

ii. All coordination, notifications, and document submittals.

iii. Submitting a Notice of Asbestos Renovation or Demolition [DEP Form 62-257.900(1)] to the Florida Department of Environmental Protection (FDEP) Palm Beach County designee, a minimum of ten (10) working days prior to initiating any renovation or demolition activity.

The Asbestos Consultant will need to contact Palm Beach County to determine the appropriate notification for the Project.

Asbestos Program Coordinator
Florida Department of Health Palm Beach County
Division of Environmental Public Health
800 Clematis Street, 4th Floor
West Palm Beach, FL 33402
Mr. Alejandro Ortega
Phone: 561-837-5900

Heavy Metals Bridge Screening
All bridges within the project corridor, with the exception of Bridge No. 930202 (Clint Moore Rd.), are concrete structure (see Table C).

Limited Toxicity Characteristic Leaching Procedure (TCLP) sampling and paint Screening surveys were completed for Bridge No. 930202 to identify and determine heavy metal impacts to bridge with steel components. Metals were detected, therefore a licensed and qualified painting contractor/consultant will be required as it does present a potential health and safety risk. The TCLP test results indicate that the metals are at non-hazardous concentrations for disposal. The final TCLP sampling and paint screening report are found in Reference Document 2 and Section VI.H.3 of the RFP.

The Design-Build Firm shall conform to all Federal, State and Local regulations when working with lead based paint. The Design-Build Firm will need to review Section 110-6 through Section 110-9 of the FDOT Standard Specifications and conform to these requirements. Section 10.4.4.2 of the FDOT CAMP states that the contractor or subcontractor that will perform painting renovation, rehabilitation or demolition work on bridge components coated with Lead Based Paint (LBP) must meet the requirements outlined for Category "A" contractors, as defined in the Society for Protective Coatings (SSPC) Qualification Procedure No. 2 (QP2) Standard Procedure for the Qualification of Painting Contractors. This qualification process is in place to ensure that contractors engaged in activities involving LBP are properly trained and certified, training programs are accredited, and standards are set for performing activities that disturb LBP. This qualification process should be reconfirmed annually.

Under EPA regulations lead-impacted waste generated during demolition or abatement activities is handled as a solid waste or a hazardous waste, depending on the amount and form of the lead. If the maximum level of lead in an extract of a representative sample of the waste stream proposed for disposal, as determined by a Toxicity Characteristic Leaching Procedure (TCLP) laboratory analysis, is less than 5 ppm then EPA regulations allow the material to be disposed of as solid waste at a solid waste landfill. If the TCLP analysis equals or exceeds 5 ppm, the material must be managed as a hazardous waste. Lead-impacted materials that are recycled, such as painted steel beams sent to a scrap metal yard, are not considered waste; therefore, they are exempt from waste disposal regulations.

Permits
The Design-Build Firm shall meet any of the general and/or special conditions included in the SFWMD Water Use (Master Dewatering) Permit that covers this Project. The Design-Build Firm shall submit any needed modifications to the Master Dewatering Permit that covers the Project.

The Design-Build Firm shall be responsible for any required permit fees.

General Provisions
For groundwater monitoring wells found within the Project Right of Way, the Design-Build Firm shall be required to adhere to Subarticle 110-10.1 of Section 110 (Clearing and Grubbing) in the FDOT Standard Specifications for Road and Bridge Construction – "Water Wells Required to be Plugged."

The Design-Build Firm shall indemnify the Department against any and all claims arising from Design-Build Firm's handling, storage, transportation or disposal of contaminated materials. The Design-Build Firm shall also be solely and totally responsible, at its own cost, for completely assessing and remediating any contamination caused by its own activities in accordance to applicable environmental regulatory requirements. This includes, but is not limited to spillage/leakage of contaminants from equipment and/or portable tanks used in constructing the Project.

P. Signing and Pavement Marking Plans:

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

The Design-Build Firm shall make use of the I-95 and Glades Road Signing Master Plan concepts included in Reference Document 1 as a starting point for the design. The stations of the signs in the Signing Master Plans are to be used as a guide. Only minor changes to sign locations shown in the Master Plans shall be allowed. Sign content and number of signs shall not be reduced from those shown in the Master Plans. The Design-Build Firm shall utilize the Florida Administrative Code, Chapter 14.51 (Florida's Highway Guide Sign Program) regarding sign spacing. Refer to Section VI.R of this RFP for the requirements for Toll Amount, Lane Status, and DMS sign structures. All overhead sign structures including those carrying Dynamic Message Signs (DMS) or Toll Amount Signs shall be designed and constructed to accommodate an additional 25% increase in the final sign panel area. The Design-Build Firm is responsible to determine the dimensions of the 125% panel that will create the worst case loading scenario. A note shall be added to each sign structure cross section and to the structural Table of Variable notes that the design accounts for the 25% increase in area, as per the requirements of the FTE TPPPH - Volume I, Chapter 29.

Not all of the required sign (e.g., regulatory, warning, informational, recreational, post interchange sequence, etc.) assemblies, pavement messages, and delineators that the Design-Build Firm shall provide are shown in the Signing Master Plans included in Reference Document 1. All required signs, pavement messages, and delineators shall be shown in the design plans. The Design-Build Firm shall place one application of temporary permanent paint pavement markings immediately upon completion of each day's friction course placement and one application of thermoplastic pavement markings on friction course and high performance contrast tape on concrete surfaces (including bridge decks) for both solid and skip lines no earlier than 14 days after final placement of friction course. All proposed overhead sign structures shall be placed outside of the clear zone in accordance with Chapter 4 of the Plans Preparation Manual, except where clear zone requirements cannot be met. Any sign structure proposed behind an existing or proposed roadside barrier must be submitted to the Department for approval.

The completion of final pavement markings shall be required prior to Final Acceptance by the Department.

The Design-Build Firm shall submit a Signing Master Plan for review and concurrence in writing from the Department prior to any 90% design submittal for review. The Signing Master Plan shall include details that will differentiate signing for the 95 Express Lanes from the signing for the General Purpose Lanes. The construction limits for the guide signs will extend beyond the roadway Project limit as shown in the Concept Plans.

All "Local Exits" signs from the Express Lanes shall show the first accessible interchange and the last accessible interchange with the word "THRU" in between, as in "Glades Road HTHRU Hillsboro Blvd", as per the TPPPH Traffic Guide Drawings, unless only three or fewer interchanges are meant to be accessed via Express Lanes egress being signed. Express Lane signing shall not include state road shields, unless the state road shield is also the local name. Exit numbers for the general purpose exits accessible from the egress point shall be added to the top banner of each local exit sign as shown in the I-95 Signing Master Plan. The "Local Exit" sign closest to the corresponding express lanes egress shall have an additional plaque indicating the distance to the next express lanes egress, as indicated in the I-95 Signing Master Plan. This plaque shall read "NEXT EXPRESS LANES EXIT XX MILES", with XX indicating the distance to the next express lanes egress.

All signing and pavement marking designs along I-95 and ramps shall meet the Department's Design Standards and PPM. Pavement messages as shown in the details titled "TYPICAL PAVEMENT MESSAGES FOR INGRESS LOCATION" and "TYPICAL PAVEMENT MESSAGES FOR EGRESS LOCATION" located on the I-95 Signing Master Plan shall be provided at all applicable express lanes ingress or egress locations. All pavement messages and shields shown on the Signing Master Plans shall be installed. No changes to the messages or shields shall be permitted.

18" chevron pavement markings at 40-foot spacing shall be installed in the Express Lane buffer when the buffer width is greater than 4 feet.

All proposed overhead sign panels, including bridge mounted sign panels, shall be fabricated using Type XI high intensity reflective sheeting material. Overhead sign lighting is required and only allowed for sign panels on curves with radii of 880 feet or less in rural areas and 2,500 feet or less in urban areas, and in sag vertical curves with a K value of 60 or less. All proposed sign panels shall comply with the requirements of the current MUTCD, unless otherwise directed by the Department. A minimum vertical clearance of 18.5 feet shall be provided for all overhead sign structures measured from the highest elevation over the entire roadway width of the pavement and shoulder to the lowest point of a static sign panel (including luminaires where applicable).

The Design-Build Firm shall maintain the existing sign lighting during construction (or shall provide temporary lighting where existing lighting cannot be maintained).

