

*Florida Department of Transportation*  
*District I*

**DESIGN-BUILD  
REQUEST FOR PROPOSAL  
for  
I-75 at U.S. 301 Interchange**

**Manatee County**

**Financial Projects Number: 201032-5-52-01  
Federal Aid Project Number: D118 127 B  
Contract Number: E1R87**

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## Table of Contents

<b>I.</b>	<b>Introduction.....</b>	<b>1</b>
A.	Design-Build Responsibility.....	5
B.	Department Responsibility.....	6
<b>II.</b>	<b>Schedule of Events.....</b>	<b>6</b>
<b>III.</b>	<b>Threshold Requirements.....</b>	<b>8</b>
A.	Qualifications.....	8
B.	Joint Venture Firm.....	8
C.	Price Proposal Guarantee.....	9
D.	Pre-Proposal Meeting.....	9
E.	Technical Proposal Page-Turn Meeting.....	9
F.	Question and Answer Written Responses.....	10
G.	Protest Rights.....	10
H.	Non-Responsive Proposals.....	11
I.	Waiver of Irregularities.....	11
J.	Modification or Withdrawal of Technical Proposal.....	12
K.	Department's Responsibilities.....	12
L.	Design-Build Contract.....	12
<b>IV.</b>	<b>Disadvantaged Business Enterprise (DBE) Program.....</b>	<b>13</b>
A.	DBE Availability Goal Percentage:.....	13
B.	DBE Supportive Services Providers:.....	13
C.	Bidders Opportunity List:.....	13
<b>V.</b>	<b>Project Requirements and Provisions for Work.....</b>	<b>13</b>
A.	A. Governing Regulations:.....	13
B.	B. Innovative Aspects:.....	16
C.	Geotechnical Services:.....	20
D.	Department Commitments:.....	20
E.	Environmental Permits:.....	21
F.	Railroad Coordination: - Not Applicable.....	23
G.	Survey:.....	23
H.	Verification of Existing Conditions:.....	23
I.	Submittals:.....	23
J.	Contract Duration:.....	27
K.	Project Schedule:.....	27
L.	Key Personnel/Staffing:.....	28
M.	Partner/Teaming Arrangement:.....	28
N.	Meetings and Progress Reporting:.....	29

O.	Public Involvement:.....	29
P.	Quality Management Plan (QMP):.....	31
Q.	Liaison Office:.....	32
R.	Engineers Field Office: - Not Applicable.....	32
S.	Schedule of Values:.....	32
T.	Computer Automation:.....	32
U.	Construction Engineering and Inspection:.....	33
V.	Testing:.....	33
W.	Value Added:.....	33
X.	Adjoining Construction Projects:.....	34
Y.	Issue Escalation:.....	34
<b>VI.</b>	<b>Design and Construction Criteria.....</b>	<b>34</b>
A.	General:.....	34
B.	Vibration and Settlement Monitoring:.....	35
C.	Geotechnical Services:.....	35
D.	Utility Coordination:.....	38
E.	Roadway Plans:.....	40
F.	Roadway Design:.....	41
G.	Geometric Design:.....	43
H.	Design Documentation, Calculations, and Computations:.....	44
I.	Structure Plans:.....	44
J.	Specifications:.....	49
K.	Shop Drawings:.....	50
L.	Sequence of Construction:.....	50
M.	Stormwater Pollution Prevention Plans (SWPPP):.....	50
N.	Transportation Management Plan:.....	51
O.	Environmental Services/Permits/Mitigation:.....	52
P.	Signing and Pavement Marking Plans:.....	53
Q.	Lighting Plans:.....	54
R.	Signalization and Intelligent Transportation System Plans:.....	55
S.	Landscape Opportunity Plans: - Not Applicable.....	59
<b>VII.</b>	<b>Technical Proposal Requirements:.....</b>	<b>59</b>
A.	General:.....	59
B.	Submittal Requirements:.....	60
C.	Evaluation Criteria:.....	61
D.	Final Selection Formula:.....	63
E.	Final Selection Process:.....	64
F.	Stipend Awards:.....	64
<b>VIII.</b>	<b>Bid Proposal Requirements.....</b>	<b>64</b>
A.	Bid Price Proposal:.....	64

## 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.

- 01\_Project\_Advertisement
  - E1R87 Draft Planned Ad- 8.28.17.docx
- 02\_Div1\_Specifications
  - 20103255201\_Division I Design-Build Specifications.pdf
  - Contaminated Material – Mercury-Containing Devices and Lamps (sp0080409).doc
  - Eagle (sp0070104-2).doc
  - Gopher (sp0070104-3).doc
  - Incentive-Disincentive (sp0081300id).doc
  - Indigo Snake (sp0070104-7).doc
  - Inspection (sp0050901).doc
  - Legal Requirements and Responsibility to the Public – Title VI Assurance (sp0073100).doc
  - Legal Requirements and Responsibility to the Public – Scrutinized Companies (sp0073000).doc
  - Legal Requirements and Responsibility to the Public – E-Verify (sp0072900).doc
  - Manatees (sp0070104-4).doc
  - Modified Div I Boiler Plate with Review Tracking.doc
  - Public Records (sp0030900d1-719).doc
- 03\_Div2\_3\_Specifications
  - Contractor Quality Control General Requirements (sp1010000db).doc
  - Mobilization (sp1050813db).doc
  - Structures Foundations (sp4550000db).doc
- 04\_Value\_Added\_Developmental\_Specifications
  - Value Added Bridge Components (dev475-115).doc
- 05\_Technical\_Special\_Provisions
  - 439970-1\_T457\_Cathodic\_Protection\_Integral\_Pile\_Jacket\_TSP.doc
- 06\_Permits
- 07\_Typical\_Section\_Package
  - Approved\_Typ\_Section\_Pkg.pdf
- 08\_Pavement\_Des\_Package
  - 201032-5\_ESAL.PDF
  - 201032-5\_PavementDesignReport.pdf
- 09\_Approved\_Variations
  - Approved\_Variation\_Base\_Clearance.pdf
  - Approved\_Variation\_Borderwidth.pdf
  - Approved\_Variation\_Lanewidth.pdf
  - Approved\_Variation\_LongSlope.pdf
  - Approved\_Variation\_Shoulder\_CrossSlope.pdf
  - Approved\_Variation\_Vert\_Clear.pdf
  - VertClear\_Env\_Drift\_Variation\_8-13-14.pdf
- 10\_Right\_of\_way\_Maps
  - 13075-000\_2010325ROW\_being\_revised.pdf
- 11\_Temporary\_Construction\_Easement
  - TCEs\_700.1-701.1\_702.1\_703.1\_8.29.2019.pdf
- 12\_Noise\_Study\_Addendum

