Florida Department of Transportation
District 7

DRAFT DESIGN-BUILD
REQUEST FOR PROPOSAL
for
I-75 (SR 93) at CR 581 (Overpass Road) Interchange
Pasco County

Financial Projects Number(s): 432734-2-52-01 and 432734-2-52-02
Federal Aid Project Number(s): N/A
Contract Number: E7R18

Attached is a summary of changes (4 pages) made in Addendum Number 2 and the revised RFP. This revised RFP constitutes Addendum Number 2 to the above referenced project.
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 Part 1, Chapter 121 of the FDOT Design Manual (FDM). 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 Part 1, Chapter 121 of the FDM using the Alternative Technical Concept (ATC) process.

**Project Description**

The Project will undertake major additions and changes to the existing roadway system in order to enhance safety, add capacity and mobility, and meet all Project commitments and the Department’s requirements. The Design-Build Firm shall construct additional lanes as depicted in the Approved Typical Section Package. In general, the Project improvements include, but are not limited to:

- Widening and milling / resurfacing I-75 to provide new ramps connection,
- Reconstructing Overpass Road from Old Pasco Road to Boyette Road; including replacement of the bridge over I-75 (Bridge No. 140052),
- Widening milling / resurfacing on Old Pasco Road,
- Widening milling / resurfacing on Boyette Road,
- Constructing Blair Drive extension,
- Reconstructing McKendree Road,
- Constructing four new interstate ramps,
- Constructing a new WB to SB flyover ramp,
- Constructing, replacing, relocating, or adjusting existing drainage structures impacted by the project,
- Mill / resurface and re-stripe all roadways outside the project limits used for Temporary Traffic Control (TTC),
- Constructing a 10-ft wide concrete sidewalk along the north side of Overpass Road, from Old Pasco Road to Boyette Road,
- Constructing 10-ft Type A fence along all I-75 LA Right-of-Way limits as identified in the Concept Plans,
- Constructing, replacing, relocating or adjusting existing and new signing, pavement markings,
- Constructing new drainage systems, signalization, lighting and ITS features, and
- Constructing Pasco County Utility work.

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

**Bridge Constructability Package**

The Design-Build Firm shall submit a Bridge Constructability Package to the Department for review prior to the deadline specified in the Schedule of Events. This package shall detail the proposed bridge construction sequence and approach for the CR 581 (Overpass Road) bridges over I-75 as well as the WB to SB flyover structure. The package shall be submitted to Rahnee Oliver (Rahnee.Oliver@dot.state.fl.us) in electronic format (PDF) by the deadline established in Section II (Schedule of Events). This package shall be limited to five (5) sheets of narrative (8.5” x 11” format) and five (5) plans sheets (11” x 17” format), and shall include the following items at a minimum:

a. Provide plan sheets depicting the step-by-step construction sequences;

b. Depict construction equipment, placement, construction access and staging areas.

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c. Provide general information regarding foundation and superstructure type and delivery of materials to the construction site,
d. Show and/or describe anticipated impacts to I-75,
e. Show and/or describe anticipated impacts to CR 581 (Overpass Road),
f. Identify any anticipated utility issues, and
g. Address disposition of existing facilities; including removal of the CR 581 (Overpass Road) over I-75 (Bridge No. 140052).

The Department will discuss specifics and provide initial comments or request additional information on the Bridge Constructability Package at One-on-One ATC Discussion Meeting No. 2, which will be mandatory for all Design-Build Firms. Formal written comments will be provided by the Department within two weeks following ATC Discussion Meeting No. 2. The Design-Build Firm shall prepare and submit a final package incorporating comments provided by the Department prior to the deadline listed in the Schedule of Events. The final package shall incorporate revisions to address all RFP addendums issued prior to the submittal deadline. All revisions to the previous submittal shall be highlighted in such a manner to distinguish the revision or update.

After review of the final Bridge Constructability Package, the Department will provide one of the following:

a. Formal acceptance of the Bridge Constructability Package as submitted;
b. Conditional Acceptance of the Bridge Constructability Package with comments that must be incorporated within the Technical Proposal submittal to be declared responsive;
c. Rejection of the Bridge Constructability Package with comments describing the reasons for rejection.

Failure of a Design-Build Firm to obtain acceptance, or conditional acceptance from the Department of a Bridge Constructability Package may result in the Design-Build Firm being declared non-responsive.

Right-of-Way

The Department is in the process of acquiring Right-of-Way for the project. All Project Right-of-Way parcels will be cleared by the Department and made available to the Design-Build Firms by or prior to 01/01/2021. A detailed description and status of all applicable parcels is included in Attachment A011.

The Design-Build Firm shall not use these areas for any construction or staging activities, or for any other purpose, until the Department has issued applicable clear letters or Right-of-Way Certification for Construction.

It is the Department’s intent that all Project construction activities be conducted within the existing Right-of-Way identified for the project. The Design-Build Firm may submit a Technical Proposal that requires the acquisition of additional Right-of-Way if the subject acquisition was approved during the Alternative Technical Concept (ATC) process. Any Technical Proposal that requires the acquisition of additional Right-of-Way will not extend the contract duration as set forth in the Request for Proposal under any circumstances. The Department will have sole authority to determine whether the acquisition of additional Right-of-Way on the Project is in the Department’s best interest, and the Department reserves the right to reject the acquisition of additional Right-of-Way.

If a Design-Build Firm intends to submit a Technical Proposal that requires the acquisition of additional Right-of-Way, the Design-Build Firm shall discuss such a proposal with the Department as part of the ATC process. If a Design-Build Firm submits a Technical Proposal that requires the acquisition of additional Right-of-Way and the Design-Build Firm fails to obtain Department approval as part of the ATC process, then the Department will not consider such aspects of the Proposal during the Evaluation process. If the
<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>July 29, 2019</td>
<td>Planned Advertisement.</td>
</tr>
<tr>
<td>August 12, 2019</td>
<td>Official Advertisement.</td>
</tr>
<tr>
<td>September 13, 2019</td>
<td>Letters of Interest for Phase I of the procurement process due in District Office by 12:00 pm local time.</td>
</tr>
<tr>
<td>October 7, 2019</td>
<td>Proposal Evaluators submit Letter of Interest Scores to Contracting Unit, 5:00 pm local time.</td>
</tr>
<tr>
<td>October 10, 2019</td>
<td>Contracting Unit provides Letter of Interest scores and Proposal Evaluators comments to Selection Committee, 05:00 pm local time.</td>
</tr>
<tr>
<td>October 14, 2019</td>
<td>Public Meeting of Selection Committee to review and confirm Letter of Interest scores, 1:30 pm local time.</td>
</tr>
<tr>
<td>October 14, 2019</td>
<td>Shortlist Posting, 5:00 pm local time.</td>
</tr>
<tr>
<td>October 18, 2019</td>
<td>Final RFP provided to Design-Build Firms providing Affirmative Declaration of Intent to continue to Phase II of the procurement process, 5:00 pm local time.</td>
</tr>
<tr>
<td>October 29, 2019</td>
<td>Mandatory Pre-Proposal meeting at 10:00 am local time at: Florida Department of Transportation District 7 Headquarters 11201 N. Malcolm McKinley Dr., Tampa, FL 33612. 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.</td>
</tr>
<tr>
<td>October 29, 2019</td>
<td>Utility Pre-Proposal Meeting facilitated by the District Utility Administrator at: Florida Department of Transportation District 7 Headquarters 11201 N, Malcolm McKinley Dr., Tampa, FL 33612. Times will be assigned during the Pre-Proposal meeting.</td>
</tr>
<tr>
<td>November 1, 2019</td>
<td>Deadline for Design-Build Firm to request participation in One-on-One Alternative Technical Concept Discussion Meeting No. 1, 5:00 pm local time.</td>
</tr>
<tr>
<td>November 15, 2019</td>
<td>Deadline for Design-Build Firm to submit preliminary list of Alternative Technical Concepts prior to One-on-One Alternative Technical Concept Discussion Meeting No. 1, 5:00 pm local time.</td>
</tr>
<tr>
<td>December 3, 2019</td>
<td>One-on-One Alternative Technical Concept Discussion Meeting No. 1, 90 Minutes will be allotted for this Meeting.</td>
</tr>
<tr>
<td>December 3, 2019</td>
<td>Deadline for submittal of Alternative Technical Concept Proposals, 5:00 pm local time.</td>
</tr>
<tr>
<td>December 3, 2019</td>
<td>Final deadline for submission of requests for Design Exceptions or Design Variations, 5:00 pm local time.</td>
</tr>
<tr>
<td>December 31, 2019</td>
<td>Addendum issued for approved Design Exceptions or Design Variations, 5:00 pm local time.</td>
</tr>
<tr>
<td>January 4, 2020</td>
<td>Deadline for Design-Build Firm to submit the Bridge Constructability Package as described in the Introduction of this RFP, 5:00 pm local time.</td>
</tr>
<tr>
<td>January 7, 2020</td>
<td>Deadline for Design-Build Firm to request participation in One-on-One Alternative Technical Concept Discussion Meeting No. 2, 5:00 pm local time.</td>
</tr>
<tr>
<td>December 31, 2019</td>
<td>Deadline for Design-Build Firm to submit preliminary list of Alternative Technical Concepts prior to One-on-One Alternative Technical Concept Discussion Meeting No. 2, 5:00 pm local time.</td>
</tr>
</tbody>
</table>
| January 4, 2020    | One-on-One Alternative Technical Concept Discussion Meeting No. 2, 90 Minutes will be allotted for this Meeting. This meeting is Mandatory for all Design-Build Firms to discuss the Design-Build Firm’s Bridge
<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>January 21, 2020</td>
<td>Deadline for submittal of Alternative Technical Concept Proposals for which the Department requested additional information and were not approved or for new ATCs that are a direct response to an Addendum issued on or after December 4, 2019.</td>
</tr>
</tbody>
</table>
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District 7

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ATTACHMENTS

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

A001_Project Advertisement
A002_Bid Proposal
   A002.01_Bid_Blank (375-020-17).pdf
   A002.02_Design_Build_Proposal_of_Proposer (375-020-12).pdf
   A002.03_Design_Build_Proposal_Form (700-010-65).pdf
   A002.04_Bid_or_Proposal_Bond (375-020-34).pdf
   A002.05_DBE_Forms.pdf
A003_Specifications
   A003.01_Division_I_Design-Build_Specifications
   A003.02_Divisions_II_and_III_Special_Provisions
   A003.03_Technical_Special_Provisions
A004_Approved_Typical_Section_Package
A005_Approved_Pavement_Design
A006_Approved_Design_Variations_and_Exceptions
A007_Right_of_Way_Maps
A008_ITS_Criteria
A009_Project_Aesthetic_Requirements
A010_Project_Jurisdiction_Map
A011_Right_of_Way_Acquisition_Status
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.

R001_As-Built_Plans
R002_Concept_Plans
R003_Drainage_Documents
R004_Structures_Technical_Memorandum
R005_Conceptual_Master_Signing_Plan
R006_ITS_Documents
R007_Geotechnical_Data
R008_Environmental_Permits
R009_PD&E_Study_Environmental_Document
R010_Contamination_Data
R011_Survey_Data
R012_Preliminary_SUE_Data
R013_Advanced_Utility_Coordination
R014_Exempt_Documents
I. Introduction.

The Florida Department of Transportation (Department) has issued this Request for Proposal (RFP) to solicit competitive bids and proposals from Proposers for design and construction of a new interchange at the intersection of CR 581 (Overpass Road) and I-75 (SR 93). The project limits extend along CR 581 from Old Pasco Road to Boyette Road and along I-75 from South of CR 581 to N of CR 581 (Overpass Road) as depicted in the Concept Plans to facilitate the new interchange ramp connections. Limits as herein defined below are referred to as the Project.