Installing proposed sign panels on existing sign structures will require the Design-Build Firm to provide signed and sealed documentation demonstrating that the existing structures satisfy PPM Section 25.4.26 and the governing standards per the RFP. Should an existing sign structure not satisfy current criteria, including an additional 25% increase in panel sizes, the sign structure shall be replaced. No design variation or design exception will be allowed.

Any existing sign structure to be replaced shall be constructed to maintain a continuous shoulder width (i.e. no reduced shoulder or median barrier wall bulb-out are allowed).

Existing sign structures to remain must be located outside of the proposed clear zone. No proposed barrier or extension of an existing barrier will be allowed exclusively for the protection of a sign structure. Any deviation from this stipulation must be approved by the Department.

All local business (logo) signs, recreational signs, and other existing signs shall remain, be relocated, or be replaced. Signs to remain shall adhere to the horizontal clearance criteria set forth in the PPM and shall not be placed behind a barrier whose sole purpose is to shield the sign columns. The Design-Build Firm shall be responsible for determining which signs can remain, which signs can be relocated, and which signs must be replaced, based on the Design-Build Firm's review to ensure compliance with the PPM, MUTCD, and all other governing regulations noted in the RFP.

Existing sign panels proposed to be replaced by the Design-Build Firm shall meet the current MUTCD requirements and be fabricated with Type XI high intensity sheeting material. Overlay of existing sign panels will not be allowed. All existing sign panels that are intended to be incorporated into the proposed signing plan, and are not compliant with the Department's reflectivity requirements, shall be removed and replaced with a new panel meeting the current reflectivity requirements. Upgrades to the lighting system for the sign panels shall not be allowed. All existing sign lighting equipment, components, and conduit mounted to the sign structure shall be removed and disposed of by the Design-Build Firm, for the signs being upgraded to the new reflectivity requirements. Existing sign lighting for existing overhead sign panels to remain shall remain fully functional during and after construction.

The type of overhead sign structures to accommodate static signs, dynamic signs, or combination of static and dynamic signs shall be determined by the Design-Build Firm. Butterfly sign structures are not permitted for median mounted signs.

All proposed overhead sign structures having median uprights shall be constructed such that the above ground portion of the median foundation system fits entirely within the approximate 2.0 foot to 2.5 foot width of the existing concrete median barrier wall. Bulb-out of the median barrier wall is not allowed. The Design-Build Firm shall provide written justification to the Department for approval for those locations where the clear zone width is available, yet proposes to locate uprights within the clear zone using proper barrier treatment.

Any sign structure removed as part of this Project shall also include the removal of the existing foundation to a minimum of four feet below the existing ground. Any existing sign structure to be removed in the median shall include the reconstruction of the median barrier wall to remove any bulb-out.

Express lane markers shall be used between the Express Lanes and the General Purpose Lanes. Express lane markers shall be orange in color and the spacing shall be five feet, center to center. This spacing and color shall be called out in the Plans. If 24" express lane markers are being used to mitigate horizontal stopping sight distance issues, the height shall be called out in the plans.

Commercial trucks (three axles or more) shall not be allowed in the Express Lanes, and shall be prohibited

from using the inside General Purpose Lane adjacent to the buffer between the Express Lanes and General Purpose Lanes. This restriction shall be accomplished by providing a regulatory sign panel on all Express Lanes entrance signs. "No Trucks" sign panels shall be compliant with the minimum widths specified in the MUTCD. However, in no instance shall the static sign panels have a width less than the width of the lane status DMS. Multi-post "No Trucks Left Lane" regulatory sign panels shall also be located at all interchange entrance ramps as shown in the I-95 Signing Master Plan.

Prior to fabrication and installation, the Design-Build Firm shall coordinate with the Phase 3A-1, Phase 3A-2, Phase 3B-1, and Phase 3C Design-Build Firms the location, message, and final design of all sign panels and structures.

Existing single post and multi-post sign assemblies impacted by construction shall be entirely replaced and upgraded if necessary. Existing single post and multi-post sign assemblies not impacted by construction that meet MUTCD and Department criteria can remain.

The Design-Build Firm shall ~~signals (i.e. use~~utilize the Ramp Metering Conceptual Plan included in Reference Document 1 for the design of the ramp metering signing. Sign content and number of signs shall not be reduced from those shown in the Ramp Metering Conceptual Plan.

Signing and pavement marking requirements pertaining to tolling facilities are provided in the FTE TPPPH.

No structural analysis was performed for the Signing Master Plan concept.

Q. Signalization Plans:

New signals, including new mast arms and all new signal equipment, shall be provided (reconstruction) for the signalized intersections at the I-95 northbound and southbound ramps, and at Airport Road/NW 15th Avenue. Signalization Concept Plans for these intersections are included in Reference Document 1.
Due to the impacts of the proposed widening to the existing signal strain pole on the southwest corner of Glades Road and W. University Drive, the signal supports shall be upgraded as needed in accordance with PPM Volume 1 Chapter 25, Section 25.4.26 Ancillary Structures (Sign, Signal, Lighting and ITS).

All signalization work shall be coordinated with Palm Beach County Traffic Engineering Division. All signalization work within the City of Boca Raton shall be coordinated with the City of Boca Raton Engineering Department. All signalization equipment shall be compatible with the appropriate maintaining agency's standard signal equipment, and shall comply with the agency's design requirements and preferences.

The Design-Build Firm will be responsible to coordinate with FP&L for both existing service point upgrades and/or proposed service points. The Design-Build Firm shall include all associated costs in their Bid Price Proposal.

All plans shall be prepared in accordance with the latest Department's PPM and Design Standards, meet the applicable maintaining agency's standards, and be accurate, legible, complete in design, drawn to scale indicated in the Department's manuals and furnished in reproducible form. Plan general notes shall be in accordance with the latest District Four signalization notes. The Design-Build Firm shall coordinate with

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Palm Beach County and the City of Boca Raton to ensure the proprietary products certification process is implemented specifically for this Project for any proposed equipment not currently shown on the Department's Approved Products List (APL).

R. Lighting Plans:

The Design-Build Firm shall design and prepare lighting plans for the 95 Express Lanes, General Purpose Lanes, and Auxiliary Lanes, Glades Road, impacted segments of interchange ramps, and impacted segments of other cross streets beneath I-95, utilizing light emitting diode (LED) type luminaires in accordance with the Department's PPM and Design Standards. The Design-Build Firm shall utilize governing regulations to complete the Lighting Plans with notes as per the applicable Plans Preparation Manual. The Design-Build Firm shall make use of the Lighting Design Analysis Report (LDAR) included in Reference Document 1 as a reference for the design.

The LDAR including photometric printouts shall be submitted by the Design-Build Firm to ensure sufficient illumination over the entire corridor and shall include a needs analysis for bridge underdeck lighting for crossings with no existing underdeck lighting. The LDAR shall be based on Department guidelines and current conventional lighting design criteria listed in the PPM. The LDAR shall provide illumination values for all areas analyzed for the Project using the limits of LED lighting described below to define the limits of analysis. A Lighting Justification Report will not be required.

Along the I-95 mainline, the Design-Build Firm shall remove all existing median barrier-mounted aluminum light poles, foundations, junction boxes, conductors, and any other existing components or features required to be removed as part of the existing median lighting system within the limits described below. The existing embedded median barrier conduit is not required to be removed but shall not be reused for the new lighting system. The existing light pole foundations shall be completely removed. The limits of removal of the existing lighting system and the proposed new lighting along I-95 shall extend from south of Glades Road (approximate Sta. 3190+00) to north of Glades Road (approximate Sta. 3286+00), and from south of Clint Moore Road (approximate Sta. 3380+00) to south of Linton Boulevard (approximate Sta. 3488+00). The existing lighting system from north of Glades Road (approximate Sta. 3286+00) to south of Clint Moore Road (approximate Sta. 3380+00) may remain in place. The existing openings in the median barrier wall where existing light poles will be removed shall be eliminated by construction of new concrete median barrier wall segments at each of the existing openings. The limits of new median barrier wall constructed in these gaps shall be a minimum of 5 feet in length and shall include steel reinforcement and dowel bars per the applicable Standard Index. Opaque Visual Barrier shall also be installed on the barrier wall to match the proposed Opaque Visual Barrier being installed on top of all existing median barrier wall to remain.