201032\_I-75 at US 301 Final NSRA\_092118.pdf  
13\_IMR  
Approved\_I-75\_US301\_IMR-September-2015.pdf  
IMR\_Full\_AppendixA-B-C-D.pdf

**Bid Price Proposal Forms:**

Bid Blank (375-020-17).pdf  
Bid or Proposal Bond (375-020-34).pdf  
DBE\_Bid\_Package\_Information (275-030-11).pdf  
Design\_Build\_Bid\_Proposal\_Form (700-010-65).pdf  
Design\_Build\_Proposal\_of\_Proposer (375-020-12).pdf

**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.

01\_As\_Built\_Roadway\_Plans  
13020-3501 FP 1960691US301west.pdf  
13020-3510US301east.pdf  
13075-3404ManateeRiver.pdf  
13075-3411SaltMarsh.pdf  
13075-3432\_replConcPvmt.pdf  
196058-1 Lighting.pdf  
196058-1 Roadway.pdf  
196058-1 S&PM.pdf  
196058-1 Signal.pdf  
196058-1 Utility.pdf  
414730-1\_414732-1\_414736-1 Sarasota-Manatee FMS as-built plans.pdf  
420616-1 Modify Interchange.pdf  
420616-1 S&PM.pdf  
420616-1Signal.pdf  
422498-1 Resurface.pdf  
422498-1 S&PM.pdf  
422498-1 Signal.pdf  
43121215201-2016\_US301\_RRR.pdf  
02\_Uilities  
201032-5 Utility-Conflict-Matrix Phase IIR for RW issues.pdf  
Bradenton - 201032-5 City of Bradenton Facilities.pdf

Bradenton - Off Site Utilities Plan - Directional Bore under I-75.pdf  
FPL Trans - 201032-5 Phase III - Green Line Marked 2-2-17.pdf  
FPL Trans - FPID 201032-5-52-01 Phase III No Conflict Letter 2-20-17.pdf  
Frontier - 201032-5 green line showing manhole rings.pdf  
Frontier - 201032-5 RGB Phase IIR.pdf  
Frontier - 201032-5 US 301 at I-75 UWS.doc  
Frontier - 201032-5 Utility-Conflict-Matrix Phase IIR.pdf  
Frontier - 201032-5 UWS bdg.pdf  
Frontier - 201032-5-52-01 US 301 at I-75 FTR 1.pdf  
Frontier - 201032-5-52-01 US 301 at I-75 FTR 2.pdf  
Frontier - 201032-5-52-01 US 301 at I-75 FTR 3.pdf  
Frontier - RE\_ 201032-5 I-75 (SR 93) at US 301 Interchange-no manholes.pdf  
Manatee - 201032-5 MCU Phase IIR Mark-Ups.pdf  
Manatee - 201032-5 UHWCA Request DRAFT.pdf  
Manatee - FPID\_201032-5-56-01\_-02\_Concept\_Plans\_I-75\_at\_US\_301\_20191001.pdf  
Manatee - Utility Work Schedule\_201032-5-52-01\_US301-I75\_20191001.docx  
Manatee Trans - I-75 (Maps).pdf  
Manatee Trans - I-75 (Traffic &Fiber).pdf  
Manatee Trans - I-75 (Utilities).pdf  
Peace River Coop - 201032-1 PRECO No Involvement.pdf  
Spectrum - 201032-5 Phase IIR RGB Spectrum bdg.pdf  
Spectrum - 201032-5 Utility-Conflict-Matrix Phase IIR.pdf  
Spectrum - 201032-5 UWS Phase IIR bdg.pdf  
TECO PG - 201032-5 RGB Phase IIR.pdf  
TECO PG - 201032-5 Utility-Conflict-Matrix Phase IIR.pdf  
04\_Concept\_Plans  
60th\_Ave  
    Preliminary Concept – 60th Ave. at 301.pdf  
ITS  
    20103255201\_ITS\_PLANS.pdf  
Lighting  
    20103255201\_LIGHTING\_PLANS.pdf  
Roadway  
    20103253201-ROADWAY-PLANS.pdf  
Signals  
    2010325201\_SIGNALS.pdf  
Signing  
    20103255201\_SPM\_PLANS.pdf  
Struct  
    B\_General\_Notes.pdf  
    B\_I75\_over\_Salt\_Marsh.pdf  
    B\_I75\_over\_Salt\_Marsh\_Rehabilitation.pdf  
    B\_NBI75\_over\_US301.pdf  
    B\_SBI75\_over\_US301.pdf  
    B\_Walls.pdf  
Existing Plans  
    Existing Plans Fender Repair.pdf  
    Existing Plans Kay Rd.pdf  
    Existing Plans Manatee River.pdf