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Begin Station</th>
<th>End Station</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-75</td>
<td>967+13.44</td>
<td>1054+06.00</td>
</tr>
<tr>
<td>Overpass Road</td>
<td>10+00.00</td>
<td>65+00.00</td>
</tr>
<tr>
<td>Boyette Road</td>
<td>32+88.00</td>
<td>48+48.85</td>
</tr>
<tr>
<td>Old Pasco Road</td>
<td>171+60.00</td>
<td>174+74.37</td>
</tr>
<tr>
<td>Blair Drive</td>
<td>Satisfy Section V.D of the RFP</td>
<td>Satisfy Section V.D of the RFP</td>
</tr>
<tr>
<td>McKendree Road</td>
<td>Satisfy Section V.D of the RFP</td>
<td>Satisfy Section V.D of the RFP</td>
</tr>
</tbody>
</table>

The primary scope of work of the Project includes widening CR 581 to a 4-lane divided urban typical section with a raised median, bicycle lanes and sidewalk between Old Pasco Road and Boyette Road and replacement of the existing four (4) span concrete girder bridge over I-75. A new westbound (WB) to southbound (SB) flyover ramp is to be provided. Additional work will be accomplished on both Old Pasco Road and Boyette Road to facilitate connection of these improvements into existing roadways. Construction activities include new alignment construction, reconstruction, widening, milling and resurfacing, new ramp construction, construction of both Intermediate and Major Bridge – Curved Steel Girders, MSE walls, drainage systems, offsite and linear Stormwater Management Facilities (SMF), roadway signing, pavement markings, lighting, signalization, and ITS modifications.

The context classification, design speed and applicable standards for the roadways within the Project limits are indicated in the table below:

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Context Classification</th>
<th>Design Speed(mph)</th>
<th>Governing Standards</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-75</td>
<td>N/A: LA</td>
<td>70</td>
<td>FDM</td>
</tr>
<tr>
<td>Ramp A</td>
<td>N/A: LA</td>
<td>50</td>
<td>FDM</td>
</tr>
<tr>
<td>Ramp B</td>
<td>N/A: LA</td>
<td>50</td>
<td>FDM</td>
</tr>
<tr>
<td>Ramp C</td>
<td>N/A: LA</td>
<td>50</td>
<td>FDM</td>
</tr>
<tr>
<td>Ramp D</td>
<td>N/A: LA</td>
<td>50</td>
<td>FDM</td>
</tr>
<tr>
<td>Flyover**</td>
<td>N/A: LA</td>
<td>45</td>
<td>FDM</td>
</tr>
<tr>
<td>Overpass Road</td>
<td>C4</td>
<td>45</td>
<td>FDM</td>
</tr>
<tr>
<td>Boyette Road</td>
<td>N/A</td>
<td>40</td>
<td>FGB</td>
</tr>
<tr>
<td>Old Pasco Road</td>
<td>N/A</td>
<td>40</td>
<td>FGB</td>
</tr>
<tr>
<td>Blair Drive</td>
<td>N/A</td>
<td>N/A</td>
<td>FGB</td>
</tr>
<tr>
<td>McKendree Road</td>
<td>N/A</td>
<td>N/A</td>
<td>FGB</td>
</tr>
</tbody>
</table>

**Flyover Ramp Terminal with I-75 Design Speed = 50 mph

FDM – FDOT Design Manual
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 Part 1, Chapter 121 of the FDOT Design Manual (FDM). 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 Part 1, Chapter 121 of the FDM using the Alternative Technical Concept (ATC) process.

**Project Description**

The Project will undertake major additions and changes to the existing roadway system in order to enhance safety, add capacity and mobility, and meet all Project commitments and the Department’s requirements. The Design-Build Firm shall construct additional lanes as depicted in the Approved Typical Section Package. In general, the Project improvements include, but are not limited to:

- Widening and milling / resurfacing I-75 to provide new ramps connection,
- Reconstructing Overpass Road from Old Pasco Road to Boyette Road; including replacement of the bridge over I-75 (Bridge No. 140052),
- Widening milling / resurfacing on Old Pasco Road,
- Widening milling / resurfacing on Boyette Road,
- Constructing Blair Drive extension,
- Reconstructing McKendree Road,
- Constructing four new interstate ramps,
- Constructing a new WB to SB flyover ramp,
- Constructing, replacing, relocating, or adjusting existing drainage structures impacted by the project,
- Mill / resurface and re-stripe all roadways outside the project limits used for Temporary Traffic Control (TTC),
- Constructing a 10-ft wide concrete sidewalk along the north side of Overpass Road, from Old Pasco Road to Boyette Road,
- Constructing 10-ft Type A fence along all I-75 LA Right-of-Way limits as identified in the Concept Plans,
- Constructing, replacing, relocating or adjusting existing and new signing, pavement markings,
- Constructing new drainage systems, signalization, lighting and ITS features, and
- Constructing Pasco County Utility work.

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

**Right-of-Way**

The Department is in the process of acquiring Right-of-Way for the project. All Project Right-of-Way parcels will be cleared by the Department and made available to the Design-Build Firms by or prior to 01/01/2021. A detailed description and status of all applicable parcels is included in Attachment A011.

The Design-Build Firm shall not use these areas for any construction or staging activities, or for any other purpose, until the Department has issued applicable clear letters or Right-of-Way Certification for Construction.

It is the Department’s intent that all Project construction activities be conducted within the existing Right-of-Way identified for the project. The Design-Build Firm may submit a Technical Proposal that requires the acquisition of additional Right-of-Way if the subject acquisition was approved during the Alternative
Technical Concept (ATC) process. Any Technical Proposal that requires the acquisition of additional Right-of-Way will not extend the contract duration as set forth in the Request for Proposal under any circumstances. The Department will have sole authority to determine whether the acquisition of additional Right-of-Way on the Project is in the Department’s best interest, and the Department reserves the right to reject the acquisition of additional Right-of-Way.

If a Design-Build Firm intends to submit a Technical Proposal that requires the acquisition of additional Right-of-Way, the Design-Build Firm shall discuss such a proposal with the Department as part of the ATC process. If a Design-Build Firm submits a Technical Proposal that requires the acquisition of additional Right-of-Way and the Design-Build Firm fails to obtain Department approval as part of the ATC process, then the Department will not consider such aspects of the Proposal during the Evaluation process. If the Design-Build Firm’s Technical Proposal requires additional Right-of-Way approved by the ATC process, the additional Right-of-Way will be required to be directly acquired by the Department. The Design-Build Firm shall submit, along with the Technical Proposal, Right-of-Way maps and legal descriptions including area in square feet of any proposed additional Right-of-Way parcels in the Technical Proposal. The additional Right-of-Way will be acquired by the Department in accordance with all applicable state and federal laws, specifically including but not limited to the Uniform Relocation Assistance and Real Property Acquisition Policies for Federal and Federally Assisted Programs (42 USC Chapter 61) and its implementing regulations. This includes completing a State Environmental Impact Report (SEIR) or National Environmental Policy Act (NEPA) evaluation as appropriate. All costs concerning the acquisition of additional Right-of-Way will be borne solely by the Design-Build Firm. These costs include, but are not limited to consultant acquisition, appraisal services, court fees, attorney and any expert fees, property cost, etc. The Department will have sole discretion with respect to the entire acquisition process of the additional Right-of-Way.

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

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.

Information regarding the Right-of-Way for the project is contained in Attachment A007.

**Landscaping**

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

It is the 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 Plans for Road and Bridge Construction (Standard Plans), Index 110-100. Within the Project limits and within the Project Right-of-Way, it will be the responsibility of the Design-Build Firm to identify and remove all Category 1 invasive exotics as defined by the Florida Exotic Pest Plant Council (www.fleppc.org) and as identified in the Landscape Opportunity Plan.

All turf used shall be Bermuda grass.

**A. Design-Build Responsibility**

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

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

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

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

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

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

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

The Design-Build Firm will provide litter removal and mowing within the project limits in accordance with Specification Section 107 with a minimum thirty (30) calendar day mowing and litter removal frequency for the contract duration, or as needed such that grass length does not exceed twelve (12) inches.

**B. Department Responsibility**

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

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

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

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

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>July 29, 2019</td>
<td>Planned Advertisement.</td>
</tr>
<tr>
<td>August 12, 2019</td>
<td>Official Advertisement.</td>
</tr>
<tr>
<td>September 13, 2019</td>
<td>Letters of Interest for Phase I of the procurement process due in District Office by 12:00 pm local time.</td>
</tr>
<tr>
<td>October 7, 2019</td>
<td>Proposal Evaluators submit Letter of Interest Scores to Contracting Unit, 5:00 pm local time.</td>
</tr>
<tr>
<td>October 10, 2019</td>
<td>Contracting Unit provides Letter of Interest scores and Proposal Evaluators comments to Selection Committee, 05:00 pm local time.</td>
</tr>
<tr>
<td>October 14, 2019</td>
<td>Public Meeting of Selection Committee to review and confirm Letter of Interest scores, 1:30 pm local time.</td>
</tr>
<tr>
<td>October 14, 2019</td>
<td>Shortlist Posting, 5:00 pm local time.</td>
</tr>
<tr>
<td>October 18, 2019</td>
<td>Final RFP provided to Design-Build Firms providing Affirmative Declaration of Intent to continue to Phase II of the procurement process 5:00 pm local time.</td>
</tr>
<tr>
<td>October 25, 2019</td>
<td>Mandatory Pre-Proposal meeting at 10:00 am local time at: Florida Department of Transportation District 7 Headquarters 11201 N. Malcolm McKinley Dr., Tampa, FL 33612. 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.</td>
</tr>
<tr>
<td>October 25, 2019</td>
<td>Utility Pre-Proposal Meeting facilitated by the District Utility Administrator at: Florida Department of Transportation District 7 Headquarters 11201 N. Malcolm McKinley Dr., Times will be assigned during the Pre-Proposal meeting.</td>
</tr>
<tr>
<td>November 1, 2019</td>
<td>Deadline for Design-Build Firm to request participation in One-on-One Alternative Technical Concept Discussion Meeting No. 1, 5:00 pm local time.</td>
</tr>
<tr>
<td>November 8, 2019</td>
<td>Deadline for Design-Build Firm to submit preliminary list of Alternative Technical Concepts prior to One-on-One Alternative Technical Concept Discussion Meeting No. 1, 5:00 pm local time.</td>
</tr>
<tr>
<td>November 19, 2019</td>
<td>One-on-One Alternative Technical Concept Discussion Meeting No. 1. 90 Minutes will be allotted for this Meeting.</td>
</tr>
<tr>
<td>December 3, 2019</td>
<td>Deadline for submittal of Alternative Technical Concept Proposals, 5:00 pm local time.</td>
</tr>
<tr>
<td>December 3, 2019</td>
<td>Final deadline for submission of requests for Design Exceptions or Design Variations, 5:00 pm local time.</td>
</tr>
<tr>
<td>December 24, 2019</td>
<td>Addendum issued for approved Design Exceptions or Design Variations, 5:00 pm local time.</td>
</tr>
<tr>
<td>December 31, 2019</td>
<td>Deadline for Design-Build Firm to request participation in One-on-One Alternative Technical Concept Discussion Meeting No. 2.</td>
</tr>
<tr>
<td>Date</td>
<td>Event Details</td>
</tr>
<tr>
<td>------------------</td>
<td>-------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>January 9, 2020</td>
<td>One-on-One Alternative Technical Concept Discussion Meeting No. 2. 90 Minutes will be allotted for this Meeting. This ATC meeting is for continuing discussion on ATCs submitted prior to December 4, 2019 for which the Department requested additional information and were not approved or for new ATCs that are a direct response to an Addendum issued on or after November 20, 2019.</td>
</tr>
<tr>
<td>January 21, 2020</td>
<td>Deadline for submittal of Alternative Technical Concept Proposals for which the Department requested additional information and were not approved or for new ATCs that are a direct response to an Addendum issued on or after November 20, 2019. Deadline is 5:00 pm local time.</td>
</tr>
<tr>
<td>February 14, 2020</td>
<td>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&amp;A website.</td>
</tr>
<tr>
<td>February 21, 2020</td>
<td>Deadline for the Department to post responses to the Pre-Bid Q&amp;A website for questions submitted by the Design-Build Firms prior to the submittal of the Technical Proposal.</td>
</tr>
<tr>
<td>February 28, 2020</td>
<td>Technical Proposals due in District Office by 12:00 pm local time.</td>
</tr>
<tr>
<td>February 28, 2020</td>
<td>Deadline for Design-Build Firm to “opt out” of Technical Proposal Page Turn meeting, 5:00 pm local time.</td>
</tr>
<tr>
<td>March 6, 2020</td>
<td>Technical Proposal Page Turn Meeting. Times will be assigned during the Pre-Proposal Meeting. 30 Minutes will be allotted for this Meeting.</td>
</tr>
<tr>
<td>April 2, 2020</td>
<td>Question and Answer Responses. Deadline for the Department to provide a list of questions/clarifications for the Design-Build Firm to answer, 5:00 pm local time.</td>
</tr>
<tr>
<td>April 9, 2020</td>
<td>Deadline for submittal of Written Responses to the Department’s questions/clarifications from the Design-Build Firm, 5:00 pm local time.</td>
</tr>
<tr>
<td>April 16, 2020</td>
<td>Deadline for submittal of follow up questions to previously submitted Written Responses to the Department’s questions/clarifications from the Design-Build Firm, 5:00 pm local time.</td>
</tr>
<tr>
<td>April 23, 2020</td>
<td>Deadline for submittal of Written Responses to the Department’s follow up questions, 5:00 pm local time.</td>
</tr>
<tr>
<td>April 23, 2020</td>
<td>Deadline for submittal of questions, for which a response is assured, prior to the submission of the Price Proposal. All questions shall be submitted to the Pre-Bid Q&amp;A website.</td>
</tr>
<tr>
<td>April 28, 2020</td>
<td>Deadline for the Department to post responses to the Pre-Bid Q&amp;A website for questions submitted by the Design-Build Firms prior to the submittal of the Price Proposal, 5:00 pm local time.</td>
</tr>
<tr>
<td>May 5, 2020</td>
<td>Deadline for the Design-Build Firm to submit a written statement per Section III. Threshold Requirements, F. Question and Answer Written Responses, 5:00 pm local time.</td>
</tr>
<tr>
<td>May 12, 2020</td>
<td>Price Proposals due in District Office by 2:30 pm local time.</td>
</tr>
<tr>
<td>May 12, 2020</td>
<td>Public announcing of Technical Scores and opening of Price Proposals at 2:30 pm local time at: Florida Department of Transportation District 7 Headquarters 11201 N. Malcolm McKinley Dr., Tampa, FL 33612</td>
</tr>
<tr>
<td>May 26, 2020</td>
<td>Public Meeting of Selection Committee to determine intended Award, 1:30 pm local time.</td>
</tr>
<tr>
<td>May 26, 2020</td>
<td>Posting of the Department’s intended decision to Award, 5:00 pm local time.</td>
</tr>
<tr>
<td>June 15, 2020</td>
<td>Anticipated Award Date</td>
</tr>
<tr>
<td>June 30, 2020</td>
<td>Anticipated Execution Date</td>
</tr>
</tbody>
</table>
III. Threshold Requirements.