Along the I-95 mainline, and along Glades Road, the existing lighting system that will be removed shall be replaced with an entirely new lighting system of standard aluminum light poles and foundations with LED type luminaires, including new light pole cable distribution systems, conduit, conductors, pull boxes, junction boxes, and load centers.

The limits of new LED lighting along Glades Road shall be from NW Executive Center Drive to Airport Road/NW 15th Avenue, including all signalized pedestrian crosswalks within these limits, including at these two intersections.

The limits of new LED lighting at interchange entrance and exit ramps shall be the physical gore point of each ramp along the I-95 mainline, with the exception of the ramps at the Glades Road, Linton Boulevard, and Congress Avenue Interchanges.

- The entire limits of all existing and proposed ramps at the Glades Road Interchange shall be lit with an entirely new lighting system of standard aluminum light poles and foundations with LED type luminaires, to include new light pole cable distribution systems, conduit, conductors, pull boxes, junction boxes, and load centers.
- All lanes of the existing southbound entrance ramps at the Linton Boulevard Interchange shall be lit with a new lighting system of standard aluminum light poles and foundations with LED type luminaires, to include new light pole cable distribution systems, conduit, conductors, pull boxes, and junction boxes. The limits of the new lighting system on this ramp shall extend from Linton Boulevard, and the physical ramp gore on Linton Boulevard, to the physical ramp gore on I-95. The new lighting system for the Linton Boulevard southbound entrance ramp shall be connected to a new load center.
- The existing light poles serving the existing southbound exit ramp at the Congress Avenue Interchange shall be retrofitted with new LED-type luminaires to meet current lighting criteria. New poles shall be provided to supplement the existing light poles, if required. The limits of new LED lighting on this ramp shall extend from the physical ramp gore of I-95 mainline, up to and including, the ramp intersection at Peninsula Corporate Drive.

For all other interchange ramps, and for sidestreet improvements such as along Airport Road and NW 15th Avenue, and along Glades Road east of Airport Road, that will have permanent impacts to existing light poles, the impacted light poles shall be relocated or replaced with new poles, and the unaffected poles may remain. At a minimum, the existing level of illumination shall be maintained, including with the addition of supplemental poles if required. Existing source lighting (HPS or LED) may remain for relocated poles.

For the Clint Moore Road Bridge over I-95, provisions for future lighting shall be incorporated into the new bridge (and associated retaining walls, if applicable) for the bridge replacement. Future provisions shall include light pole pedestals, anchor bolts, embedded conduit, and junction boxes. The Design Build Firm shall coordinate the future lighting needs with the City of Boca Raton.

For cross street bridges that span I-95 and I-95 bridges that span cross streets, that do not have existing underdeck lighting, LED underdeck lighting shall be provided when supported by a needs analysis. For cross street bridges that span I-95 and I-95 bridges that span cross streets, that currently have underdeck light fixtures, LED source lighting shall be provided by replacing the existing light fixtures, and supplementing with additional LED lighting as necessary to meet current criteria.

Daytime supplemental lighting may be required when the bridge structure limits natural sunlight penetration and limits a driver's visibility under the structure. The Design-Build Firm shall comply with the lighting requirements in the 2005 AASHTO Roadway Lighting Design Guide and the 2011 ANSI/IES RP-22-11 American National Standard Practice for Tunnel Lighting. These requirements apply to I-95 bridges spanning cross streets and cross street bridges spanning I-95. Daytime supplemental lighting shall be provided by the Design-Build Firm at each underpass, as warranted. No daytime supplemental lighting is required for underpasses less than 80 feet. When two bridges, one per direction, are greater than 15 feet in separation, each bridge may be considered individually. Daytime supplemental lighting shall be on a

separate circuit from underdeck lighting. Reference the *Turnpike Design Handbook (TDH) Design Criteria – Part 2, Section 231.1.5.2 Daytime Supplemental Underdeck Lighting* for additional information on the evaluation and design procedure for daytime supplemental lighting.

LED source lighting shall meet all PPM requirements for illumination level, uniformity, and veiling luminance. New high mast lighting systems will not be permitted.

For proposed light poles not covered by the Department's Design Standards, the Design-Build Firm shall submit for Department approval a special pole design to meet the requirements of this RFP.

The Design-Build Firm shall submit a Lighting Master Plan for review and concurrence in writing from the Department prior to any 90% design submittal for review.

Conventional lighting (with LED luminaires) with an Aluminum Light Pole system shall be designed in accordance with applicable plans preparation manual/handbook criteria and with the following:

- A special spread footing foundation may be used whenever there is conflict with an underground utility and the standard concrete foundation.
- Existing underground and median barrier conduits shall not be re-used by the Design-Build Firm.
- All new conduit crossing the existing roadways shall be installed by directional bore or jack and bore methods unless otherwise approved by the Department.
- The Design-Build Firm will be responsible to coordinate with FP&L for both existing service point upgrades and/or proposed service points. Location of load centers shall be accessible to maintenance personnel. The Design-Build Firm shall include all associated costs in their Bid Price Proposal.
- The Design-Build Firm shall coordinate with the adjacent projects and existing lighting systems that are proposed to remain to ensure that the proposed pole spacing will provide appropriate lighting levels at the interface locations.
- All pull boxes shall have non-metallic covers. Pull boxes installed in the shoulder shall be Tier 22 load rated and shall include a conductor anti-theft system approved by the Department's Maintenance Office.
- Screw type foundations for light poles will not be permitted.
- One photoelectric cell shall be installed for each load center and shall be located adjacent to the load center panel.
- Allowable voltage drop for a circuit shall be no more than 6%.
- The lighting design shall address the potential for light trespass beyond the right of way onto adjacent residential, hotel, and motel properties that are directly adjacent to the Project. The Design-Build Firm shall take the necessary measures to eliminate this condition with the use of shields, skirts or other similar fixture attachments.
- The lighting design shall comply with all applicable requirements described under Airport Requirements included in Section I of this RFP.
- All new signal systems shall meet the new reconstruction lighting criteria at signalized intersections, which includes horizontal and vertical illumination.

The Design-Build Firm shall maintain existing lighting levels for the travel lanes throughout all phases of construction. Additional roadway lighting complying with PPM criteria shall be provided for the widened roadway and along temporary lanes used to carry traffic during all phases of construction. This may be

accomplished by maintaining the existing lighting, providing temporary lighting, and/or activating the proposed lighting system.

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.

All existing lighting load centers shall be replaced with new lighting load centers per all current codes and criteria to coincide with the complete new lighting system for the construction limits as noted above.

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 or other agencies for future use.

The Design-Build Firm shall perform detailed field reviews for the portions of existing lighting on the ramps and/or cross streets to remain. 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. All new electrical services will require meters.

The Design-Build Firm shall comply with the requirements of each jurisdictional authority within the construction 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.

S. Intelligent Transportation System Plans:

The Design-Build Firm shall be responsible for the design, permitting, procurement, construction, installation, configuration, integration, and testing of the Intelligent Transportation System (ITS), and also the training of Department staff for the operation and maintenance of the ITS.

The Design-Build Firm shall prepare Intelligent Transportation System (ITS) Plans in accordance with Department criteria.
The Design-Build Firm's ITS design and construction shall be in accordance with the ITS Deployment Requirements included as Attachment K, Design-Build Functional Requirements for ITS Deployment. The

Design-Build Firm shall make use of the I-95 and Glades Road ITS Master Plans included in Reference Document 1 as a starting point for the design. Only minor changes to Toll Amount DMS signs, Lane Status DMS signs, Express Lane DMS, and Walk-In DMS locations shown in the ITS Master Plan shall be allowed. All Lane Status DMS, Toll Amount DMS, Walk-In DMS, and Express Lane DMS sign structures and foundations shall be designed and constructed to accommodate a 25% increase in size of the proposed front-facing sign panel area. All Toll Amount sign structures and foundations shall be designed to accommodate a three (3) destination Toll Amount sign plus an additional 25% increase in panel area. If a three destination Toll Amount sign is not being proposed in the Signing Master Plan, then the dimensions to be used for the calculations shall be assumed to be 32 feet wide by 24 feet high, unless stated otherwise in the I-95 Signing Master Plan. The additional 25% panel area shall be applied to all ITS proposed overhead sign structures per the requirements of the FTE TPPPH - Volume I, Chapter 29. A note shall be added to each sign structure cross section and to the structural Table of Variable notes that the design accounts for the 25% increase in area.