- Existing Plans Salt Marsh .pdf
- 05\_Bridge\_Inspection\_Reports
  - 130100\_2017-11-15\_INSPECTION REPORT REGULAR NBI.pdf
  - 130101\_2017-11-28\_INSPECTION REPORT REGULAR NBI.pdf
  - 130102\_2017-11-28\_INSPECTION REPORT REGULAR NBI.pdf
  - 130103\_2017-11-29\_INSPECTION REPORT REGULAR NBI.pdf
  - 130104\_2017-11-29\_INSPECTION REPORT REGULAR NBI.pdf
  - 130104\_2018-07-20\_Inspection Report Special Accident.pdf
- 06\_Geotechnical\_Reports
  - 201032-5\_ Miscellaneous Structures Geotechnical Report.pdf
  - 201032-5\_Box Culvert Geotechnical Report.pdf
  - 201032-5\_Geotechnical Roadway Soil Survey Report.pdf
  - 201032-5\_I-75 over Manatee River Bridge Geotechnical Report.pdf
  - 201032-5\_I-75 over Salt Marsh Bridge Geotechnical Report.pdf
- 07\_Contamination\_reports
  - 6511-12-069A\_FINAL Lev II ponds Rev1.pdf
  - Final\_Lev\_I\_PSR\_CSER.pdf
  - sscAsbestos\_130101-130104.pdf
- 08\_Bridge\_Hydraulics\_Reports
  - Final Northbound I-75 over Manatee River No-rise-certification-signed.pdf
  - Final-ManateeBHR-I-75.pdf
  - FinalBHR-SaltMarsh (3).pdf
- 09\_PDandE\_Documents
  - Project Development Summary Report
  - Project Development Summary Report 7-09.pdf
  - Preferred Alternative
    - Final Preferred Alternative.pdf
  - Preferred Concepts
    - CADD Files
      - Contrd00.dgn
      - CrossDrains.dgn
      - DSGNRD10\_I75\_Preferred Alt.dgn
      - Dsgnrw00 Manatee.dgn
      - Floodrd00.dgn
      - Noise Walls.dgn
      - Segments.dgn
      - ShaprdsGNRD10\_I75\_Preferred Alt.dgn
      - Sheet01.dgn
      - SHEET01.HMR
      - Sheet01.prj
      - Sheet02.dgn
      - SHEET02.HMR
      - Sheet02.prj
      - Sheet03.dgn
      - SHEET03.HMR
      - Sheet03.prj
      - Sheet03A.hmr
      - Sheet04.dgn
      - SHEET04.HMR

Sheet04.prj  
Sheet04a.dgn  
Sheet04A.hmr  
Sheet04b.dgn  
Sheet04b.hmr  
Sheet05.dgn  
SHEET05.HMR  
Sheet05.prj  
Sheet06.dgn  
SHEET06.HMR  
Sheet06.prj  
Sheet07.dgn  
SHEET07.HMR  
Sheet07.prj  
Sheet07a.dgn  
Sheet07b.dgn  
Sheet08.dgn  
SHEET08.HMR  
Sheet08.prj  
Sheet08a.hmr  
Sheet09.dgn  
SHEET09.HMR  
Sheet09.prj  
Sheet10.dgn  
SHEET10.HMR  
Sheet10.prj  
Sheet11.dgn  
SHEET11.HMR  
Sheet11.prj  
Sheet12.dgn  
SHEET12.HMR  
Sheet12.prj  
Sheet13.dgn  
SHEET13.HMR  
Sheet13.prj  
Sheet14.dgn  
SHEET14.HMR  
Sheet14.prj  
Sheet14a.dgn  
SHEET14A.HMR  
Sheet14a.prj  
Sheet14b.dgn  
SHEET14B.HMR  
Sheet14b.prj  
Sheet14c.dgn  
Sheet14c.hmr  
Sheet15.dgn  
SHEET15.HMR  
Sheet15.prj

DRAFT



Sheet16.dgn  
SHEET16.HMR  
Sheet16.prj  
Sheet16a.dgn  
Sheet16a.hmr  
Sheet16a.prj  
Sheet17.dgn  
SHEET17.HMR  
Sheet17.prj  
Sheet17A.hmr  
Sheet18.dgn  
SHEET18.HMR  
Sheet18.prj  
Sheet19.dgn  
SHEET19.hmr  
Sheet19.prj  
Sheet20.dgn  
SHEET20.HMR  
Sheet20.prj  
Sheet21.dgn  
SHEET21.HMR  
Sheet21.prj  
Sheet21a.dgn  
SHEET21A.HMR  
Sheet21a.prj  
Sheet21b.dgn  
Sheet21b.hmr  
Sheet21c.dgn  
Sheet21c.hmr  
Sheet21d.dgn  
Sheet21d.hmr  
Sheet22.dgn  
SHEET22.HMR  
Sheet22.prj  
Sheet23.dgn  
SHEET23.HMR  
Sheet23.prj  
Sheet23a.dgn  
Sheet23a.hmr  
Sheet23b.dgn  
Sheet23b.hmr  
Sheet24.dgn  
SHEET24.HMR  
Sheet24.prj  
Sheet25.dgn  
SHEET25.HMR  
Sheet25.prj  
Sheet26.dgn  
SHEET26.HMR