A. Qualifications

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

B. Joint Venture Firm

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

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

C. Price Proposal Guarantee

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

D. Pre-Proposal Meeting

Attendance at the pre-proposal meeting is mandatory. Any Short-Listed Design-Build Firm failing to attend will be deemed non-responsive and eliminated from further consideration. The purpose of this meeting is to provide a forum for the Department to discuss with all concerned parties the proposed Project, the design and construction criteria, Critical Path Method (CPM) schedule, and method of compensation, instructions for submitting proposals, Design Exceptions, Design Variations, and other relevant issues. In the event that any discussions at the pre-proposal meeting require official additions, deletions, or clarifications of the Request for Proposal, the Design and Construction Criteria, or any other document, the Department will issue a written addendum to this Request for Proposals as the Department determines is appropriate. No oral representations or discussions, which take place at the pre-proposal meeting, will be binding on the Department. FHWA will be invited on Projects of Division Interest (PoDIs), in order to discuss the Project in detail and to clarify any concerns. Proposers shall direct all questions to the Departments Question and Answer website:

https://fdotwp1.dot.state.fl.us/BidQuestionsAndAnswers/

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

E. Technical Proposal Page-Turn Meeting

The Department will meet with each Proposer, formally for thirty (30) minutes, for a page-turn meeting. FHWA will be invited on Projects of Division Interest (PoDIs). 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 Written Response occurs, per the Schedule of Events section of this RFP. The Department will terminate the page-turn meeting promptly at the end of the allotted time. The Department will record all of the page-turn meeting. All recordings will become part of the Contract Documents. The page-turn meeting will not constitute discussions or negotiations. The Design-Build Firm will not be permitted to ask questions of the Technical Review Committee during the page-turn meeting. Roll plots submitted with the Technical Proposal and an unmodified aerial or map of the project limits provided by the Design-Build Firm is acceptable for reference during the page-turn meeting. The unmodified aerial or map may not be left with the Department upon conclusion of the page-turn meeting. Use of other visual aids, electronic presentations, handouts, etc., during the page-turn meeting is expressly prohibited. Upon conclusion of the thirty (30) minutes, the Technical Review Committee is allowed five (5) minutes to ask questions pertaining to information highlighted by Design-Build Firm. Participation in the page-turn meeting by the Design-Build Firm shall be limited to eight (8) representatives from the Design-Build Firm. Design-Build Firms desiring to opt out of the page-turn meeting may do so by submitting a request to the Department.

F. Question and Answer Written Responses

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

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

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

Any person who is adversely affected by the specifications contained in this Request for Proposal must file a notice of intent to protest in writing within seventy-two hours of the posting of this Request for Proposal. 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 Design Concept may be considered together with innovative construction techniques, as well as other areas, as the basis for grading the Technical Proposals in the area of innovative measures.

J. Modification or Withdrawal of Technical Proposal

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

K. Department’s Responsibilities

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

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

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

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

IV. Disadvantaged Business Enterprise (DBE) Program.

A. DBE Availability Goal Percentage:

The Department of Transportation has an overall, 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, as well as actual dollars paid to DBE’s. This information is being collected through the Department’s Equal Opportunity Compliance (EOC) system. Additional requirements of the Design-Build Firm may be found in Chapter 2 of the FDOT Equal Opportunity Construction Contract Compliance Manual.

B. DBE Supportive Services Providers:

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

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 DBEs and Non-DBEs.

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

1. Florida Department of Transportation Design Manual (FDM) http://www.fdot.gov/roadway/FDM/

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

3. Florida Department of Transportation Standard Plans for Road and Bridge Construction http://www.fdot.gov/design/standardplans/

4. Standard Plans Instructions (Refer to Part I, Chapter 115, FDM) http://www.fdot.gov/roadway/FDM/

5. 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


11. Florida Department of Transportation Computer Aided Design and Drafting (CADD) Manual  

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

13. MUTCD - 2009  
   http://mutcd.fhwa.dot.gov/

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

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

   https://fdotwp1.dot.state.fl.us/ProceduresInformationManagementSystemInternet/?viewBy=0&procType=pr

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

18. Florida Department of Transportation Flexible Pavement Coring and Evaluation Procedure  

19. Florida Department of Transportation Design Bulletins and Update Memos  

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

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

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

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

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

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

    http://www.fdot.gov/traffic/TrafficServices/Studies/TEM/tem.shtm

27. Florida Department of Transportation Intelligent Transportation System Guide Book  

28. Federal Highway Administration Checklist and Guidelines for Review of Geotechnical
Reports and Preliminary Plans and Specifications

29. AASHTO Guide for the Development of Bicycle Facilities

http://www.fhwa.dot.gov/engineering/hydraulics/library_arc.cfm?pub_number=17

http://www.fdot.gov/roadway/FloridaGreenbook/FGB.shtm

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

33. Florida Department of Transportation Driveway Information Guide

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

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

http://www.fdot.gov/equalopportunity/contractcomplianceworkbook.shtm

B. Innovative Aspects:

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

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

For this Project, the following are requirements of the Project that shall not be changed by the Design Build Firms:

- Reduction in the Begin and End Project limits on I-75 and all cross / side roads,
- Department Commitments (Section V.D of this RFP),
- Approved Pavement Design (Attachment A005),
- Number of Lanes, Design Speed, Lane Widths, as shown in the Approved Typical Section Package (Attachment A004) and concept plans (Reference R002),
- Free flow traffic movements depicted in the concept plan to a movement under a traffic control device (yield, stop or signalized),
- No bridge foundations (columns, bents, or retaining walls) shall be permitted above ground within the corridor defined by the area between 6-ft (RT) Centerline I-75 and 150-ft (RT) Centerline I-75,
- No bridge foundations (columns, bents, or retaining walls) shall be permitted above ground within the corridor defined by the area between 6-ft (LT) Centerline I-75 and 150-ft (LT) Centerline I-75,
• Proposed stormwater management facilities (ponds and floodplain compensation areas) shall not be located within limited access Right-of-Way.
• Project Aesthetic Requirements (Attachment A009).

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 FDM, Part 1, Chapter 121.3.2. The proposed ATC shall provide an approach that is equal to or better than the requirements of the RFP, as determined by the Department. ATC Proposals which reduce scope, quality, performance, or reliability should not be proposed. A proposed concept does not meet the definition of an ATC if the concept is contemplated by the RFP.

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

• New Design Exceptions required or modifications (as determined by the District Design Engineer) to Department approved Design Exceptions already provided in the Attachments,
• Significant changes in scope as determined by the Department in its sole discretion.

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.

• Modification of more than 2-ft to the horizontal alignments depicted in the Concept Plans,
• Modification of more than 2-ft to the vertical alignments depicted in the Concept Plans,
• Modification to any of the proposed bridges limits, partial or total, as depicted in the Concept Plans.
• Modification to the Approved Typical Section Package not specifically prohibited by the RFP
• Minimum storage capacity at intersection as depicted in the Concept Plans
• Modifications to the Approved Design Variations or addition of new Design Variations.
• Modification to the bicycle facilities through the project limits as depicted in the Concept Plans.
• Design changes that may cause additional relocations to any known utility above and beyond what is described in section VI.D.

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. FHWA should be invited to ATC meetings for all PoDI projects. Immediately prior to the conclusion of the One-on-One ATC discussion meeting, the Department will advise the Design-Build Firm as to the following related to the ATC proposals which were discussed:

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

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

3. Submittal of ATC Proposals

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

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

a) Description: A description and conceptual drawings of the configuration of the ATC or other appropriate descriptive information, including, if appropriate, product details and a traffic operational analysis;

b) Usage: The locations where and an explanation of how the ATC would be used on the Project;

c) Deviations: References to requirements of the RFP which are inconsistent with the proposed ATC, an explanation of the nature of the deviations from the requirements and a request for approval of such deviations along with suggested changes to the requirements of the RFP which would allow the alternative proposal;
d) Analysis: An analysis justifying use of the ATC and why the deviation, if any, from the requirements of the RFP should be allowed;

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

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

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

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, FHWA, as applicable) as necessary, and respond to the Design-Build Firm in writing within 14 calendar days of receipt of the ATC submittal as to whether the ATC is acceptable, not acceptable, or requires additional information. If the DDE, or designee, determines that more information is required for the review of an ATC, questions should be prepared by the DDE, or designee, to request and receive responses from the Design-Build Firm. The review should be completed within 14 calendar days of the receipt of the ATC submittal. If the review will require additional time, the Design-Build Firm should be notified in advance of the 14 day deadline with an estimated timeframe for completion.