Communications requirements for toll facilities are provided in the FTE GTR.

A detailed Maintenance of Communication (MOC) Plan for the ITS and tolling communications networks shall be provided by the Design-Build Firm as part of the design. For specific requirements related to the MOC, refer to RFP Attachment ~~K~~L, Design-Build Functional Requirements for ITS Deployment.

All proposed overhead ITS structures having median uprights shall be constructed such that the above ground portion of the median foundation system fits entirely within the approximate 2.0 foot to 2.5 foot width of the existing concrete median barrier wall. Bulb-out of the median barrier wall is not allowed. All proposed overhead ITS structure uprights shall be located outside the required clear zone. The Design-Build Firm shall provide written justification to the Department for approval for those locations where the clear zone width is available, yet proposes to locate uprights within the clear zone using proper barrier treatment.

Any ITS sign structure removed as part of this Project shall also include the removal of the existing foundation to a minimum of four feet below the existing ground. Any existing ITS sign structure to be removed in the median shall include the reconstruction of the median barrier wall to remove any bulb-out.

Existing ITS conduit containing fiber optic cable mounted to existing bridges that are proposed to be widened shall be replaced in accordance with RFP Attachment K, Design-Build Functional Requirements for ITS Deployment.

The Design-Build Firm shall prepare all plans in accordance with the latest design standards and practices, Department Specifications, Indices, and Plans Preparation Manual, and the ITS Deployment Requirements included as Attachment K and shall be accurate, legible, complete in design, drawn to the scale indicated in the Department's manuals and furnished in reproducible form.

The Design-Build Firm will be responsible to coordinate with FP&L for existing service point upgrades, existing service point to be decommissioned and/or proposed service points. The coordination shall occur at the early stage of the Project and shall be completed before the 90% design. The Design-Build Firm shall include all associated costs in their Bid Price Proposal.

The Design-Build Firm is responsible for ensuring project compliance with the Regional ITS Architecture (RITSA) and system engineering procedures. The Design-Build Firm shall provide the necessary information to the Department so that the Concept of Operations (ConOps) and the Project System Engineering Management Plan (PSEMP)))),)))), provided in Reference Document 4,) can be updated by the Department. The Design-Build Firm shall be responsible for the development and update of a Requirement Traceability Verification Matrix (RTVM), as well as coordination of document review. The RTVM is required to be submitted to FHWA for review and approval. The Department will verify that the RTVM is consistent with the ConOps and PSEMP. The Department will also update the RITSA as appropriate if the final design (upon its detail) is inconsistent with the RITSA, using the required procedures implemented for maintaining RITSA.

The Design-Build Firm ITS EOR shall coordinate with the Design-Build Firm Landscape Architect for any underground and aboveground conflict with all existing/proposed landscape. The intended view of CCTV shall be clear of landscape obstructions created by existing or relocated trees and vegetation to the extent required for them to perform as intended. CCTV camera locations shall be placed in close coordination with the District Landscape Architect to ensure camera locations allow for maximum landscape opportunities with minimal disruption to ITS operations.

Ramp Signals

The Design-Build Firm shall be responsible for the design, construction, installation, and integration activities of the ramp signaling deployment for all entrance ramps at the Glades Road, Spanish River Boulevard, Yamato Road, Peninsula Corp and southbound Linton Boulevard. For detailed function requirements, refer to RFP Attachment ~~K~~L, Design-Build Functional Requirements for ITS Deployment.

The Design-Build Firm shall be responsible for providing all design survey and utility coordination for the development of the Ramp Signal plans.

The Design-Build Firm will be responsible for coordinating with FP&L for both existing service point upgrades and/or proposed service points. The Design-Build Firm shall include all associated costs in their Bid Price Proposal.

T. Tolling Infrastructure Requirements:

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

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

Infrastructure Type & Quantity	Tolling Point(s)
	Applies to All Locations

Gantry Type	Non-accessible
Gantry Quantity	2
Pavement Type	Asphalt
Building Type	New
Building Quantity	2
E6 Reader Location	Gantry
Building Communication Type	FDOT Fiber
End-to-End Testing	Yes

The single direction of travel tolling points at Toll Site 1 and Toll Site 2 shall be clear span gantries. The toll equipment building for Toll Site 1 shall be located on the northbound side of I-95 and the toll equipment building for Toll Site 2 shall be located on the southbound side of I-95.

The proposed toll site locations represent the preferred locations that have been reviewed and accepted by the Department. The Design-Build Firm shall locate the centerline of the gantries at each toll site as follows:

- Toll Site 1 located at Sta. 3288+33, northbound tolling only
- Toll Site 2 located at Sta. 3356+62, southbound tolling only

A Toll Siting Technical Memorandum (TSTM) is provided in Reference Document 4 which outlines the locations and GTR criteria for each toll site. Any modification to the toll site locations will require the Design Build Firm to revise and resubmit the Toll Siting Technical Memorandum, in the TSTM format, to the Department for approval.

The Design Build Firm shall have a single professional engineer, registered in the State of Florida, in responsible charge of developing the plans and specifications for toll site electrical, building electrical and gantry electrical.

Concrete barrier and concrete median barrier within the toll site envelope must not contain metal reinforcement, GFRP shall be used as identified in the FDOT specifications.
Based on the latest GTR, MSE retaining wall straps shall not be installed near or beneath the loop pavement section of a tolling site. MSE retaining wall straps shall not be installed near or beneath loop infrastructure and the toll equipment building. For the Express Lanes tolling points, since the tolling lanes are on the inside of the roadway, the loop pull boxes shall be placed within the median area behind the median barrier wall.

The Design-Build Firm shall be responsible for preparing any necessary building permit(s) applications and all documents required thereby, to obtain permits required for toll equipment buildings per the GTR.

Toll Equipment Buildings
All proposed AET tolling points shall use 400 Amp 120/240 Volt, single phase 3-wire underground electric power service. If the proposed AET tolling point is situated such that it requires new primary circuiting to cross I-95 and/or ramps, the Design-Build Firm shall furnish and install underground circuiting using jack

and bore or directional drill, a minimum 6-inch high density polyethylene casing to house the utility power service conduits. The utility power service conduits shall be as specified by the utility company as required for the completion of electrical service to each site.

It is the responsibility of the Design-Build Firm to complete all work associated with electrical services, sufficiently in advance of turning over each AET tolling point to the Department for toll equipment installation and testing so as not to impact the project schedule. It is the responsibility of the Design-Build Firm to obtain all new physical addresses required for the initiation of new electric service. The Design-Build Firm shall include all associated costs in their Bid Price Proposal.

The electrical service requirements for the new Toll Equipment Buildings are specified in the FTE GTR.

Building Construction Permits - The Design-Build Firm shall be responsible for preparing and submitting separate signed and sealed permit packages for each building permit construction as required per the GTR and the latest adopted edition of procedures titled; FTE Toll Facility and TEB Code Compliance Procedures document (including amendments) as issued by the FTE Building Official and provided to the AOR/EOR, CEI, and General Contractor at either the kick-off meeting, pre-bid meeting and Preconstruction Meeting and/or at any other time upon request.

U. Landscape Opportunity Plans:

The Design-Build Firm shall preserve and maximize the opportunities for the Department to provide for future landscape planting areas within the construction limits that meet the intent of the Department's Highway Beautification Policy. As such, landscape opportunity areas shall be preserved by the Design-Build Firm, including the Spanish River Boulevard and Glades Road Interchanges, in accordance with the Landscape Opportunity Plans provided in Reference Document 1 for each location. No improvements shall be permitted within the landscape opportunity areas beyond the scope and extent of improvements provided in the Concept Design. Meaningful and extensive coordination will be needed between the Design-Build Landscape Architect (DBLA) and the ITS EOR to ensure the ITS cameras are located such that a fully operational ITS system is provided while accommodating the requirements of the landscape opportunities within the interchanges. In addition, the Landscape Opportunity Plans provided by the Department show Preservation Areas that include vegetation that must be preserved. The Spanish River Blvd interchange was constructed in 2018 and included extensive landscape improvements. All landscape areas within this interchange must be preserved and cannot be disturbed beyond what is required to construct the roadway improvements. The Department will not allow improvements within these areas, or consider ATC's that could create negative impacts to this vegetation in any way.