DRAFT

Sheet26.prj  
Sheet27.dgn  
SHEET27.HMR  
Sheet27.prj  
Sheet28.dgn  
SHEET28.HMR  
Sheet28.prj  
Sheet28a.dgn  
SHEET28A.HMR  
Sheet28a.prj  
SHEET28B.HMR  
Sheet28b.prj  
Sheet29.dgn  
SHEET29.HMR  
Sheet29.prj  
Sheet30.dgn  
SHEET30.HMR  
Sheet30.prj  
Sheet31.dgn  
SHEET31.HMR  
Sheet31.prj  
Sheet31a.dgn  
SHEET31A.HMR  
Sheet31a.prj  
Sheet31b.dgn  
SHEET31B.HMR  
Sheet31b.prj  
Sheet31c.hmr  
SHEET32.DGN  
SHEET32.HMR  
Sheet32.prj  
SHEET33.HMR  
Sheet33.prj  
SHEET7A.HMR  
Sheet7a.prj  
SHEET7B.HMR  
Sheet7b.prj  
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Wetlrd00.dgn

Data

FilterList.xls

Preliminary Alternatives

I-275 - 1u Hybrid.pdf  
I-275 2u .pdf  
I-275 3u.pdf  
I-275 4u.pdf  
I-275 5u.pdf  
I-275 6u Elevate Express .pdf  
I-275 7u Braid Express.pdf

Moccasin 1u.pdf  
SR 64 1u Loop.pdf  
SR 64 2u Diamond.pdf  
SR70 1u Loop.pdf  
SR70 2u Flyover.pdf  
SR70 3u Diamond.pdf  
US301 1u Loop.pdf  
US301 2u Loop.pdf  
US301 3u Diamond.pdf  
US301 4u Diamond.pdf

Public Hearing Preferred Alternative  
Preferred Alternative.pdf

Public Workshop Alternatives

Trans Display Segment 1 200 Scale.pdf  
Trans Display Segment 2 Alt 1 200 Scale.pdf  
Trans Display Segment 2 Alt 2 200 Scale.pdf  
Trans Display Segment 3 200 Scale.pdf  
Trans Display Segment 4 200 Scale.pdf  
Trans Display Segment 5 200 Scale.pdf  
Trans Display Segment 6 Alt 1 200 Scale.pdf  
Trans Display Segment 6 Alt 2 200 Scale.pdf  
Trans Display Segment 7 200 Scale.pdf  
Trans Display Segment 8 Alt 1 200 Scale.pdf  
Trans Display Segment 8 Alt 2 200 Scale.pdf  
Trans Display Segment 9 200 Scale.pdf

Public Involvement

I-75 MPO Presentation.ppt  
Manatee BOCC Pres v3.ppt  
Tara Preserve Meeting Sign In Sheet 5-6-2008.pdf  
Tara Preserve Noise Barrier Sign In Sheet 111208.pdf  
313 Newspaper Clippings  
FW\_ Duane's article.pdf  
I-75 Manatee\_Tampa Trib \_01-28-2008.htm  
Sarasota HeraldTribune\_11 17 -08.pdf  
Tampa Trib 01-28-08  
TampaTribune May 15 2007Article\_Tolls On I75.pdf  
I-75 Manatee\_Tampa Trib \_01-28-2008\_files

Advance Notification Package

Advance Notification Package 7-06.pdf

Correspondence

Correspondence FHWA.pdf  
Correspondence-FDOT.pdf  
Correspondence-Other.pdf  
Correspondence-Public.pdf  
FDOT Record Denise Colantuono Tara Preserve.pdf  
Local Agency Govt Coord Memos.pdf

Local Gov Coord

Agency\_Elected lists for Kick\_off.pdf

I-75 Manatee kick off letter.pdf  
I-75 MPO Consistency Letter - 6-4-09.pdf  
I75 Manatee MPO PPT 03\_09.pdf  
I75 Manatee PPT 01\_08.pdf  
Manatee BOCC Pres 05\_09.pdf  
MPO handout.pdf

Public Hearing

200 Scale Interchanges for Handout.pdf  
agenda 10\_23\_08.doc  
All boards.pdf  
FAW ad.pdf  
Final PH Script.pdf  
I-75 October 2008 Hearing Handout v09.pdf  
I-75 PH Transcript.pdf  
I-75PDandE-ProjectSchedule-rev7-08.pdf  
PH Agency Letter.pdf  
PH Elected Official Letter.pdf  
PH legal ad.pdf  
PH Property Owner Letter.pdf  
PH Speaker Script.pdf  
Preferred Alternative Evaluation Matrix 10-08.pdf  
PRESS RELEASE- I-75 PD&E Study Public Hearing.pdf  
Priority Interchanges Sarasota 2\_9\_09.pdf  
Public Hearing Ad Affidavit.pdf  
Public Hearing Speaker Cards.pdf  
Response Letters.pdf  
Return Envelopes.pdf  
Sign In Sheets\_Public.pdf  
Sign In Sheets\_Staff.pdf  
Tara Preserve Meeting Sign In Sheet 5-6-2008.pdf  
Title VI Nondiscrimination Complaint Form 27501010.pdf  
Comments & Responses  
ALL COMMENTS.pdf  
Braden Woods email comment 2 & response.pdf  
Comments Summary 12-15-08.pdf  
Curran Web Comment Form.pdf  
I-75 Manatee Comment.pdf  
Response Letters.pdf  
Response to Brigham Moore 11-26-08  
Response to Mr Crapo.pdf  
Response to Woodard 12-17-08.pdf  
URS email to FDOT\_Response Letter to Mr. Crapo\_11 21 08.pdf