Approved Design Exceptions required as part of an approved ATC submittal will result in the issuance of an addendum to the RFP notifying all Shortlisted Design-Build Firms of the approved Design Exception(s). Such a change will require approval by FHWA for PoDIs. 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 ATC submissions are based upon the known impacts on the Project at the time of submission. The Department reserves the right to require a modification or amendment to a previously approved ATC as a result of a contract change which is issued by an addendum subsequent to the Department’s initial approval of the ATC.

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

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

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

C. Geotechnical Services:

1. General Conditions:

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

D. Department Commitments:

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

<table>
<thead>
<tr>
<th>No.</th>
<th>Commitment</th>
<th>Responsible Party</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Compliance with Project Aesthetics Requirements per Attachment.</td>
<td>Design-Build Firm</td>
</tr>
<tr>
<td>2</td>
<td>Construction of utility betterment for Pasco County.</td>
<td>Design-Build Firm</td>
</tr>
<tr>
<td>3</td>
<td>Vehicular access to the Wesley Chapel District Park at the existing secondary entrance located on Overpass Road (approximately 1,000 feet east of I-75) will be eliminated. The park entrance will be reconfigured to enhance access for alternative modes of transportation, including pedestrians and bicyclists.</td>
<td>Design-Build Firm</td>
</tr>
<tr>
<td>4</td>
<td>Construct a new two-lane paved roadway in the southwest quadrant of the proposed interchange to relocate the existing Blair drive access at Overpass Road (approximately 950 feet west of I-75) to an alternate location on Old Pasco Road (south of Overpass Road). The existing Blair Drive between the new two-lane paved roadway and new cul-de-sac</td>
<td>Design-Build Firm</td>
</tr>
<tr>
<td>No.</td>
<td>Commitment</td>
<td>Responsible Party</td>
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<tr>
<td>4</td>
<td>The project will be reconstructed as a paved roadway. Written notification to Pasco County is required 60 days in advance of severing access to Overpass Road.</td>
<td>Design-Build Firm</td>
</tr>
<tr>
<td>5</td>
<td>Construct a new two-lane unpaved roadway in the northeast quadrant of the proposed interchange to relocate the existing McKendree Road access at Overpass Road (approximately 700 feet east of I-75) to an alternate location on Boyette Road (north of Overpass Road). Written notification to Pasco County is required 60 days in advance of severing access to Overpass Road.</td>
<td>Design-Build Firm</td>
</tr>
<tr>
<td>6</td>
<td>On-going coordination activities with the USFWS and the FWC will continue into the final design phase. Where protected species are determined to be present, the timing and location of construction activities, and specific mitigation measures, will be in accordance with regulatory guidelines established with the appropriate agencies during the permitting process. FDOT acknowledges the USFWS request to provide surveys, as well as continued coordination to avoid, minimize, and mitigate impacts to protected species. FWC staff has requested specific consideration of the Gopher Tortoise, Florida Burrowing Owl, Florida Sandhill Crane, Wood Stork, and Bald Eagle. FDOT will coordinate with FWC to develop Best Management Practices to avoid and minimize adverse impacts.</td>
<td>Design-Build Firm</td>
</tr>
<tr>
<td>7</td>
<td>Coordination will occur with FDACS prior to construction to allow for seed collection and/or relocation to adjacent habitat or other suitable protected lands if protected plant species are observed within the preferred alignment during the final design phase.</td>
<td>Design-Build Firm</td>
</tr>
<tr>
<td>8</td>
<td>A professional archaeologist meeting the Secretary of Interior’s standards shall be onsite during ground disturbing activities within boundaries of archaeological site 8PA00465 (Treatment Plant/Cypress Dome Site) as contained within the Overpass Road at I-75 interchange project construction limits. Coordination with the FDOT District Seven Environmental Administrator throughout the process. At the start of construction, at least 30 to 60 days prior to starting construction related ground disturbing activities, the contractor and qualified archeologist will coordinate with the FDOT District Seven Environmental Administrator to discuss the archeological monitoring for this project. This could include coordination as needed with the FDOT Office of Environmental Management (OEM), Seminole Tribe of Florida (STOF), and the State Historic Preservation Officer (SHPO).</td>
<td>Department &amp; Design-Build Firm</td>
</tr>
<tr>
<td>9</td>
<td>If during ground disturbing activities in the project area, archaeological/cultural materials are encountered which were not the subject of a previous cultural resources assessment survey (CRAS), the contractor shall stop all ground disturbing activities with the area of discovery and notify the FDOT District Seven Environmental Administrator within the same business day, who in turn will notify OEM, who will then notify other consulting parties to assess the significance of the discovery and devise appropriate actions.</td>
<td>Design-Build Firm</td>
</tr>
</tbody>
</table>
E. Environmental Permits:

1. Storm Water and Surface Water:

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

2. Permits:

The Department has begun and will oversee the permitting process until the Design-Build Firm’s contract is executed. This was done in a good faith effort to attempt to reduce the time required for the Design-Build Firm to complete the permitting process. The Department has submitted an ERP application to the SWFWMD (#Application 782991), and a Standard Permit application to the USACE (Application # SAJ-2019-01945) (see Reference Documents). The fact that the permitting process has been initiated by the Department in no way alleviates the Design-Build Firm from the responsibility of acquiring the aforementioned permits or any other responsibilities outlined herein. The responsibility of the Design-Build Firm to continue with and finalize the permitting process with the aforementioned agencies, and any other agencies which the Firm may be required to obtain a permit(s) from, will start upon contract execution. It will be the responsibility of the Design-Build Firm to contact the District Environmental Permit Office in order to obtain information regarding the status of the application, any copies of previous correspondence, etc. that the Design-Build Firm may need in order to take over the permitting process. The Design-Build Firm will in no way hold the Department responsible for the duration of the remainder of the permitting process.

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

All applicable data shall be prepared in accordance with Chapter 373 and 403, Florida Statutes, Chapters 40 and 62, F.A.C.; Rivers and Harbors Act of 1899, Section 404 of the Clean Water Act, 23 CFR 771, 23 CFR 636, and parts 114 and 115, Title 33, Code of Federal Regulations. In addition to these Federal and State permitting requirements, any dredge and fill permitting required by local agencies shall be prepared in accordance with their specific regulations. Preparation of all documentation related to the acquisition of all applicable permits will be the responsibility of the Design-Build Firm. Preparation of complete permit packages will be the responsibility of the Design-Build Firm. The Design-Build Firm is responsible for the accuracy of all information included in permit application packages. As the permittee, the Department is
responsible for reviewing, approving, and signing, the permit application package including all permit modifications, or subsequent permit applications. This applies whether the Project is Federal or state funded. Once the Department has approved the permit application, the Design-Build Firm is responsible for submitting the permit application to the environmental permitting agency. A copy (electronic and hard copy) of any and all correspondence with any of the environmental permitting agencies shall be sent to the District Environmental Permits Office. If any agency rejects or denies the permit application, it is the Design-Build Firm’s responsibility to make whatever changes necessary to ensure the permit application is approved.

The Design-Build Firm will be required to pay all permit and public notice 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 wetland and surface water impacts identified in the following documents: SWFWMD ERP ####### (Application # 782991) and USACE Permit No. ####### (Application #SAJ-2019-01945) (permit applications currently under Agency review). 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 application package. The Design-Build Firm will address all comments by the Department and obtain Department approval, prior to submittal of the draft permit application package. 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 application 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: Not Applicable

G. Survey:

The Design-Build Firm shall perform all surveying (Terrestrial, Mobile and/or Aerial) and mapping services necessary to complete the Project. Survey services must also comply with all pertinent Florida Statutes (Chapters 177 and 472, F.S.) and applicable rules in the Florida Administrative Code (Rule Chapter 5J-17, F.A.C.). All field survey data will be furnished to the District Surveyor in a Department approved digital format, readily available for input and use in CADD Design files. All surveying and mapping work must be accomplished in accordance with the Department’s Surveying and Mapping Procedure, Topic Nos. 550-030-101, and the Surveying and Mapping Handbook.

H. Verification of Existing Conditions:

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

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

I. Submittals:

1. Component Submittals:

The Design-Build Firm may submit components of the contract plans set instead of submitting the entire contract plan set; however, sufficient information from other components must be provided to allow for a complete review. In accordance with the FDOT Design Manual, components of the contract plans set are roadway, signing and pavement marking, signalization, ITS, lighting, landscape, architectural, structural, and toll facilities.

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 Department’s Project Manager will initial, date and stamp the signed and sealed plans and specifications as “Released for Construction”.

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Submit for Department’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.

90% Phase Submittal

- 5 copies of 11” X 17” plans (all required components)
- 1 signed and sealed geotechnical report
- 4 copies of signed and sealed geotechnical report
- 4 copies of Settlement and Vibration Monitoring Plan (SVMP) for Department acceptance and update throughout the construction period
- 1 copy of design documentation
- 1 copy of Technical Special Provisions
- 1 copy of Landscape Opportunity Plans
- 1 Bridge Load Rating Calculations
- 1 Completed Bridge Load Rating Summary Detail Sheet
- 1 Load Rating Summary Form
- 1 copy of all permit modification packages and supporting documentation
- 1 copy Independent Peer Review Firm’s comments, design verification calculations, and the EOR’s response to the Independent Peer reviewer’s comments
- 1 copy of the Independent Peer Review Component Plan QA/QC check prints
- CADD Files
- 5 DVDs containing the above information in PDF format (where applicable)
- 1 DVD with all QC plans and documentation for each component submittal

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. If the Department requires more than 2 resubmittals a submittal workshop between the Department and the Design-Build Firm must be held to resolve any outstanding issues or comments.

Final Submittal

- 2 sets of signed and sealed 11” X 17” plans (all required documents)
- 5 copies of signed and sealed 11” X 17” plans
- 1 set of signed and sealed design documentation
- 1 copy of signed and sealed design documentation
- 4 copies of Settlement and Vibration Monitoring Plan (SVMP)
- 1 copy of Landscape Opportunity Plans
- 4 sets of final documentation
- 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 Construction Specifications Package or Supplemental Specifications Package
• 4 copies of signed and sealed copy of Construction Specifications Package or Supplemental Specifications Package
• 2 sets of electronic copies of Technical Special Provisions on CD
• Independent Peer Reviewer’s signed and sealed cover letter that all comments have been addressed and resolved.
• Expand the Peer Review Certification letter to state that the Design-Build Firm has provided the Independent Peer Reviewer with all Department or Department representative Electronic Review Comments (ERC); that the comments have been reviewed and have been attached to the Certification Letter; and that the comments have been accounted for in the review.
• Independent Peer Review Firm’s comments, design verification calculations, and the EOR’s response to the Independent Peer reviewer’s comments
• 1 copy of the Independent Peer Review Component Plan QA/QC check prints
• CADD Files
• 5 DVDs containing the above information in PDF format (where applicable)
• 1 DVD with all QC plans and documentation for each component submittal
• Final authorized environmental permits.

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.” The Design-Build Firm shall provide a signed certification that all Electronic Review Comments (ERC) have been resolved to the Department’s satisfaction as a requirement before obtaining “Released for Construction” plans.

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 plans and specifications. The Department’s review of submittals and subsequent Release 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 the Design-Build Firm’s entitlement to additional monetary compensation, time, or other adjustments to the contract. The Design-Build Firm shall cause the Engineer of Record to resolve the items not in compliance with the contract, errors or omissions at no additional cost to the Department and all revisions are subject to the Department’s approval.

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

**As-Built Set:**

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

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

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 accept the As-Built Plans and related documents when in compliance with Design Build Division I Specification 7-2.3, As-Built Drawings and Certified Surveys, and the As-Built Requirements.