All existing dry pond areas within the interchanges shall remain as dry ponds (without conversion to wet ponds). Furthermore, clearing, grubbing, staging, and/or excavation is prohibited within the State owned right-of-way located between the South Florida Rail Corridor and the I-95 limited access right-of-way from Glades Road to Clint Moore Road. The Design-Build Firm is prohibited from mining sugar sand in these scrub areas as these areas shall be protected.

The Design-Build Firm shall prepare Landscape Opportunity Plans which considers the proposed improvements, utilities, setbacks and clear zone dimensions, community commitments and other Project needs in identifying future landscape planting areas. The Landscape Opportunity Plans shall be in

accordance with the Landscape Opportunity Plans provided in Reference Document 1 and will include the following:

1. Proposed improvements and existing elements to remain as associated with the Project.
2. Tree disposition chart depicting existing plant material to remain, to be relocated or to be removed (updated as applicable for the Design-Build Firm).).
3. Wetland jurisdictional lines.
4. Proposed drainage retention areas and easements (if applicable), including any Potential Excavation Areas.
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 using a legend. Examples are: "trees/palms/shrubs", "shrubs only", "buffer", and/or "screening plantings", Preservation Areas, etc.
8. Provided and labeled applicable clear zone, lateral offset, setback dimensions on the plans and in chart form which reflect AASHTO 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. Within 1,000 feet from the terminus of the sign, show the associated 500-foot default view zone, or the established view zone already negotiated. The Design-Build Firm shall be responsible for obtaining the Outdoor Advertisement (ODA) Clear Letter.

The Landscape Opportunity Plans shall match the scale and format used for Roadway Concept Plans. An alternate format may be considered if the aforementioned scale and format do not convey a design intent that is clearly legible.

Disciplines that will have the greatest impact to preserving landscape opportunities include roadway, environmental, drainage, utilities, signing, lighting and ITS. The DBLA shall identify potential conflicts relating to preserving opportunity landscape areas and provide suggested resolutions maximize and 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 (DLA) for coordination and resolution. The DBLA shall coordinate with the ITS EOR shall work together to complement their required tasks for any potential CCTV view blockage components of the Project. The intended view of CCTV shall be clear of landscape obstructions created by existing or relocated trees and vegetation to the extent required for them to perform as intended. CCTV camera locations shall be placed in close coordination with the DLA to ensure camera locations allow for maximum landscape opportunities with minimal disruption to ITS operations.

The DBLA shall conduct a visual survey of existing vegetation within and adjacent to the Right of Way of the Project with the DLA. 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 Landscape Opportunity Plans. The DBLA shall identify proposed buffer and screening areas needed in coordination with the DLA.

The DBLA shall meet with the DLA prior to the beginning of work for the purposes of coordination and to discuss adherence to the Department's Highway Beautification Policy. Limited plantings may occur on the slopes and bottom of stormwater management facilities once coordinated with the District Environmental Office, District Drainage Engineer and the DLA. Trees may not be planted within 5 feet of storm sewer pipes and utilities.

The Design-Build Firm shall coordinate with the DLA, District Maintenance Engineer, and local municipalities with landscape maintenance agreements throughout the project. Refer to Reference Document 4 for the existing landscape maintenance agreements.

Tree Relocation Plans

To streamline the Design-Build Firm's effort, the Department has already completed a preliminary tree inventory as provided in Reference Document 2. Each surveyed tree has been marked with an aluminum tag stamped with the respective tree identification number. The Design-Build Firm shall remove and properly dispose of all the aluminum tags prior to Final Acceptance of the Project.

Existing trees to be removed or relocated in accordance with the Tree Relocation Plans shall be only those that need to be removed in order to construct and permit the Project improvements, or as otherwise specified herein. Trees that are designated as fair or poor condition (or dead) on the tree status charts and trees that are determined to be "poor" condition (or dead) by the Engineer at the time of construction shall also be removed. The Design-Build Firm shall conduct site visits with the Department to review all trees to remain, to be removed and to be relocated prior to starting work. It is anticipated that the condition and health of some trees will change from the time the inventory was conducted to when the work will actually take place, and the DBLA will update the Tree Disposition Chart as needed during the preparation of the Tree Relocation Plans. The Design-Build Firm shall develop each component design to maintain the maximum quantity of existing desirable trees and create areas for relocation. Desirable trees shall include any tree that is determined to be in good condition that is not a Florida Exotic Pest Plant Council (FLEPPC) Category I or Category II invasive species during the site visits with the Department. In particular, proposed drainage ponds and swales shall be sculpted to preserve existing trees while achieving the required drainage and permitting requirements.

Existing trees required to be relocated shall include all desirable trees (as previously defined), as listed on the preliminary tree inventory and verified by the DLA and Engineer prior to construction, which would be impacted by the proposed improvements associated with the overall Project. Trees shall be transplanted within the interchanges in accordance with the Tree Relocation Plans provided in Reference Document 1. The Department has performed preliminary coordination with municipalities along the construction limits to determine whether opportunities exist and there is an interest by the municipalities to accept surplus trees, (desirable trees not utilized within the construction limits), from the corridor within their municipalities. No additional surplus trees were identified at the time of the conceptual Tree Relocation Plans and Landscape Opportunity Plans development. Any additional surplus trees that are suitable for relocation shall be offered to the local municipalities for transplanting by the local municipality. Final determination of those trees that are suitable for relocation or offered to local municipalities shall be confirmed by the DLA.

Trees that have been determined by the DLA and Engineer as suitable for relocation shall be relocated in the following preferential order of location:

1. All trees shall be transplanted by the Design-Build Firm within the construction limits as per the Tree Relocation Plans prepared by the DBLA and approved by the Department prior to construction.

2. Any desirable trees not utilized on the Department's Right of Way that are within existing Maintenance Memorandum of Agreement (MMOA) areas, shall be offered to the respective maintaining agency. The Design-Build Firm shall include sufficient time in the project schedule for noticing, root pruning, and transplanting by the municipalities, no less than 14 weeks prior to scheduled impacts.

3. Trees undesired by both the maintaining agency and the Department shall be offered to the municipality with jurisdiction of where the trees are located. All efforts related to relocating these trees will be completed by the municipality. The Design-Build Firm shall include sufficient time in the project schedule for noticing, root pruning, and transplanting by the municipalities, no less than 14 weeks prior to scheduled impacts. The Design-Build Firm will go through the DLA for this coordination with the local municipalities. The DLA will ensure a timely response is received from the local municipality and a maximum 2-week period will be provided to receive this response.

4. Trees undesired by the maintaining agency, the Department, and the municipality with jurisdiction of where the trees are located shall be offered to any other municipality within the construction limits, and that municipality will be responsible for relocating these trees. The Design-Build Firm shall include sufficient time in the project schedule for noticing, root pruning, and transplanting by the municipalities, no less than 14 weeks prior to scheduled impacts. The Design-Build Firm will go through the DLA for this coordination with the local municipalities. The DLA will ensure a timely response is received from the local municipality and a maximum 2-week period will be provided to receive this response.

5. All remaining impacted trees will be the property of the Design-Build Firm and shall be removed as a part of the clearing and grubbing work. Removed trees not wanted by the Department, respective maintaining agencies within existing Maintenance Memorandum of Agreement (MMOA) areas, jurisdictional municipalities, or municipalities within the construction limits of where the trees are located, including any other discarded vegetation, shall be disposed of at an offsite location provided by the Design-Build Firm within 48 hours of when the trees and vegetation are cleared.

6. Provided and labeled applicable clear zone, horizontal clearance, setback dimensions on the plans and in chart form which reflect AASHTO and Department guidelines for landscape installation and maintenance operations, including those that have been coordinated with other disciplines.

The Design-Build Firm shall be responsible for continued coordination with the municipalities in order to determine trees desired for relocation, as well as scheduling opportunities for local municipality pickup and documentation of all meetings and correspondence in writing for the Department. Municipality contacts for this coordination is provided in the table below.