Crapo Staff Responses

Mail Lists

parcels\_manatee\_1\_sept.pdf  
parcels\_manatee\_2\_sept.pdf  
parcels\_manatee\_3\_sept.pdf  
parcels\_manatee\_4\_sept.pdf  
parcels\_sept\_08.xls

property owners\_ no dups.xls  
Public Officials & Agencies.xls

Returns

3209\_001.pdf  
3209\_014.pdf  
PH Return to Sender.pdf

Public Information Workshop

display ultimate ROADWAY TYPICAL SECTIONS.pdf  
Evaluation Matrix 2-22-08.pdf  
I-75 February 2008 PA Handout v04.pdf  
Noise handout\_021308.pdf  
Public Meeting Room.pdf  
Workshop Ad Affidavit.pdf  
Workshop Ad FINAL Revised.pdf  
Workshop Comment Form.pdf  
Workshop Comments & Responses.pdf  
Workshop Comments Summary 3-17-08.pdf  
Workshop News Release 2-11-08.pdf  
Workshop Post Comment Period.pdf  
Workshop Prop Owner Mail Returns.pdf  
Workshop Sign\_In sheets 2\_26\_08.pdf  
Workshop Video Script 2-08.pdf

Boards

Board - Adv & DisAdv REV.ai  
Board - Advanges & Dis v02.pdf  
Board - Floodplains v02.pdf  
Board - Floodplains.ai  
Board - Mail Comments v02.pdf  
Board - Mail Comments.ai  
Board - Matrix v03.pdf  
Board - Matrix.ai  
Board - Prj Loc Map.ai  
Board - Project Location Map v02.pdf  
Board - Pub Wrkshp.ai  
Board - Schedule v02.pdf  
Board - Schedule.ai  
Board - Traffic v02.pdf  
Board - Traffic.ai  
Board - Typicals v02.pdf  
Board - Typicals.ai  
NEW Board - Traffic v02.pdf

Mail List

all property owners.xls  
parcels\_12\_07.xls  
parcels\_manatee\_1.pdf  
parcels\_manatee\_2.pdf  
parcels\_manatee\_3.pdf  
parcels\_manatee\_4.pdf  
Public Officials & Agencies.xls

Post Comment Period

FDOT Transmit\_Bovitt Noise Comment.pdf  
Holmes Post Comment Period.pdf  
Pescatore Post Comment Period.pdf  
Workshop Post Comment Period.pdf

Pre-workshop comments

Art Blair web comment 12\_08\_06 Manatee .pdf  
David Otteni web comment 12\_07\_06 .pdf  
Davis Response.pdf  
Michael Dale 6223 Wingspan Way.pdf  
Michael Dale web comment.pdf  
Ravazzoli Comment & Response.pdf  
Redwine Comment & Response.pdf  
Schmidt Comment & Response.pdf

Public Involvement Program

Final PIP\_8-06.pdf

Web Comments Responses

Art Blair Location.pdf  
Comments Responses.pdf  
David Otteni Location.pdf  
FDA Utility mailout Letters.pdf  
FDOT comment response Mr. Malik\_ Noise pollution.pdf  
FDOT email JohnSchmidt\_ I-75PDE Manatee Comment Fomr.pdf  
FDOT email WilliamDavis\_WEB Comment Noise.pdf  
Gregory email FDOT\_WilliamDavis\_WEB Comment Noise.pdf  
Gregory email to FDOT\_JohnSchmidt\_ I-75PDE Manatee Comment Fomr.pdf  
I-75 PD&E WEB Manatee\_Matt Case\_092107 .pdf  
I-75 Web Comment - Blair noise Response.pdf  
I-75 Web Comment - Blair noise\_Draft Response.pdf  
I-75 Web Comment - Cambria noise Response.pdf  
I-75 Web Comment - Cambria noise\_Draft Response.pdf  
I-75 Web Comment - Otteni noise Response.pdf  
I-75 Web Comment - Otteni noise\_Draft Response.pdf  
I-75 Web Comment - Richard Kimsey Evacuation.pdf  
I-75PDE Manatee Comment Form\_Pete Logan.pdf  
J. Nelson email\_I-75 PD&E WEB Sarasota\_042707 .pdf  
James email to Dickson\_ I-75 Manatee PublicWorkshop .pdf  
James email to Nancy Breo\_ I-75 Noise Abatement.pdf  
James response to Malik\_ Noise pollution\_080608.pdf  
Jeff James email on NoiseComment\_Cotsanas\_022008.pdf  
Michael Dale email\_02 13 08\_I-75PDE Manatee Comment Form.pdf  
Piazza email to Hartzler .pdf  
Piazza email to James\_Web Comment River Place Natural Sound B.pdf  
Tammy Cambria Location.pdf

Supporting Documents

Alternatives Anal Tech Memo  
Alternatives Analysis Technical Memorandum 4-08.pdf  
Biological Assessment FFWCC  
Biological Assessment-FFWCC 8-08.pdf