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

- 2 sets of 11” X 17” signed and sealed As-Built plans, drawings and Certified Surveys
- 4 sets of 11 "X 17” copies of the signed and sealed As-Built plans, drawings and Certified Surveys (including as-built channel survey)
- 1 copy of Landscape Opportunity Plans
- 1 signed and sealed copy of the Bridge Load Rating Summary Form and Calculations based on as-built conditions
- 4 sets of final documentation (if different from final component submittal)
- 4 sets of survey information, including electronic files and field books
- CADD Files
- 2 Final Project DVD’s

4. **Milestones:**

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

- Preliminary Lighting Design Analysis Report (LDAR)
- Master Signing Plan
- Maintenance of Communication Plan

5. **Railroad Submittals:** Not Applicable
J. Contract Duration:

The Department has established a Contract Duration of 715 calendar days for the subject Project.

K. Project Schedule:

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

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

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

- No Special Events

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

- Anticipated Award Date
- Design Submittals
- Shop Drawing Submittals
- Other Contractor-Initiated Submittals including RFI’s, RFM’s, RFC’s, and NCR’s
- Design Survey
- Submittal Reviews by the Department and FHWA
- Design Review / Acceptance Milestones
- Materials Quality Tracking
- Geotechnical Investigation
- Start of Construction
- Clearing and Grubbing
- Construction Mobilization
- Embankment/Excavation
- Environmental Permit Acquisition
- Foundation Design
- Foundation Construction
- Substructure Design
- Substructure Construction
- Superstructure Design
- Superstructure Construction
- Walls Design
- Walls Construction
- Roadway Design
- Roadway Construction
- Master Signing Plan
• Signing and Pavement Marking Design
• Signing and Pavement Marking Construction
• Signalization and Intelligent Transportation System Design
• Signalization and Intelligent Transportation System Construction
• Lighting Design
• Preliminary Lighting Design Analysis Report (LDAR)
• Lighting Construction
• ITS Design
• Maintenance of Communication Plans
• ITS Construction
• Maintenance of Traffic Design
• Landscape Opportunity Plans
• Permit Submittals
• Maintenance of Traffic Set-Up (per duration)
• Erosion Control
• Holidays and Special Events (shown as non-work days)
• Additional Construction Milestones as determined by the Design-Build Firm
• Final Completion Date for All Work

L. Key Personnel/Staffing:

The Design-Build Firm’s work shall be performed and directed by key personnel identified in the Letter of Interest and/or Technical Proposal by the Design-Build Firm. In the event a change in key personnel is requested, the Design-Build Firm shall submit the qualifications of the proposed key personnel and include the reason for the proposed change. Any changes in the indicated personnel shall be subject to review and approval by the District Construction Engineer. The Department shall have sole discretion in determining whether or not the proposed substitutions in key personnel are comparable to the key personnel identified in the Letter of Interest and/or Technical Proposal. The Design-Build Firm shall have available professional staff meeting the minimum training and experience set forth in Florida Statute Chapter 455.

M. Partner/Teaming Arrangement:

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

N. Meetings and Progress Reporting:

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

• Department technical issue resolution
• Local government agency coordination
• Maintenance of Traffic Workshop
• Pavement Design Meeting
• Permit agency coordination
• Scoping Meetings
• System Integration Meetings

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

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

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

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

System Integration Meetings will be held on mutually agreeable dates.

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

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

O. Public Involvement:

1. General:

Public involvement is an important aspect of the Project. Public involvement includes communicating to all interested persons, groups, and government organizations information regarding the development of the Project. The Department, or its designated representative, will serve as the Public Involvement Consultant (PIC) to carry out an exhaustive Public Involvement Campaign and a marketing effort. The Design-Build Firm will assist the Department in the Public Involvement effort on a limited basis as described below.

2. Community Awareness:

The Design-Build Firm shall prepare the following:

a) Project Brochure (public distribution): An informational brochure shall be created for this Project for posting on the District Construction SharePoint site. If the project is an interstate project, a copy will also be posted to the mytbi.com interstate website.

b) Detour maps shall be provided to the Department in JPEG format for public and media distribution.
c) Materials required for the Construction Open House Meetings, to be held prior to beginning of construction activities, include:

- Roll Plot w/Design Overlay – A roll plot with design overlay shall be created and used at the open house.
- Frequently Asked Questions Handout – A frequently asked questions handout shall be created and used at the open house.

3. Public Meetings:

The Design-Build Firm shall provide all supporting materials necessary for the various public meetings, which may include:

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

The Design-Build Firm shall accompany the CEI team at meetings when necessary for the term of the contract.

For any of the above type meetings the Design-Build Firm shall provide all technical assistance, data and information, display boards, printed material, video graphics, computerized graphics, etc., and information necessary for the day-to-day exchange of information with the public, all agencies and elected officials in order to keep them informed as to the progress and impacts that the proposed Project will create. This includes workshops, information meetings, open houses, 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 CEI/Department. The Design-Build Firm shall forward all requests for group meetings to the CEI/Department. The Design-Build Firm shall inform the CEI/Department of any meetings with individuals that occur without prior notice.

4. Public Workshops, Information Meetings:

The Design-Build Firm shall provide all the support services listed in No. 3 above.

All legal/display advertisements announcing workshops, information meetings, and public meetings will be prepared and paid for by the Department.

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

The Design-Build Firm is responsible for the following:

- Coordinating with the Department.
- Identifying possible permit and review agencies and providing names and contact information for these agencies to the Department.
- Providing required expertise (staff members) to assist the Department 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, and other agencies, and
- Provide information to the Department required for website updates.

Providing information to the Department to keep the Department website current. The Design-Build Firm shall provide records of all public correspondence, written or verbal, to the Department throughout the life of the Project.

The Design-Build Firm may be asked by the CEI/Department to prepare draft responses to any public inquiries as a result of the public involvement process.

P. Quality Management Plan (QMP):

1. Design:

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

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

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

2. Construction:

The Design-Build Firm shall be responsible for developing and maintaining a Construction Quality Control Plan in accordance with Section 105 of Standard Specifications which describes their Quality Control procedures to verify, check, and maintain control of key construction processes and materials.
The sampling, testing and reporting of all materials used shall be in compliance with the Sampling, Testing and Reporting Guide (STRG) provided by the Department. The Design-Build Firm will use the Department’s database(s) to allow audits of materials used to assure compliance with the STRG. The Department has listed the most commonly used materials and details in the Department’s database. When materials being used are not in the Department’s database list, the Design-Build Firm shall use appropriate material details from the STRG to report sampling and testing. Refer to the State Materials Office website for instructions on gaining access to the Department’s databases: http://www.fdot.gov/materials/quality/programs/qualitycontrol/contractor.shtm

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

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

Q. Liaison Office:

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

R. Engineers Field Office: Not Applicable

S. Schedule of Values:

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

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

T. Computer Automation:

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

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

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

U. Construction Engineering and Inspection:

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

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

V. Testing:

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

W. Value Added:

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

- Roadway features
- Roadway drainage systems
- Bearings
- Expansion joints
- Approach slabs
- Superstructure
- Substructure
- Structure drainage systems
- Paint systems
- 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.

X. Adjoining Construction Projects:

The Design-Build Firm shall be responsible for coordinating all design, permitting, and construction activities with other construction Projects that are impacted by or impact this Project. This includes Projects under the jurisdiction of local governments, the Department, other regional and state agencies, or private entities.
The Design-Build Firm shall consider and include in the Construction Plans and Bid Price Proposal, any and all temporary detours or diversions required to facilitate traffic movements into and out of the project limits; notwithstanding the alignment, lane positioning and/or grade differences of traffic conditions on those adjacent projects.

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

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

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

VI. Design and Construction Criteria.

A. General:

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

B. Vibration and Settlement Monitoring:

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

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

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

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

C. 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 (Osterberg Cell) 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, a minimum number of one (1) successful load tests must be performed within the area of the bridges.

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 (Osterberg Cell) 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, a minimum number of one (1) successful load tests must be performed within the area of the bridges.

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

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

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

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

Auger Cast Piles for Sound Barrier Walls

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

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

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.

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, 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. Coordination with the Department on any issues that arise concerning reimbursement of utility work costs.

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

<table>
<thead>
<tr>
<th>UA/O</th>
<th>Utility Relocation Type</th>
<th>Cost Estimate</th>
<th>Lump Sum Bid</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bright House Networks</td>
<td>by UA/O</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Frontier Communications</td>
<td>by UA/O</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>
Advanced Utility Coordination

The Department has conducted limited advanced utility coordination with the UA/Os. Information pertaining to this coordination is included in the Attachments and Reference Documents.

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.

Out of Service Left in Place Facilities

Any UA/O who wants to leave out of service facilities within the I-75 corridor, must first provide a letter to the District Utilities Office to obtain approval from the Department. Any UA/O who wishes to leave out of service along Overpass Roads limits (excluding the I-75 corridor footprint) must obtain Pasco County’s approval. The Design-Build firm will assist the UA/O in the coordination of this effort with the Department and/or Pasco County.

Withlacoochee River Electric Co-op (WREC)

It is anticipated that WREC Transmission facilities will relocate once the Right-of-Way is secured. WREC Transmission will box around the Interchange of I-75 and Overpass Rd as depicted in the Advanced Utility Coordination provided as reference documents. The contractor is required to coordinate all clearing and grubbing as well as the maintenance of traffic with WREC for the placement of their poles. The Contractor is to provide an access road to the proposed facilities on the East side of I-75.

WREC Distribution Facilities will be placed underground on the southwest side of I-75 in the easement provided by Pasco County. The UA/O will perform the work in accordance with the utility work schedule (or equivalent, as obtained by the Design-Build Firm based on their design) and permit. The UA/O will invoice the Department directly, in accordance with an executed agreement with the Department. This includes any preliminary engineering performed in advance of the Design-Build firm receiving the Notice
Pasco County Utilities

This project includes performance of all Paco County’s Utility Work (design, new construction, adjustment, relocation work, including permits for all work related to the utilities) as specified in these RFP contract documents. The Pasco County Utilities Department Specification for Water, Reclaimed Water and Wastewater construction technical specifications apply and are provided as an attachment. A schematic of their facilities is provided as an attachment. The Design-Build firm shall perform all final design, all necessary relocations, adjustments and removals for the utility work as per the performance and specifications of all Pasco County Work. The Design-Build firm shall coordinate with the Department and with Pasco County for all design approvals. The Design-Build firm shall become the Engineer-of-Record for the design and construction of Pasco County’s Utilities work and shall obtain all permits, perform all testing and signing and seal the utility construction as-built plans in accordance with Pasco County’s utility work standards and specifications.

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 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.

Emergency Action Plan

Within 30 days of the contract execution, the Design-Build Firm shall coordinate with the Department and the UA/O’s to develop and submit for Department concurrence an action plan that addresses the steps and processes to follow in the advent of unforeseen events such as: encountering of unknown utilities; disruption of utility service or; the UA/O does not perform. All documentation pertaining to the lack of performance by the UA/O shall be included in the plan. At a minimum, the Emergency Action Plan shall require the following documentation to be submitted:

- Statement from the Design-Build Utility Coordinator detailing the specifics of the UA/O failures;
- Coordination with the UA/O requesting RGB Markups;
• Coordination with the UA/O regarding SUE requests;
• Coordination with the UA/O regarding construction scheduling requirements; and
• All Utility Meeting minutes and documentation regarding the Design-Build Firm’s efforts to coordinate.

Utility Work by UA/O

Where the UA/O desires their own relocation work to be done by their contractor, the UA/O will perform the work in accordance with the utility work schedule agreement between the Design-Build Firm and the UA/O.

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, Temporary Traffic Control Plans, Environmental Permits and other necessary documents.

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

Any deviation from the Department’s design criteria will require a Design Variation and any deviation from AASHTO will require a Design Exception. All such Design Variations and Design Exceptions must be approved. The Department has included Design Variations approved for use in the Construction as Attachments to the RFP. Changes by the Design-Build Firm, through the ATC process, to the project which changes or invalidates the previously approved Design Variation, at the Department's sole discretion, will require the Design-Build Firm to develop new Signed and Sealed Design Variations for submittal to the Department for approval or denial.