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Municipality	Contact	Phone No.	E-mail
Palm Beach County	Omelio Fernandez	561-684-4193	OFernandez@pbcgov.org
City of Boca Raton	Curtis Cahoon	561-416-3415	ccahoon@ci.boca-raton.fl.us
City of Delray Beach	William Wilsher	561-243-6217	wilsherw@mydelraybeach.com

Existing trees to be removed shall be limited to all FLEPPC Category I Invasive Species, impacted Category II Invasive Species, and any other impacted trees that are determined to be available for relocation as shown on the Tree Inventory Plan's evaluation chart, but undesired by both the Department and local municipalities. As a specific requirement of this Project, the following Category II invasive species shall be removed from the construction limits regardless of whether they are impacted by construction or shown on the tree inventory: Hibiscus tiliaceus (Mahoe), Leucaena leucocephala (Lead tree) and Washintonia robusta (Mexican Fan Palm). In addition, there is 0.16 acres of existing Seagrapes that will be removed at the Peninsula Corp interchange as shown on the Tree Relocation Plans provided by the Department. These Seagrapes will be removed in conjunction with the clearing and grubbing activities and all areas disturbed by the work shall be sodded with performance turf in accordance with Section 570 of the Specifications. All other desirable native species within these areas must remain undisturbed.

The Design-Build Firm shall prepare the Tree Relocation Plans for review and approval by the Department prior to construction activities, and perform all activities for all trees required to be relocated for the Project. The Tree Relocation Plans shall illustrate specific destination locations for impacted trees to be transplanted within the construction limits. In addition to the Department's Standards and Criteria, the following criteria shall be followed by the Design-Build Firm during development of the Tree Relocation Plans:

1. An updated Tree Disposition chart clearly showing what trees are to remain, what trees are to be relocated and what trees will be removed and where each will occur.
2. The landscape (relocation) design must ensure proper setbacks from overhead utilities using the FP&L "Right Tree Right Place" guide. http://www.fpl.com/residential/trees/right_tree_right_place.shtml
3. Plant placement for mature growth shall allow for adequate setbacks from fences, structures, utilities, noise walls, drainage maintenance easements, guardrail and retaining walls for future maintenance needs. Substandard setbacks must be approved by the District Palm Beach Operations Maintenance Engineer.
4. All existing plant material identified to remain within the limits of construction shall be protected. The Design-Build Firm shall include details in the Tree Relocation Plans to ensure protection of the Critical Protection Zone (refer to FDOT Standard Index No. 542, Tree Protection and Preservation) for all trees to remain or to be relocated. Such measures shall indicate the mechanism to protect the trees and palms per FDOT Standard Index No. 542 or better, be coordinated with and approved by DLA, and be installed prior to commencement of clearing and grubbing activities.
5. No trees shall be relocated to areas within the 500' view zones of legally permitted outdoor advertising (ODA) signs.

The Tree Relocation Plans shall adhere to all requirements specified in the Tree Relocation Plans provided by the Department, and will include all landscape details required for tree relocation work, including root

and canopy pruning, removal, transporting, transplanting, staking and guying, and plant health maintenance which includes fertilization, weeding, watering and pest management. The Design-Build Firm shall relocate a minimum of ~~178~~168 trees to the Peninsula Corp Interchange as shown on the Tree Relocation Plans provided by the Department. The quantities of trees to be relocated (as listed above) are based on the RFP Concept Design provided by the Department and can vary based on the final design prepared by the Design-Build Firm. The Design-Build Firm shall relocate ALL impacted trees that are desirable (as defined herein and found within the existing I-95 Tree Inventory), therefore if more trees are impacted, then more will be required to be relocated and if less trees are impacted, then less will be required to be relocated.

All irrigation systems that need to be removed to accommodate roadway construction activities shall be modified and reconfigured by the Design-Build Firm to continue providing irrigation for the remaining areas outside of the construction limits, and where necessary capped off by the Design-Build Firm. The Design-Build Firm shall be responsible to utilize any temporary means to irrigate/water to maintain the existing landscape materials in a healthy condition while existing irrigation systems are being modified or reconfigured and the presence of an irrigation system does not alleviate the Design-Build Firm from ensuring adequate soil moisture at field capacity to successfully establish the trees. The Design-Build Firm shall be responsible to maintain all areas that were irrigated prior to the start of construction that will not be impacted by roadway construction activities as operational irrigation systems throughout the duration of the contract.

No staging of construction materials or equipment shall be allowed within areas that are maintained by municipalities under Landscape Maintenance Agreements with the Department.

Additional Trees to Remain

The Design-Build Firm shall strive to maximize the quantity of existing 'desirable' trees to remain. In some cases, desirable trees that are proposed to be removed or relocated on the Conceptual Tree Relocation Plans, may be able to remain in place once the final scope of grading or roadway construction work has been determined. The Design-Build Firm shall strive to allow additional desirable trees to remain that were proposed to be removed or relocated. All trees considered to be 'desirable' must be approved by the Engineer prior to the start of construction, and are generally larger size, good quality trees that are either native or otherwise desirable species. All proposed additional trees to remain shall be shown on the Tree Relocation Plans for review and approval by the Department.

Maintenance Plan

The Design-Build Firm will be responsible for preparing a Maintenance Plan in accordance with PPM Volume 1, Chapter 9. Although the Maintenance Plan will not be part of the construction contract documents and does not affect the Design-Build Firm's responsibility after acceptance of the project, it is intended to ensure that the DBLA, the Department's Asset Maintenance contract, and the local maintaining agencies understand what practices will be necessary to maintain the landscape that satisfies the project objectives once construction is completed.

Establishment and Maintenance Period

The Design-Build Firm shall maintain all existing, replaced, and relocated landscape for an establishment period of one (1) year following the Department's acceptance of the Tree Relocation work. The Design-Build Firm shall ensure that all tree relocation work is completed at least one (1) year prior to the Design-

Build Firm's scheduled Final Acceptance date. During this period, the Design-Build Firm shall ensure that all relocated landscape is in the same or better condition than was documented by the Engineer prior to the time of relocation and approved in writing by the Department prior to turning over the landscape maintenance to the Department. The limits of the landscape maintenance shall include all areas within the construction limits. The Design-Build Firm shall guarantee a minimum of 90% of the relocated trees for the entire one (1) year establishment period. Any trees that die beyond the maximum 10% allowance must be replaced with a new tree of like size and type. Trees that die within the 10% allowance must be removed and the tree pit area filled to match existing grade. All areas disturbed to perform this work must be restored and either mulched or sodded to match existing conditions. Replacement sod type shall match existing adjacent areas.

The Design-Build Firm shall maintain within the construction limits and the Project Right of Way free of all FLEPPC Category I invasive exotic species for the entire construction period up to the Final Acceptance of the Project. Removal of FLEPPC Category I invasive exotic species in any wetland or sensitive habitat area is required to be done by hand.

Prior to the completion of the establishment period, unless otherwise directed by the Engineer, the Design-Build Firm shall be responsible for the removal and clean-up of all staking and guying systems, and all other materials associated with the practice and installation of staking and/or guying systems, and nursery supports and tagging.

The Design-Build Firm shall prune all existing and relocated palm trees, and all relocated canopy trees as necessary to remove all seed pods and dead, damaged and/or diseased fronds or branches and to improve branching structure, per ANSI A300 Tree Pruning Standards administered by a professional who has a Palm Beach County License, and supervised by an International Society of Arboriculture (ISA) Certified Arborist. The relocated trees and palms must be pruned twice, once immediately after relocation and again just prior to the end of the establishment period.

The Design-Build Firm shall utilize a Florida-licensed applicator with proper Right of Way endorsements (copies of which shall become part of the Project file) for all applications for herbicides, fertilizers and pesticides. Only fertilizers specifically formulated for palms, approved by the Department, shall be used on all plant materials.

V. Traffic Monitoring Sites:

Portable Traffic Monitoring Sites

The following portable traffic monitoring sites (PTMS) will be impacted and shall be replaced as part of the proposed improvements. Cabinets, inductive pavement loops and piezoelectric axle sensors will be required to be replaced at the following locations:

Site No.	Milepost	Location
932192	6.288	North of SR 794/Yamato Road
932220	7.710	North of South Congress Ave./Park & Ride

The Design-Build Firm shall be responsible for the complete removal and disposition of all existing

equipment for the PTMS locations tabulated above. This shall include, but not be limited to, cabinets, hardware, pull boxes, poles, concrete pads and pedestals, etc. The proposed replacement equipment shall be fully operational prior to removing the existing equipment at each of the sites.