Biological Assessment USFWS  
    Biological Assessment-USFWS 8-08.pdf  
Conceptual Stage Relocation  
    Conceptual Stage Relocation Plan 2-09.pdf  
CSER  
    Contamination Screening Evaluation 2-09.pdf  
        EDR Report  
            EDR Data Map.pdf  
            EDR Report.pdf  
Cultural Resource Assess  
    Cultural Resource Assessment Survey 2-09.pdf  
Design Variation Package  
    Design Variation Package 6-09.pdf  
Geotechnical Memorandum  
    Geotechnical Memorandum 9-07.pdf  
Location Hydraulic Report  
    Location Hydraulic Report 10-08.pdf  
NMFS  
    SERO-2019-02224 I-75 additional Manatee River Bridges\_Signed Final.pdf  
Noise Study Report  
    Noise Study Report 4-09.pdf  
Preliminary Pond Siting Report  
    Preliminary Pond Siting Report 2-09.pdf  
Section 4f Determination of Applicability  
    Section 4f Determination of Applicability 7-08.pdf  
Traffic Technical Memorandum  
    Traffic Technical Memorandum 9-08.pdf  
    Traffic Technical Memorandum Addendum 9-08.pdf  
USFWS  
    2010911\_fws\_ltr\_I-75 from N of SR 64 to N of US 301.pdf  
Utilities Assessment  
    Utilities Assessment 8-08.pdf  
Water Quality Impact Eval  
    Water Quality Impact Evaluation 2-08.pdf  
Wetlands Evaluation Report  
    Wetlands Evaluation Report 2-09.pdf

10\_Cadd\_Files

See "Index of CADD Files.doc" for complete list of files provided in this directory

## **I. Introduction.**

The Florida Department of Transportation (Department) has issued this Request for Proposal (RFP) to solicit competitive bids and proposals from Proposers for the design and construction of the I-75 (SR 93) at U.S. 301 (SR 43) Interchange in Manatee County.

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.

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

If a Design-Build Firm intends to submit a Technical Proposal that requires the acquisition of additional Right of Way, the Design-Build Firm shall discuss such a proposal with the Department as part of the ATC process. If a Design-Build Firm submits a Technical Proposal that requires the acquisition of additional Right of Way and the Design-Build Firm fails to obtain Department approval as part of the ATC process, then the Department will not consider such aspects of the Proposal during the Evaluation process. If the Design-Build Firm's Technical Proposal requires additional Right of Way approved by the ATC process, the additional Right of Way will be required to be directly acquired by the Department. The Design-Build Firm shall submit, along with the Technical Proposal, Right of Way maps and legal descriptions including area in square feet of any proposed additional Right of Way parcels in the Technical Proposal. The additional Right of Way will be acquired by the Department in accordance with all applicable state and federal laws, specifically including but not limited to the Uniform Relocation Assistance and Real Property Acquisition Policies for Federal and Federally Assisted Programs (42 USC Chapter 61) and its implementing regulations. This includes completing a State Environmental Impact Report (SEIR) or National Environmental Policy Act (NEPA) documentation 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.

### **Description of Work**

The project includes the reconstruction of the I-75 interchange at US 301 to meet current and ultimate capacity needs. As detailed below this reconstruction requires the widening of a portion of I-75 and US 301, widening of existing bridges, rehabilitation of existing bridges, and the construction of new bridges.

Improvements to the interchange and bridges over the Manatee River, constructed with this project, shall be compatible with the ultimate I-75 improvements depicted in the I-75 Manatee County PD&E Study included as a Reference Document. These ultimate improvements include a ten lane facility with two express lanes and three general use lanes in each direction, divided by a 64 foot median with a median barrier to prevent cross over accidents. The express lanes will include 12 foot inside shoulders (10 foot paved), two 12 foot express lanes, a 12 foot outside shoulder and a double faced concrete barrier to separate the express lanes from the general use lanes. The general use lanes are located adjacent to the express lanes and consist of a 12 foot inside paved shoulder, three 12 foot lanes, and a 12 foot outside paved shoulder with a barrier wall/retaining wall.

The I-75 interchange at US 301 is to be reconstructed from the existing partial cloverleaf interchange to a diamond interchange. All ramps are to be reconstructed and shall include two new bridges over the Manatee River to facilitate a new NB I-75 exit ramp and new SB entrance ramp. These new bridges shall include full-width stub-outs to accommodate tying into the ultimate general-use lane improvements described above. For the Design-Build Firm's reference, the NB stub-out is depicted at Sta. 1780+62.06 (BL NB I-75) and the SB stub-out is depicted at Sta. 1807+89.80 (BL SB I-75) in the concept plans on Roadway Plan (13), Sheet No. 94.

The I-75 mainline is to be widened to provide an auxiliary lane in each direction between the SR 64 exit/entrance ramps and the US 301 exit/entrance ramps. This includes widening of the I-75 bridges over

Salt Marsh (SB Bridge No. 130101 and NB Bridge No. 130102). The inside roadway shoulders shall be constructed with full depth pavement. From the new US 301 ramp terminals to south of the Manatee River Bridges the full typical ultimate section of the general use lanes shall be constructed. I-75 cross slopes within the limits of the project are to be corrected to current FDM standards.