These packages shall include the following:

F. Roadway Design:

See FDM Part 3; Chapter 301 for Roadway Design sheets, elements and completion level required for each submittal.

1. Typical Section Package:

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

2. Pavement Design Package:

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

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

• Approved Pavement Design Package

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

• Geotechnical and Pavement Report

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

3. Drainage Analysis:

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

Reinforced concrete pipe (RCP) shall be used in all County easements and street right-of-way. Please refer to Attachment A010 for additional information.

The Design-Build Firm shall size dry retention facilities assuming no infiltration.

All Pasco County ponds and floodplain sites (SMF 1A-1, SMF 1A-2, Swale 2, Swale 2-1, Swale 2-2, SMF
3, SMF 4, SMF 5 and FPC 2) located within the County right-of-way shall meet the following criteria:

- Bank slope grades not steeper than four (4) feet horizontal to one (1) foot vertical which shall be sodded to the seasonal high-water elevation for wet detention ponds and to the pond bottom for dry retention ponds and floodplain compensation sites. Dry retention pond bottoms and floodplain compensation bottoms shall not be sodded.
- Constructed to provide a minimum of six (6) inches of freeboard between the design high water elevation and the lowest berm elevation surrounding the pond.
- Include an emergency overflow structure or inlet grate acceptably protected from erosion with an invert elevation no lower than the design high water level and no higher than the pond berm elevation.
- Include right-of-way or easement of twenty (20) feet shall be provided for access to any stormwater detention/retention facility from a dedicated road or street.
- A continuous perimeter maintenance and operation easement, with a minimum width of twenty (20) feet and slopes no steeper than four (4) feet horizontal to one (1) foot vertical be provided landward of the control elevation water line.

The Design-Build Firm shall provide a maintenance access area for the Withlacoochee River Electric Cooperative to access their transmission poles between Station 40+85 and Station 53+25 CL Overpass Road on the south side of the road. A minimum of fifteen (15) feet wide access area with slope grades not steeper than ten (10) feet horizontal to one (1) foot vertical slope. On three (3) sides of the existing poles, a fifteen (15) foot area with slope grades not steeper than ten (10) feet horizontal to one (1) foot vertical slope shall be provided.

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

The existing I-75 South West Florida Water Management District (SFWWMD) environmental resource permit (No. 43 40738.00) provided water quality treatment for the entire right-of-way within the project limits as well as attenuation for a future 256-foot wide impervious section in Pond 18-22. The Design Build Firm shall maintain the existing permit’s treatment and attenuation volumes plus any additional impervious areas added by the Project within the I-75 right-of-way.

The Design-Build Firm shall replace the existing 5 feet wide by 4 feet tall concrete box culvert at Station 26+42 CL Overpass Rd.

Proposed stormwater management facilities (ponds or floodplain compensation areas) shall not be allowed within limited access Right-of-Way.

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

The Design-Build Firm will consider optional culvert materials in accordance with the Department’s Drainage Manual Criteria, as well as the following:
The Design-Build Firm shall only use one type of pipe material on pipe runs between drainage structures. All precast storm sewer manholes and inlets shall have resilient connectors. The Design-Build Firm shall include the type of resilient connectors, any required pipe adaptors, and the pipe material for each structure in the drainage structure shop drawing submittals. Drainage structure shop drawings shall be reviewed and approved by the Drainage EOR. The Department will not be responsible for approving the Drainage Structure Shop Drawings, but will review each submittal to ensure that the EOR and Design-Build Contractor have reviewed/stamped each page and then return each submittal marked “Rejected” or “Released for Construction”.

Minor losses shall be included in the computation of the design hydraulic gradient for all storm drain systems. All pipe dimensions shown in the construction plans shall be the inside diameter and shall correspond with the dimensions in the storm drain hydraulic analysis. The runoff from all bridge ends shall be collected by inlets.

It shall not be acceptable to place guardrails or barrier walls for the sole purpose of circumventing clear zone criteria for drainage structures.

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

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

- The casing shall extend the entire length from drainage structure to drainage structure. The entire length of the casing run from drainage structure to drainage structure shall have a uniform diameter wall thickness and material type.
- The casing shall meet Spec. 556.
- Casing wall thickness calculations which support the jack and bore or micro-tunneling operation shall be provided. These calculations shall consider, at a minimum, the fill height over the casing and any installation requirements.
- A pitting analysis and soil boring(s) at each location shall be provided as part of the casing pipe service life estimator calculations.

Masonry sealing of pipe connections will be allowed where the pipe to drainage structure connections meet any of the conditions listed below. The Design-Build Firm shall submit the supporting documentation which provides the justification for elimination of the resilient connectors to the Department’s District Drainage Engineer for review and approval. Justification shall include a demonstration that avoidance of the following conditions is not practical. Storm drain systems should generally be designed to ensure that resilient connectors can be installed and exclusions due to skew angle and minimum beam height are unnecessary. The conditions where resilient connectors will not be required are as follows:

a. The pipe skew angle at the connection to the drainage structure is greater than 15 degrees, in either the horizontal or vertical direction.
b. The drainage structure and all connections fall outside the 1:2 roadway template control line for the Project construction or the future configuration (as depicted in the Approved Typical Section Package) as per Standard Index 505.
c. The remaining beam height of the single precast unit from the top of that segment to the existing crown of selected pipe is less than 8 inches.
d. Where elliptical pipes are specified on the plans.
Prior to proceeding with the Drainage Design and Environmental Permitting, the Design-Build Firm shall meet with the District Drainage Engineer and the District Environmental Permit Coordinator. The purpose of this meeting is to provide information to the Design-Build Firm that will better coordinate the Preliminary and Final Drainage Design and Environmental Permitting 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 or permitting components.

The Design-Build Firm shall provide the Department’s District Drainage Engineer a signed and sealed Drainage Design Report. It shall be an As-Built Plan of all drainage computations, both hydrologic and hydraulic. The engineer shall include all necessary support data. The Drainage Design Report shall accompany all phase submittals and shall include all requirements in the FDOT Drainage Manual, plus, at a minimum, the following items:

- Existing conditions drainage pattern discussion and existing drainage map
- Proposed conditions drainage pattern discussion and proposed drainage map
- Outfall and boundary conditions
- Design criteria
- Supporting documentation which shows that the interim design will not conflict with the future configuration (as depicted in the Approved Typical Section Package) drainage design or adjacent projects
- Floodplain/floodway encroachment and compensation analysis
- Stormwater quality analysis, including volume recovery calculations
- Stormwater quantity analysis, pre vs. post runoff
- A link-node diagram for the existing and proposed drainage conditions shall be provided for all hydraulic modeling. The diagram shall include, at a minimum, node names, link names, and overall drainage divides and area
- The drainage areas, Tc, CN, and other supporting data
- Storm drain analysis (in approved format) including grate capacity
- Pavement drainage analysis (sheet flow, gutter flow, hydroplane, special gutter grades)
- Culvert service life analysis
- Temporary drainage during construction
- Supporting data for the above items
- Relevant correspondence

All calculations shall require the District Drainage Engineer’s approval. All pertinent information prepared by others shall be verified by the Design-Build Firm before being incorporated into the corresponding sections of the Project design documentation. The drainage documentation shall not reference any previously prepared design documentation or existing permit information as the sole support for the Design-Build Firm’s Project design.

The drainage documentation shall include a discussion which clearly states how the Project design is consistent with the previously permitted condition. Where the Project design is not consistent with the previously permitted condition, the documentation shall clearly describe the location of the change, the nature of the change and the permitting activities required to address the change. Existing and proposed basin maps shall be provided at the beginning of the supporting documentation for each SMF design, showing the boundaries with areas of the permitted conditions for all basins. The maps shall include an aerial background, basin divides, basin areas, permitted SMF’s identified with control elevation, DHW, permit number, and outfall location.
G. Geometric Design:

The Design-Build Firm shall prepare the geometric design for the Project using the FDM 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. At a minimum, the criteria in the Department’s FDM shall be applied for the design of the facilities within this Project, with the following exceptions: Blair Road Extension, Boyette Road and Old Pasco Road shall, at a minimum, comply with the Florida Department of Transportation Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways. McKendree Road shall be treated as a stabilized access road.

All curbs, sidewalks, sidewalk ramps and pedestrian crosswalks impacted by construction shall be restored to meet current standards; including ADA requirements.

The Design-Build Firm shall adhere to the design speed, minimum number of lanes (including turn lanes), minimum storage capacities, access points and access control for all roadways, auxiliary lanes, acceleration and deceleration lanes, and ramps as depicted in the Typical Section Package and Concept Plans, unless modified by approved ATC.

All areas shaded from direct sunlight under proposed bridges and existing bridges (from 2 feet outside of drip line to drip line) shall be paved with 4-inch of concrete.

The Roadway Geotechnical Report shall include soil stability analysis for all proposed slopes that are steeper than 1:4 (vertical to horizontal) and include recommendations for erosion control measures to be applied on the slopes. All slopes shall be constructed in accordance with the Roadway Geotechnical Report recommendations and applicable governing regulations.

Water ponding shall not be allowed on shoulders in superelevated sections.

All existing areas of the Project that are not shown in the Concept plans to be altered shall remain unaltered or be restored to the original elevations/levels by the Design-Build Firm.

H. Design Documentation, Calculations, and Computations:

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

The design notes and computation sheets shall be fully titled, numbered, dated, indexed, and signed by the designer and the checker. Computer output forms and other oversized sheets shall be folded to a standard size 8½" x 11". The data shall be in a hard-back folder for submittal to the Department. At the Project completion, a final set of design notes and computations, signed by the Design-Build Firm, shall be submitted with the As-Built Plans and tracings.
The design documentation, notes, calculations and computations shall include, but not be limited to the following data:

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

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

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

e. Any erection, demolition, and any proposed sheeting and/or shoring plans that may potentially impact the railroad must be submitted to and approved by the railroad. This applies to areas adjacent to, within and over railroad rights of ways.

f. The Engineer of Record for bridges shall analyze the effects of the construction related loads on the permanent structure. These effects include but are not limited to: construction equipment loads, change in segment length, change in construction sequence, etc. The Engineer of Record shall review all specialty engineer submittals (camber curves, 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. Bridge Widening: In general, match the existing as per the Department Structures Manual.

c. Critical Temporary Retaining Walls: Whenever the construction of a component requires excavation that may endanger the public or an existing structure that is in use the Design-Build Firm must protect the existing facility and the public. If a critical temporary retaining wall is, therefore, required during the construction stage only, it may be removed and reused after completion of the work. Such systems as steel sheet pilings, soldier beams and lagging or other similar systems are commonly used. In such cases, the Design-Build Firm is responsible for designing detailing the wall in the set of contract plans. These plans must be signed and sealed by the Structural Engineer in responsible charge of the wall design.

d. No above ground bridge foundations (columns, bents, or retaining walls) shall be permitted within the corridor defined by the area between 6-ft (RT) Centerline I-75 and 150-ft (RT) Centerline I-75.

e. No above ground bridge foundations (columns, bents, or retaining walls) shall be permitted within the corridor defined by the area between 6-ft (LT) Centerline I-75 and 150-ft (LT) Centerline I-75.

f. The LRFD Operational Importance Factor shall be 1.0 for all bridges.

g. The live load deflection limit for spans carrying vehicular and pedestrian traffic shall be L/1000, where L is the span length.

h. The minimum environmental classifications for all bridges are as follows:

<table>
<thead>
<tr>
<th>Superstructure</th>
<th>Substructure</th>
<th>Concrete</th>
<th>Steel</th>
</tr>
</thead>
<tbody>
<tr>
<td>Slightly Aggressive</td>
<td>Extremely Aggressive</td>
<td>Extremely Aggressive*</td>
<td>Aggressive*</td>
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</table>

*Due to pH=3.5.

i. Exterior beams on all spans of the Overpass Road bridges shall be the same type and depth.

j. Use of uncoated weathering steel is required for steel bridges.