The following pay items are to be included for the above tabulated PTMS locations:

Pay Item No.	Unit	Description
400-1-25	CY	Concrete Class I – Concrete Base for Type IV Cabinet Pedestal Mounted
630-2-11	LF	Conduits, Placed in Open Trench
630-2-12	LF	Conduits, one – 2" PVC Placed by Directional Bore
635-3-12	EA	Pull & Junction Box and Concrete Apron
695-1-1	EA	MSI-BL-Class II Piezo Axle Sensor 10' as 475 Epoxy
695-6-12	EA	Type "B" Inductive Loop with Bondo Stataflex Sealant 4 turn 51-7 6'x6'
695-7-132	EA	Type IV TMS Cabinet with Pedestal/Pole Mount *3 Backplanes per site with Express Lanes isolated from other arrays

The tabulated pay item numbers are for reference only.

Cables and Connectors: Furnish all cables and connectors for a complete and functional installation for each electronics unit. Ensure that the equipment cable provided with each electronics unit is capable of connecting to the J1 receptacle mounted in the traffic monitoring site cabinet, as shown in the FDOT Standard Index No. 17900. Provide an equipment cable capable of connecting to two J1 receptacles when the electronics unit is to monitor more than four lanes and up to eight lanes of traffic. Ensure that the cables are properly terminated for the prescribed use without further modification by the Department. Furnish one serial port cable for interconnecting each electronics unit with a PC.

Backplane and Cabinet Cable: Furnish and install as specified in the Contract Documents.

The traffic monitoring site cabinet includes:

- One adjustable shelf
- One backplane assembly
- One J1 receptacle with mounting bracket
- All associated wiring and wiring harnesses

The basic backplane assembly consists of:

- Two inductive loop terminal strips
- One vehicle sensor terminal strip
- One battery terminal strip
- One solar panel terminal strip

There is no splicing permitted on any Piezo axle sensors and loops less than 200 feet to the cabinet. All loop homeruns need to be 6 to 16 turns per foot. There needs to be 12 to 18 inches of extra wire in closest pull box to the sensors. All sensors need to be labeled in pull box and cabinet. All Express Lane sensor leads will be assigned to one designated backplane. Technical Special Provisions shall be submitted upon final drawings for Type IV modified cabinet. Refer to FDOT Standard Index No. 17900 for TMS installation.

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The Design-Build Firm will be responsible for repairing and/or replacing existing loops damaged by the aforementioned work. In addition, a backplane shall be included in the traffic monitoring site cabinet at each location to properly address and monitor the express lane traffic for the ultimate configuration.

Any PTMS that needs to be relocated, shall be coordinated with Kara Schwartz at 954-777-4364 or by email at kara.schwartz@dot.state.fl.us in the Planning and Environmental Management at District Four. Each PTMS shall be constructed to monitor traffic in all General Purpose Lanes and all Express Lanes along I-95. The Design-Build Firm shall be responsible for the maintenance and repair of the PTMS sites throughout the duration of the Project.

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.

The Technical Proposal, including written narrative, 11”x17” Preliminary Plans, and Roll Plots, is an integral part of the project scope and will be incorporated into the contract as requirements as part of the RFP. Correctness of dimensions, details, and quantities, for compliance with the RFP requirements, shall be the sole responsibility of the Design-Build Firm.

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 USB 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. In addition to providing hard copies of the required roll plots as stated herein, the roll plots must also be submitted in .dgn and .pdf format on the USB Flash Drive.

Only upon request by the Department, provide calculations, studies and/or research to support features identified in the Technical Proposal that are not specifically identified in the submittal requirements below. This only applies during the Technical Proposal Evaluation phase.

Submit 1 Original and 9 USB Flash Drives containing the Technical Proposal in PDF format and 8 collated, complete sets of hard copies of the Technical Proposal to:

Stacy-Ann Brown

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Contract Coordinator
Procurement Office, First Floor
Florida Department of Transportation, District Four
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309

The minimum information to be included:

Section 1: Project Approach

- Paper size: 8½" x 11". The maximum number of pages shall be 15, single-sided, typed pages including text, graphics, tables, charts, and photographs. Double-sided 8½" x 11" sheets will be counted as 2 pages. 11"x17" sheets are prohibited.
- This Section shall cover the Evaluation Criteria items described under Section VII.C to include: (1) Design, (2) Construction, (3) Innovation, and (4) Value Added.
- Provide a summary detailing how the preliminary plans address all significant design and construction issues and constraints.
- Describe how the proposed design solutions and construction means and methods meet the project needs described in this Request for Proposal. Provide sufficient information to convey a thorough knowledge and understanding of the Project and to provide confidence the design and construction can be completed as proposed.
- Provide the term, measureable standards, and remedial work plan for any proposed Value Added features that are not Value Added features included in this RFP, or for extending the Value Added period of a feature that is included in this RFP. Describe any material requirements that are exceeded.
- Provide a Written Schedule Narrative that describes the Design and Construction phases and illustrates how each phase will be scheduled to meet the Project needs required of this Request for Proposal. Bar or Gantt charts are prohibited. The schedule narrative shall describe early completion of the Express Lanes so that they are ready for traffic.
- Provide an approach description for the Maintenance of Communication (MOC) Plan
- Provide a listing and description of the approved ATCs included in the Technical Proposal.

Section 2: Plans

- Paper size: 11" x 17" or as noted below.
- Plan views and Profile views of the proposed improvements shall be submitted in roll-plot format. The maximum width of the roll-plots shall be 18". The maximum length of the roll-plot shall be 4'. Inclusion of additional information (including typical sections, cross sections, special details, graphics, aerials, and photographs) 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. The Landscape Opportunity Plans shall include graphics that identify the areas to be preserved or established for future landscape, and shall meet the intent of the Concept Plans provided in Reference Document 1. At a minimum, the Landscape Opportunity Plans shall show the 1st and 2nd priority landscape opportunity areas, tree relocation areas (if applicable), and all existing vegetation to remain as per the Concept Plans provided in Reference Document 1. The intent is to provide and preserve the 'high visibility areas' within all interchanges of the Project to accommodate future landscape improvements. The landscape opportunity areas shall be free of roadway features that would create conflicts to proposed future landscape improvements to the maximum extent possible. All roadway features that could impact proposed landscape shall be shown in the Landscape Opportunity Plans. Features to be shown include, but are not limited to: overhead sign structures, utilities, drainage, retaining or noise walls, lighting, ITS, ODA view zones, etc.
- 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.
- In addition to the PPM Technical Proposal Submittal Requirements, information to be included in the Technical Proposal Plans for roadway, structures, signing and pavement markings, and ITS is as follows:

Roadway

- Roadway cross sections (500-foot intervals and critical locations)

Structures

- Refer to Attachment N for the required foundation, substructure, and superstructure submittal items to be included in the Technical Proposal

Signing and Pavement Markings

- Concept master signing plan illustrating overhead and ground mounted signs
- DMS and Toll Amount Sign structure locations

ITS

- Preliminary ITS conduit layout

- ITS device locations
- Power service/generator locations
- Tolling point locations
- Toll Equipment Building locations with Preliminary Site Plan
- Ramp signal preliminary layout

Toll Facilities

- Refer to the GTR for tolls Technical Proposal submittal requirements

** The CADD design files containing the Technical Proposal Plans design are to be included on the USB Flash Drives.

- Drainage Maps, Land Use and Water Quality calculations, and Stormwater Modeling input/output reports, and any additional backup information necessary to support the drainage design and demonstrate that the stormwater management facility design is in accordance with the drainage requirements of this RFP

C. Evaluation Criteria:

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

Item	Value
1. Design	40
2. Construction	30
3. Innovation	7
4. Value Added	3
Maximum Score	**80**

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

1. **Design (40 points)**

~~Credit will be given for~~The Design-Build Firm is to address the quality and suitability of the following elements in the Technical Proposal:

- Roadway design and safety
- Traffic Control Plan design, with a particular emphasis on reduction of impacts to motorists throughout all phases of construction

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- Minimizing impacts through design to:
  - Environment
  - Public
  - Adjacent Properties
  - Structures
  - Cross Streets
- Context Sensitive Design and Corridor Aesthetics
- Landscape Opportunity Plans
- Environmental permitting and impact avoidance/minimization
- Maintainability
- Drainage design
- Pavement Design
- Signing and Pavement Marking Design
- Lighting Design
- ITS design and Maintenance of Communication
- Tolling design
- Signalization/ ramp metering design
- Structures design
- Utility Coordination and Design
- Railroad coordination
- FAA coordination
- Geotechnical investigation plan
- Design considerations which improve recycling and reuse opportunities

~~Credit will be given for effectively describing the~~ The Design-Build ~~Firm's~~Firm is to address in the Technical Proposal; project approach relating to design solutions, issues, constraints, schedule narrative, etc. as noted in Section 1 (Project Approach) under Section VII.B – Submittal Requirements.