The I-75 NB bridge over Salt Marsh (Bridge No. 130102) is to be rehabilitated, including the removal and replacement of all expansion joints, repair of voids at the southeast slope protection, install galvanic cathodic protection pile jackets at Piles 4-10, 10-8, 19-5, 21-5, 22-6, 23-6, 24-6, and 26-10, and repair all substructure concrete deficiencies as noted in the November 28, 2017 Routine Bridge Inspection Report for Bridge No. 130102 (130102\_2017-11-28\_INSPECTION REPORT REGULAR NBI.pdf). Reference Document Section 05 Bridge inspection Reports. The piles are identified as “Bent Number – Pile Number” with the bents being numbered from south to north and the piling being numbered from left to right in the direction of stationing. Concrete restoration is to consist of the repair of spalls, delamination and cracking in accordance with Chapter 5 of the Bridge Maintenance Reference Manual. Expansion Joint replacements shall be in accordance with Chapter 8 of the Bridge Maintenance Reference Manual. All other rehabilitation scope of work (other than joint replacements) shall be in accordance with the I-75 over Salt Marsh Rehabilitation concept plans. Reference Document Section 04 Concept Plans.

The I-75 bridges over Manatee River and US 301 (SB Bridge No. 130103 and NB Bridge No. 130104) are to be rehabilitated, including full-depth deck replacement at specific locations as defined below, full bridge deck methacrylate sealing, and expansion joint and joint header replacement. Full-depth deck replacements are to be conducted, restoring the bridges to their existing geometry, full-depth deck replacements are to include replacement of overhangs, bays, and/or full span widths, as defined below. Overhangs are defined as the deck area measured from the outside coping to the centerline of the exterior beam. Bays are defined as the deck area measured from the centerline of a beam to the centerline of the adjacent beam. Bays are numbered from left to right in the direction of stationing, with Bay 1 being between the left-most exterior beam and the adjacent interior beam. Expansion joint and joint header replacements is to be performed adjacent to areas of deck replacement at the existing joints. Full-depth deck replacements of these bridges shall include:

I-75 SB over Manatee River/US 301 (Bridge No. 130103)			
Location	Reference	Length (ft.)	Width (ft.)
Span 1, Bays 3 & 4	Full span length	40.00	17.67
Span 2, Full span width	Full span length	96.42	58.75
Spans 4 & 5, Bays 3 & 4	Centered over Bent 5	10.00	17.67
Span 4, Bays 3 & 4	Beginning 20ft. from Bent 5	20.00	17.67
Spans 6 & 7, Left overhang and Bays 1 & 2	Centered over Bent 7	10.00	20.54
Spans 8 & 9, Left overhang and Bays 1 & 2	Centered over Bent 9	10.00	20.54
Span 23, Full span width	Full span length	96.42	58.75

I-75 NB over Manatee River/US 301 (Bridge No. 130104)			
Location	Reference	Length (ft.)	Width (ft.)
Span 2, Bays 2 through 4	Full span length	96.42	26.50
Span 3, Bays 3 & 4	Full span length	96.42	17.67
Spans 12 & 13, Bays 4 & 5	Centered over Bent 13	10.00	17.67
Span 17, Bays 3 & 4	Beginning 24ft. from Bent 18	10.00	17.67
Span 20, Bays 5 & 6 and Right	Centered at mid-span	30.00	20.54

overhang			
Span 21, Bays 3 & 4	Beginning 20ft. from Bent 22	10.00	17.67
Span 23, Bays 2 through 4	Mid-span to 15ft. from Bent 24	30.00	26.50
Span 26, Full span width	South from Bent 27	30.00	58.75
Spans 29 & 30, Bays 5 & 6 and Right overhang	Centered over Bent 30	10.00	20.54
Spans 30 & 31, Bay 5	Centered over Bent 31	10.00	8.83
Span 34, Bays 3 & 4	Beginning 10ft. from Bent 34	10.00	17.67

US 301 is to be reconstructed/widened/resurfaced from Sta. 205+32.22 to Sta. 569+11.32, as depicted in the typical section package, to provide three travel lanes in the eastbound direction and four lanes in the westbound direction from 51st Avenue East to east of 60th Avenue East, left and right turn lanes to all ramps and side streets, and sidewalks on both sides. US 301 cross slopes within the limits of the project are to be corrected to current FDM standards.

It is the responsibility of the Design-Build Firm to account for any changes in the existing conditions and update their construction plans accordingly. This includes any recent or proposed changes to I-75, SR 64, US 301, 60th Ave., and 51st Ave. that may differ from the concept plans. The Design-Build Firm shall not do anything that would preclude the future improvements shown in the Preliminary Concept plans for improvements to 60th Street at US 301 and should allow anything that could simplify their implementation. The Design-Build Firm's plans will also need to account for any new standards such as, and not limited to the footing shape and sloped barrier wall for bridges.

All existing roadway and shoulder surfaces that are to remain shall be milled and resurfaced, at a minimum between the following station ranges:

- NB I-75 from Sta. 613+74.87 to Sta. 27+27.45
- SB I-75 from Sta. 613+45.24 to Sta. 838+06.90
- US 301 from Sta. 205+32.22 to Sta. 569+11.32

Manatee County Area Transit (MCAT) Bus Route 1 has a stop on US 301 just east of 60th Avenue that shall remain in service. The Design-Build firm will need to coordinate with MCAT prior to construction activities and discuss the impacts and construction schedule for the bus stop.

Tidewater Preserve Boulevard is not a public road and access must be maintained at all times. Temporary Construction Easements (TCE) will be obtained by the Department by November 5, 2019 for construction access to the project near the bridges. Temporary fencing shall be installed to separate I-75 from Tidewater Preserve Boulevard access. The Design-Build Firm shall be responsible for restoring Tidewater Preserve Boulevard and all the TCEs when work along Tidewater Preserve Blvd. and at the TCEs is complete. All ground shall be restored to pre-construction elevations and slopes and roadway items shall meet current standards. To facilitate this the Contractor shall collect cross section survey data of the roadway and TCEs before and after construction and provide this data to the Department for verification. The Design-Build Firm shall be responsible for restoring all roadway and drainage related items including, but not limited to grading, sodding, pavement, curb & gutter, roadway signing and pavement markings, L/A fencing, etc. Tidewater Preserve shall be responsible for restoring the lighting, landscaping and irrigation.