k. Intermediate pile bents or shaft bents shall not be permitted. Bridge piers are required for intermediate supports. See bridge aesthetic criteria in the Attachments.

l. The use of geosynthetic reinforced soil (GRS) abutments or spread footings behind MSE walls in lieu of pile supported or shaft supported end bents is prohibited.

m. All elements of proposed permanent bridge drainage systems shall be hidden from view.

n. Three (3) 2” diameter conduits in accordance with Standard Plans Index 630-010 shall be installed in all new concrete traffic railings/barriers and concrete parapets mounted on bridges and retaining walls.

o. Lightweight concrete shall not be permitted for structural applications.
p. For permanent retaining walls, partial height walls such as perched walls or toe-walls, as defined in the FDOT Structures Manual shall be permitted.

q. Uplift reaction in any girder supports is not permitted during construction or under any Service or Strength Limit States.

r. For the design of the bridge, assume the areas currently occupied by the sidewalk and the shared use path could carry vehicular traffic in the future.

s. Bridge Barriers:
   i. Traffic Railing - 42” Single Slope shall be furnished along curved portions of the Flyover Ramp Bridge (both sides) and adjoining retaining walls along the Ramp (SPI 521-428 & 521-610).
   ii. Pedestrian Railing for the sidewalks on Overpass Road bridges and retaining walls shall consist of 27” Concrete Parapet with Bridge Fencing (Vertical) (SPI 521-820, 521-630, & 550-010).
   iii. Traffic Railing - 36” Single Slope shall be furnished for all other Overpass Road bridge and retaining wall traffic barriers and non-curved Ramp Bridge and retaining walls (SPI 521-427 & 521-610).

 t. Changes in beam/girder depth shall be limited to 18” on the Flyover Ramp Bridge.

 u. Provide full-height cheek walls at the following locations:
   i. Exposed ends of all end bents
   ii. Exposed ends of piers where the exterior beam depth differs in adjacent spans.
   iii. Exposed ends of piers where the ends of exterior beams in adjacent spans are offset in plan.
   iv. Exposed ends of piers where beams in adjacent spans are of dissimilar materials.

 v. MSE wall panel finish shall be fractured fin (see Standard Plans Index 534-200).

 w. All permanent retaining walls shall have a concrete facing on the exposed face. The concrete facing shall extend to no less than 1’-0” below the finished ground line.

 x. Apply a Silicone Acrylic Concrete Sealer to all proposed bridges and retaining walls in accordance with the Technical Special Provisions provided in Attachment A009. Surfaces to be coated area as follows:
   i. Exterior vertical surfaces of outside traffic barriers.
   ii. External edge of deck slab (coping).
   iii. Underside of deck overhang at exterior beams.
   iv. External face of exterior beams (concrete beams only).
   v. All exposed surfaces of piers.

 y. See Attachment A009 for additional Project Aesthetic Requirements.

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

The Design-Build Firm shall prepare and submit a signed and sealed Construction Specifications Package for the Project, containing all applicable Division II and III Special Provisions and Supplemental Specifications from the Specifications Workbook in effect at the time the Bid Price Proposals were due in the District Office, along with any approved Developmental Specifications and Technical Special Provisions, that are not part of this RFP. Any subsequent modifications to the Construction Specifications Package shall be prepared, signed and sealed as a Supplemental Specifications Package. The Specifications Package(s) shall be prepared, signed and sealed by the Design-Build Firms Engineer of Record who has successfully completed the mandatory Specifications Package Preparations Training.

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

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

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


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

K. **Shop Drawings:**

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

Shop Drawing submittals shall 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.

L. **Sequence of Construction:**

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

1. Maintain or improve, to the maximum extent possible, the quality of existing traffic operations, both in terms of flow rate and safety, throughout the duration of the Project.
2. Minimize the number of different Temporary Traffic Control Plan (TTCP) phases, i.e., number of different diversions and detours for a given traffic movement.
3. Take advantage of newly constructed portions of the permanent facility as soon as possible when it is in the best interest of traffic operations and construction activity.
4. Maintain reasonable direct access to adjacent properties at all times, with the exception in areas of limited access Right-of-Way where direct access is not permitted.
5. Coordinate with adjacent construction Projects, public and private, and maintaining agencies.

M. Stormwater Pollution Prevention Plans (SWPPP):

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

N. Transportation Management Plan:

The Design-Build Firm must develop a Transportation Management Plan in accordance with the Department’s FDOT Design Manual.

1. Traffic Control Restrictions:

The existing regulatory speed limits shall be maintained during construction. The existing number and length of all lanes, including auxiliary and turn lanes, shall be maintained at all times, except during the times detailed below. Lane closure restrictions apply to all lanes including auxiliary lanes, turn lanes, and ramps.

There will be NO LANE CLOSURES allowed on I-75 between the hours of 6:00 AM to 9:00 PM. A lane may only be closed during active work periods. There will be NO PACING OPERATIONS allowed between the hours of 6:00 AM to 9:00 PM. There will be no DETOURS allowed between the hours of 6:00 AM and 9:00 PM. All lane closures, including ramp closures, must be reported to the local emergency agencies, the media and the District Public Information Officer. Also, the Design-Build Firm shall develop the Project to be able to provide for all lanes of traffic to be open in the event of an emergency.

A lane may only be closed during active work periods. All lane closures, including ramp closures, shall be reported to the local emergency agencies and the District PIO a minimum of 14 calendar days prior to each closure. In addition, the Design-Build Firm shall develop the MOT scheme and TTC Plans such that all lanes of traffic can be opened in the event of an emergency.

Pacing operations will only be allowed during the lane closure times for the specific roadway. All detours shall be included in the Temporary Traffic Control Plans and approved by the Department. The Design-Build Firm shall obtain written approval from local agencies for detours that utilize or otherwise impact roadways that are under the jurisdiction of those local agencies. Conceptual Detours that are currently being coordinated with the local agencies are included in the Reference Documents.
All requests for lane closures shall be submitted in writing to the Department 14 calendar days prior to a closure, detour, diversion, pacing operations, or Temporary Traffic Control phase change.

**Hurricane Readiness Plan:**

Within 30 calendar days following NTP, the Design-Build Firm shall submit a Hurricane Readiness Plan which will address the measures the Design-Build Firm will implement in preparation for a hurricane or any other catastrophic event. The Plan shall also stipulate the measures to be taken post-event. The Plan shall address equipment and activities on land, air, and in the water (as applicable).

**ALL LANES AND AVAILABLE SHOULDERS WITHIN THE PROJECT LIMITS MUST BE OPEN TO TRAFFIC DURING AN EVACUATION NOTICE OF A HURRICANE OR OTHER CATASTROPHIC EVENT AND SHALL REMAIN OPEN FOR THE DURATION OF THE EVACUATION EVENT AS DIRECTED BY THE ENGINEER.**

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

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

The Department has conducted an investigation of the Project site and determined that potential gopher tortoise habitats could be impacted by the Project. All coordination by the Design-Build Firm with the Department regarding gopher tortoises will be completed through the District Environmental Permit Office. The Design-Build Firm shall be responsible for conducting the gopher tortoise burrow survey for the purpose of identifying potential gopher tortoise habitats that could be impacted by the Project including any areas to be used for construction staging. The habitat will be systematically surveyed according to the current Gopher Tortoise Permitting guidelines published by the Florida Fish and Wildlife Conservation Commission (FWC). The Department must verify the completeness and accuracy of the assessment prior to commencement of any permitting or construction activities. Any areas where the Design-Build Firm proposes to protect burrows to remain on-site with “exclusionary fencing” shall be reviewed and approved by the Department. The Design-Build Firm shall submit an “exclusionary fencing” plan for review prior to any “exclusionary fencing” installation. If there are unavoidable impacts to gopher tortoise burrows, the Design-Build Firm shall be responsible for preparing required documentation for the Department to obtain a FWC permit for the relocation of gopher tortoises and commensals from burrows which cannot be avoided. Preparation of complete permit packages will be the responsibility of the Design-Build Firm. As the “permittee”, the Department is responsible for reviewing and approving the permit application package including all permit modifications, or subsequent permit applications. This applies whether the project is Federal or state funded. Once the Department has approved the permit application, the Design-Build Firm is responsible for submitting the permit application to FWC. A copy of the permit and any subsequent reports to FWC must be provided to the District Environmental Management Office or District Environmental Permit Office, as appropriate. If FWC rejects or denies the permit application, it is the Design-Build Firm’s responsibility to make whatever changes necessary to ensure the permit application is
approved. Once the permit is obtained, the Design-Build Firm shall notify the Department at least one week prior to the relocation of gopher tortoises. If gopher tortoise relocations are phased throughout the construction, the Design-Build Firm shall notify the Department at least one week prior to each relocation phase. The Department will provide oversight of the relocations and ensure permit compliance. The Design-Build Firm shall be responsible for any necessary permit extensions or re-permitting in order to keep the relocation permit valid throughout the construction period. The Design-Build Firm shall provide the Department with draft copies of requests to modify the permits and/or requests for permit extensions, for review and approval by the Department prior to submittal to the Agencies. The Design-Build Firm shall provide the appropriate reports as required by the permit conditions, including closing out the permit. The Design-Build Firm shall note that permits for gopher tortoise relocation for areas outside of the Department owned Right-of-Way (i.e. utility easements; license agreements) cannot be obtained with the Department as the “permittee”, per FWC requirements. Should permits in areas outside of the Right-of-Way be required, the Department will still perform the oversight of the process as described above. The Design-Build Firm will be required to pay all permit fees including any and all fees associated with the relocation of gopher tortoises. Any fines levied by permitting agencies shall be the responsibility of the Design-Build Firm.

The Department has conducted an investigation of the Project site and determined that potential Eastern Indigo snake habitats could be impacted by the Project. All coordination by the Design-Build Firm with the Department regarding Indigo snakes will be completed through the District Environmental Permit Office. The Design-Build Firm shall be responsible for completing the attached Eastern Indigo Snake Monitoring Log to document presence or absence of the Eastern Indigo Snake on the project. The U.S. Fish and Wildlife Service (USFWS) requires the monitoring log to be submitted within 60 days of project completion. If no Eastern Indigo Snakes were seen during construction, the Design Build Firm should simply state “no” under the observation column. If an Eastern Indigo Snake was observed, the Design Build Firm must document the location, the actions taken (i.e. STOP work), and immediately notify the project engineer who will notify the USFWS. During monthly compliance inspections, the Department will verify the Eastern indigo snake monitoring log for compliance.

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

1. Cultural Resources

The National Register of Historic Places (NRHP)-eligible archaeological site 8PA00465 is located within the project area. Based on coordination between the FDOT, the State Historic Preservation Officer (SHPO), and the Seminole Tribe of Florida – Tribal Historic Preservation Office (STOF-THPO), a commitment to provide monitoring by a Secretary of the Interior qualified archaeologist during all ground disturbing activities within the boundaries of site 8PA00465 (Treatment Plant/Cypress Dome Site) is included in the EA-FONSI.

Every reasonable effort has been made during the preliminary investigation included in the PD&E documents to identify and evaluate possible locations of prehistoric and historic archaeological sites; however, the possibility exists that evidence of cultural resources may yet be encountered within the project limits. Should evidence of unrecorded cultural resources be discovered during construction activities, all work in that portion of the project area must stop. Evidence of cultural resources includes aboriginal or historic pottery, prehistoric stone tools, bone or shell tools, historic trash pits, and historic building foundations. Should questionable materials be uncovered during the excavation of the project area, representatives of FDOT, District 7, will assist in the identification and preliminary assessment of the materials. If such evidence is found, the FDHR will be notified by the Engineer within two working days. In the unlikely event that human skeletal remains or associated burial artifacts are uncovered within the
project area, all work in that area must stop. The FDOT, District 7, Cultural Resources Coordinator must be contacted. The discovery must be reported to local law enforcement, who will in turn contact the medical examiner. The medical examiner will determine whether or not the State Archaeologist should be contacted per the requirements of Chapter 872.05, Florida Statutes.