~~Credit will be given for~~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. At a minimum, the following components shall be considered:

- Swales, ponds, and closed collection and conveyance drainage systems
- Ramp signal components
- Lighting systems
- ITS devices
- Tolling infrastructure
- Bridge structures
- Retaining walls
- Noise walls

~~Credit will be given for~~The Design-Build Firm is to address the following in the Technical Proposal: a Maintenance of Traffic Plan that minimizes disruption to I-95 General Purpose Lanes, 95 Express Lanes

Phase 3B-1 (south of Glades Road), Glades Road, Linton Boulevard, all other cross streets, and all other interchange ramps by considering the following elements:

- Plan that minimizes detours for all I-95 and all cross streets and interchanges
- Plan that maximizes the use of existing overhead sign structures during the construction phase until the proposed permanent structures are installed
- Plan that minimizes the construction vehicles entering and exiting the work zone
- Plan that maximizes the time frame for uninterrupted use for all existing ITS devices

~~Credit will be given for~~The Design-Build Firm is to address the following in the Technical Proposal: ITS design and construction that:

- Addresses coordination of and minimize impacts to ITS operations
- Improves system maintainability and reliability

~~Credit will be given for~~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, existing landscape and special features, 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.

2. **Construction (30 points)**

~~Credit will be given for~~The Design-Build Firm is to address the quality and suitability of the following elements in the Technical Proposal:

- Implementation of the Maintenance of Traffic Plan that reduces impacts to motorists, reduces detours, and eliminates traffic shifts throughout construction
- Minimizing impacts through construction to:
  - Environment
  - Public
  - Adjacent projects
  - Cross streets
- Minimizing impacts through construction to adjacent properties and structures
- Structures construction
- Roadway construction
- Drainage construction
- ITS and Ramp Signalization Construction
- Maintenance of Communication
- Tolling Construction

- Implementation of the Environmental Design, Erosion/Sediment Control Plan, and Tree Location Plan
- Incident Management Plan
- Utility Coordination and Construction
- Railroad Coordination
- FAA Coordination
- Safety
- Construction considerations which improve recycling and reuse opportunities

~~Credit will be given for effectively describing the~~ The Design-Build ~~Firm's project~~Firm is to address the following in the Technical Proposal: Project approach relating to construction phasing, means and methods, solutions, issues, constraints, schedule narrative, etc. as noted in Section 1 (Project Approach) under Section VII.B – Submittal Requirements.

~~Credit will be given for developing~~The Design-Build Firm is to address the following in the Technical Proposal: Developing and deploying construction techniques that: minimize impacts to adjacent projects, existing noise walls, disruptions to roadway traffic, traveling public, and property owners; enhance project durability; reduce long-term and routine maintenance; reduce cost; and promote public and worker safety. This shall include, but not be limited to minimization: offsite detours, ~~diverstionsdiverstionsdiversionsdiverstionsdiverstionsdiverstionsdiversions~~diversions, lane closures, reduction of lane widths, reduction of shoulder widths, visual obstructions, construction sequencing, and drastic reductions in speed limits.

~~Credit will be given for a detailed~~The Design-Build Firm is to address the following in the Technical Proposal: Detailed access plan for construction vehicles and equipment that minimizes access points from high speed lanes and that also provides safe ingress and egress points to the construction site.

3. **Innovation (7 points)**

~~Credit will be given for~~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:

- Maximizing operational efficiency of all weave movements between 95 Express and I-95 General Use Lanes (and service interchanges), along both northbound and southbound I-95 within the project limits.
- Maximize operational efficiency of the Glades Road Interchange reconfiguration.
    - Minimize design speed differential (improved horizontal and vertical alignments) between Ramp F and Ramp D to improve merging and weaving movements for westbound entrance ramp system
    - Improved horizontal and vertical alignments to improve decision making distances for the eastbound entrance ramp system

4. **Value Added (3 points)**

~~Credit will be given for~~The Design-Build Firm 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.

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

D. Final Selection Formula:

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

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

BPP = Bid Price Proposal

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

The Design-Build Firm selected will be the Design-Build Firm whose adjusted score is lowest. The funding for the Project is established at $129,000,000 In the event that all Bid Price Proposals exceed the established funding amount, the Department reserves the right (based on the availability of additional funds) to consider the Bid Price Proposals and factor the Adjusted Scores based on those Bid Price Proposals. Adjusted Scores will not be used to determine the contract award in the event that there is only one responsive Design-Build Firm to submit a Bid Price Proposal below the established funding amount. 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.

The Bid Alternative priorities are as follows:

Bid Alternative	Priority

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1	2
2	1

The Department intends to award the contract to the responsive Design-Build Firm with the lowest adjusted score for the highest priority bid alternative below the established funding limits. The funding for the Project is established at $129,000,000. If the Design-Build Firm with the lowest adjusted score for the highest priority Bid Alternative with a Bid Price Proposal below $129,000,000 is the same firm for the next highest priority Bid Alternative above the established funding, the Department has the option of allocating additional funds and accepting the next highest Bid Alternative. In the event that all Bid Price Proposals for Bid Alternative 2 exceed the established funding amount, the Department reserves the right (based on the availability of additional funds) to consider the Bid Price Proposals for Bid Alternative 2 and factor the Adjusted Scores based on those Bid Price Proposals. Adjusted score will not be used to determine the contract award in the event there is only one Design-Build Firm to submit a Bid Price Proposal below the established funding.

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 $374,500 per non-selected Short-Listed Design-Build Firm that meets the

stipend eligibility requirements contained in the Project Advertisement. The stipend is not intended to compensate any non-selected Short-Listed Design-Build Firm for the total cost of preparing the Technical and Price Proposals. The Department reserves the right, upon payment of stipend, to use any of the concepts or ideas within the Technical Proposals, as the Department deems appropriate.

In order for a Short-Listed Design-Build Firm to remain eligible for a stipend, the Short-Listed Design-Build Firm must fully execute 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:

The Department has established two (2) priorities in the form of bid alternatives to implement the I-95 Express, 3B-2 project. These alternatives begin with base project as Bid Alternative 1, as described in the RFP and RFP Attachments, and increase in scope until the maximum scope is achieved, as described below, with Bid Alternative 2. The alternatives in priority order are Bid Alternative 1 as being the lowest priority and Bid Alternative 2 as being the highest priority.

Bid Alternative 1 includes the Design and Construction of all of the work described in the RFP and all RFP Attachments (Base Project Scope)

Bid Alternative 2 includes all of the work described in Bid Alternative 1, as defined in the RFP and RFP Attachments and the addition of the following improvements;

- Replacement of all existing lighting within the I-95 corridor from south of Glades Road to south of Linton Boulevard.
- Glades Road milling and resurfacing from Butts Road to Renaissance Way, New Signalization at Glades Road and Renaissance Way, Glades Road eastbound outside widening from Airport Road to west University Drive, Glades Road eastbound to southbound right turn lane to West University Drive, and New Signalization at Glades Road and West University Drive

The Design-Build Firm is required to submit a separate Bid Price Proposal for each Bid Alternative, even if the Bid Price Proposal is higher than the established funding, or may be declared non-responsive. The Bid Price Proposal for each of the Bid Alternatives shall be sealed in separate envelopes prior to submittal to the Department.

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 total amount shall be established by totaling separate prices determined by the Proposer for each of the three (3) FPID project numbers associated with this Contract. The separate project numbers and corresponding prices shall be clearly noted on the Bid Proposal form. 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 of the Bid Price Proposals shall be hand delivered in a separate sealed package to the following:

Stacy-Ann Brown
Contract Coordinator
Procurement Office, First Floor
Florida Department of Transportation, District Four
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309

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.

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