2. **Section 4(f)**

The Wesley Chapel District Park is a Section 4(f) resource. As part of the EA-FONSI, a de minimis finding was made for the proposed project indicating that it would not adversely affect the activities, features, or attributes that make the Wesley Chapel District Park eligible for Section 4(f) protection. The Design-Build Firm must adhere to the project limits and activities identified in the EA-FONSI and Section 4(f) de minimis determination, including the EA-FONSI commitment “Vehicular access to the Wesley Chapel District Park at the existing secondary entrance located on Overpass Road (approximately 1,000 feet east of I-75) will be eliminated. The park entrance will be reconfigured to enhance access for alternative modes of transportation, including pedestrians and bicyclists, during the design phase of the project.”

3. **Wildlife and Habitat**

On-going coordination activities with the USFWS and the FWC will continue into the final design phase of the project. Where protected species are determined to be present, the timing and location of construction activities, and specific mitigation measures, will be in accordance with regulatory guidelines established with the appropriate agencies during the permitting process. FDOT acknowledges the USFWS request to provide surveys, as well as continued coordination to avoid, minimize, and mitigate impacts to protected species. FWC staff has requested specific consideration of the Gopher Tortoise, Florida Burrowing Owl, Florida Sandhill Crane, Wood Stork, and Bald Eagle. FDOT will coordinate with FWC to develop Best Management Practices to avoid and minimize adverse impacts. The Standard Protection Measures for the Eastern Indigo Snake must be followed and adhered to as part of this project.

P. **Signing and Pavement Marking Plans:**

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

A Conceptual Master Signing Plan (MSP) has been provided by the Department (Reference Document xx) identifying sign locations and messages within the Project limits. No structural analysis was performed for the Conceptual Signing Plan.

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

All guide signs shown in the R012. Conceptual Master Signing Plan shall be provided, unless otherwise approved by the Department. Not all signs (regulatory, warning, recreational or cultural, general service or logo, preferential or managed lane, emergency, ramp designation, mile post etc.) required for complete signing installations are shown in the Conceptual Signing Plan.
All signs shall be placed so that visibility is not obscured by other elements. All signs shall meet the minimum visibility distance requirements.

All sign structures shall be placed outside the required clear zones. It will not be acceptable to introduce guardrails or barrier walls for the sole purpose of protecting those elements placed in the clear zones.

Sign panels that require lighting within the project shall use LED light fixtures.

It shall be the Design-Build Firm’s responsibility to field inventory and show all existing signs within the Project limits and address all signage within the Project limits, which shall include all new signage necessary for the widening and new interchange, including signing and pavement markings for Wrong Way Driving per guidelines in the FDM. Existing single and multi-post sign assemblies impacted by construction shall be entirely replaced and upgraded to meet current standards. Existing sign assemblies not impacted by construction can remain, but sign panels older than 5 years shall be replaced.

Q. Lighting Plans:

The Design-Build Firm shall provide a lighting design, a lighting analysis with report, and prepare lighting plans in accordance with Department criteria.

The DB firm shall provide Signalized Intersection Lighting at all signalized intersections within the project limits per FDM requirements. Where the intersection defines the project limits, the longest turn bay will be illuminated and then will define the end of the lighting limits. For the intersection.

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

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

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

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

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

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

All deficiencies within the limits of lighting construction shall be identified and corrected. Any deficiencies outside the limits of lighting construction shall be brought to the attention of the Department.

After the field reviews are completed, a list of 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 limits of lighting construction 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. Electrical service locations require coordination with and provided by Withlacoochee River Electric Cooperative, Inc (WREC). Each service point shall be separately metered. Separate load centers and metered service shall be established for each maintaining agency. The limits of FDOT lighting and Pasco County lighting jurisdiction is defined by the limited access Right-Of-Way.

The Design-Build Firm shall ensure that there are not gaps in lighting between jurisdictional limits.

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

R. Signalization Plans:

New Signals, including new mast arms and all new signal equipment, shall be provided for the new northbound and southbound ramp intersections with Overpass Road, the Overpass Road intersection with Boyette Road, and the Overpass Road intersection with Old Pasco Road as depicted in the Concept plans.

All signalization work shall be coordinated with the Pasco County. All signalization equipment shall be compatible with existing Pasco County infrastructure and comply with Pasco County design requirements and preferences. The Design-Build Firm is responsible to coordinate with WREC for proposed service points. The Design-Build Firm shall include all associated costs in their Bid Price Proposal.

If required, the Design-Build Firm shall coordinate with Pasco County to ensure that the proprietary products certification process is implemented specifically for this Project for any proposed equipment not currently shown on the Department’s Approved product List (APL).

S. Intelligent Transportation System Plans:

1. General

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

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

- Project Layout / Overview sheets outlining the locations of field elements
- Detail sheets on:
  - CCTV structure, CCTV attachment, CCTV operation/layout
  - MVDS structure, MDVS attachment, MDVS operation/layout
• Fiber optic splice and conduit
• Power Service Distribution
• Wiring and connection details
• Conduit, pull box, and vault installation
• Communication Hub and Field Cabinets
• System-level block diagrams
• Device-level block diagrams
• Field hub/router cabinet configuration details
• Fiber optic Splicing Diagrams
• System configuration/Wiring diagram/Equipment Interface for field equipment at individual locations and communications hubs.
• Maintenance of Communications (MOC) Plan

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

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

2. Design and Engineering Services:

The Design-Build Firm shall be responsible for all ITS design and engineering services relating to the Project. All ITS system components shall be new unless otherwise identified for relocation. The design of the new system shall integrate with the existing devices. The design shall include the necessary infrastructure and components to ensure proper connection of the new ITS components. This shall include but not be limited to all proposed ITS components of this project as well as existing sub-systems that remain or are re-deployed as the final project.

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

• Replacement of any ITS System components that are impacted by the Design-Build Firm’s scope of work as approved by the Department. All equipment shall be new unless otherwise specified.
• CCTV – Includes concrete poles, camera lowering devices and mountings to provide 100% CCTV coverage of the project corridor to include full coverage of CR 581, the flyover ramp, and I-75 within the project limits.
• MVDS - Includes concrete poles and mountings to detect all general purpose and express lanes along the project corridor. MVDS devices shall be spaced at ½ mile intervals on each side of the roadway.
• Removal of any ITS System components that are impacted by the Design-Build Firms scope of work as approved by the Department.
• Testing of fiber optic backbone and lateral drops furnished and installed or modified by the Design-Build Firm.
• Testing of the Intelligent Transportation System.
• A “Maintenance of Communication” MOC Plan for the existing trunk line communications on I-75 and allowable down-times for the devices impacted by the project.
Coordinate with the Design-Build Firm to avoid conflicts with landscape plans within the Department Right-of-Way. While procedures are being revised to facilitate this increased collaboration and cooperation, the Design-Build Firm is required to ensure that the design and construction of each ITS project and each landscape project is entirely coordinated with existing and proposed ITS facilities and landscapes. Both programs have been determined to be important components of the state transportation system.

3. **Construction and Integration Services:**

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

4. **Testing and Acceptance:**

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

5. **Existing Conditions:**

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

The ITS components shall be defined as follows:

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

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

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

- For clarification purposes, any reference in this RFP to the mainline fiber optic backbone that is installed along the corridor shall be defined as the “backbone”. The fiber optic cable between the
backbone and ITS components shall be defined as the “ITS lateral”.

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

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

- The Departments Communications Network includes but is not limited to the fiber optic drops from the backbone to each communications elements. The lateral drops for the communication elements consist of a twelve (12) count single mode fiber optic cable. The lateral drops typically consist of two (2), 2-inch underground conduits of which one is a spare.

- Relocation of the existing southbound TPAS sign and the provision for a verification CCTV.

T. Landscape Opportunity Plans:

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

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

The Opportunity Plans shall include the following:

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

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

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

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

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

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

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

VII. Technical Proposal Requirements:

A. General:

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

B. Submittal Requirements:

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

A copy of the written Technical Proposal must also be submitted in PDF format including bookmarks for each section on a CD, DVD, or Flash Drive. Bookmarks which provide links to content within the
Technical Proposal are allowed. Bookmarks which provide links to information not included within the content of the Technical Proposal shall not be utilized. No macros will be allowed. Minimum font size of ten (10) shall be used. Times New Roman shall be the required font type.

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

Submit 1 Original, 1 CD’s, DVD’s or Flash Drives containing the Technical Proposal in PDF format and 6 collated, complete sets of hard copies of the Technical Proposal to:

Florida Department of Transportation District Seven
Attention: Rahnee Oliver
11201 N. Malcolm McKinley Dr. Tampa, FL 33612-6403

The minimum information to be included:

Section 1: Project Approach

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

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

• Provide the term, measurable standards, and remedial work plan for any proposed Value Added features that are not Value Added features included in this RFP, or for extending the Value Added period of a feature that is included in this RFP. Describe any material requirements that are exceeded.

• Provide a Written Schedule Narrative that describes the Design and Construction phases and illustrates how each phase will be scheduled to meet the Project needs required of this Request for Proposal. Bar or Gantt charts are prohibited.

Section 2: Plans

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

<table>
<thead>
<tr>
<th>Item</th>
<th>Value</th>
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<tbody>
<tr>
<td>1. Design</td>
<td>30</td>
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<tr>
<td>2. Construction</td>
<td>40</td>
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<tr>
<td>3. Innovation</td>
<td>5</td>
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<tr>
<td>4. Value Added</td>
<td>5</td>
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</tbody>
</table>

**Maximum Score** 80

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

1. **Design (30 points)**

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

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

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

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

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

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

2. **Construction (40 points)**

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

• Enhance public and worker safety
• Enhance Structures construction
• Enhance Roadway construction
• Enhance Drainage construction
• Enhance Construction coordination plan minimizing construction changes
• Minimizing impacts through construction to:
  - Environment
  - Public
  - Adjacent Properties
  - Structures
• Minimize impacts to the environment with erosion/sediment control plans
• Implementation of the Traffic Management Plan
• Ensure Incident Management Plans will:
  - Restore normal operations as quickly as possible
  - Minimize impacts to traffic and construction operations
• Minimize utility impacts and coordination during construction

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

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

3. **Innovation (5 points)**

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

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

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

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

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

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

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

D. **Final Selection Formula:**

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

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

BPP = Bid Price Proposal

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

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

E. **Final Selection Process:**

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

F. **Stipend Awards:**

The Department has elected to pay a stipend to all 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 $161,042.63 per non-selected Short-Listed Design-Build Firm that meets the stipend eligibility requirements contained in the Project Advertisement. The stipend is not intended to compensate any non-selected Short-Listed Design-Build Firm for the total cost of preparing the Technical and Price Proposals. The Department reserves the right, upon payment of stipend, to use any of the concepts or ideas within the Technical Proposals, as the Department deems appropriate.

In order for a Short-Listed Design-Build Firm to remain eligible for a stipend, the Short-Listed Design-Build Firm must fully execute the stipend agreement within one (1) week after the Short-List protest period for the Design-Build Stipend Agreement, Form No. 700-011-14. The Short-Listed Design-Build Firm shall reproduce the necessary copies. Terms of said agreement are non-negotiable. A fully executed copy of the Design-Build Stipend Agreement will be returned to the Short-Listed Design-Build Firm.

A non-selected Short-Listed Design-Build Firm eligible for stipend compensation must submit an invoice for a lump sum payment of services after the selection/award process is complete. The invoice should include a statement similar to the following: "All work necessary to prepare Technical Proposal and Price Proposals in response to the Department's RFP for the subject Project".

VIII. **Bid Proposal Requirements.**

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

Florida Department of Transportation District Seven  
Attention: Rahnee Oliver  
11201 N. Malcolm McKinley Dr.  
Tampa, FL 33612-6403

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.