All work described above is to include all ancillary construction work (clearing and grubbing, earthwork, shoulder widening, resurfacing, driveways, guardrail, retaining wall, noise barrier, signalization, etc.) required to meet all project design criteria, permitting requirements, project commitments, and current and future capacity and Level of Service requirements.

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](http://www.fleppc.org)).

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

#### **A. Design-Build Responsibility**

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

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

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

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

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

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

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

Build Firm has made an examination as described in this provision.

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

The Design-Build Firm will provide litter removal and mowing within the project limits in accordance with Specification Section 107 with a once every 30 calendar days mowing frequency and a once every 30 calendar days litter removal.

## **B. Department Responsibility**

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

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

The Department will determine the environmental impacts and coordinate with the appropriate agencies during the preparation of NEPA 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.

<b>Date</b>	<b>Minimum # of Days</b>	<b>Event</b>
<u>August 26, 2019</u>	0	Planned Advertisement
<u>October 14, 2019</u>	98	Official Advertisement
<u>November 4, 2019</u>	21	Letters of Interest for Phase I of the procurement process due in District Office by 5:00 pm local time
<u>November 25, 2019</u>	21	Proposal Evaluators submit Letter of Interest Scores to Contracting Unit 12:00 pm local time
<u>December 2, 2019</u>	7	Contracting Unit provides Letter of Interest scores and Proposal Evaluators comments to Selection Committee 12:00 pm local time
<u>December 5, 2019</u>	10	Public Meeting of Selection Committee to review and confirm Letter of Interest scores 10:00 am/pm local time
<u>December 5, 2019</u>	0	Shortlist Posting 4:00 pm local time
<u>December 23, 2019</u>	7	Final RFP provided to Design-Build Firms continuing to Phase II of the procurement process
<u>January 6, 2020</u>	14	Mandatory Pre-Proposal Meeting at 10:00 am local time in District

		One Headquarters, 801 N. Broadway Avenue, Bartow, FL 33830. All Utility Agency/Owners that the Department contemplates an adjustment, protection, or relocation is possible are to be invited to the Mandatory Pre-Proposal Meeting.
<u>January 8, 2020</u>	0	Utility Coordination Meeting facilitated by the District Utility Engineer at 8:00 am at District One Manatee Operations Ctr., 14000 East SR 64, Bradenton, FL 34212.
<u>January 13, 2020</u>	7	Deadline for Design-Build Firm to request participation in One-on-One Alternative Technical Concept Discussion Meeting No. 1
<u>January 21, 2020</u>	8	Deadline for Design-Build Firm to submit preliminary list of Alternative Technical Concepts prior to One-on-One Alternative Technical Concept Discussion Meeting No. 1
<u>January 28, 2020</u>	7	One-on-One Alternative Technical Concept Discussion Meeting No. 1. 90 Minutes will be allotted for this Meeting.
<u>January 28, 2020</u>	0	Deadline for Design-Build Firm to request participation in One-on-One Alternative Technical Concept Discussion Meeting No. 2
<u>February 3, 2020</u>	6	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
<u>February 10, 2020</u>	7	One-on-One Alternative Technical Concept Discussion Meeting No. 2. 90 Minutes will be allotted for this Meeting.
<u>February 25, 2020</u>		Deadline for submittal of Alternative Technical Concept Proposals 5:00 pm local time.
<u>February 25, 2020</u>	15	Final Deadline for submission of requests for Design Exceptions or Design Variations. 5:00 pm local time
<u>March 23, 2020</u>	13	Addendum issued for approved Design Exceptions
<u>March 23, 2020</u>	0	Deadline for Design-Build Firm to request participation in One-on-One Alternative Technical Concept Discussion Meeting No. 3, 12:00 p.m. local time
<u>April 6, 2020</u>	7	One-on-One Alternative Technical Concept Discussion Meeting No. 3. 60 Minutes will be allotted for this Meeting. This ATC meeting is for continuing discussion on ATCs submitted prior to February 25, 2020 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 February 11, 2020 .
<u>April 13, 2020</u>	7	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 February 11, 2020. Deadline is 5:00 pm local time.
<u>April 27, 2020</u>	14	DDE completes review of ATCs and notifies Design-Build Firms.
<u>May 5, 2020</u>	14	Deadline for submittal of questions, for which a response is assured, prior to the submission of the Technical Proposal. All questions shall be submitted to the Pre-Bid Q&A website.
<u>May 13, 2020</u>	8	Deadline for the Department to post responses to the Pre-Bid Q&A website for questions submitted by the Design-Build Firms prior to the submittal of the Technical Proposal.
<u>May 18, 2020</u>	7	Technical Proposals due in District Office by 5:00 p.m. local time
<u>May 18, 2020</u>	0	Deadline for Design-Build Firm to “opt out” of Technical Proposal Page Turn meeting.

<u>May 27, 2020</u>	7	Technical Proposal Page Turn Meeting. Times will be assigned during the Pre-Proposal Meeting. 30 Minutes will be allotted for this Meeting.
<u>June 17, 2020</u>	21	Question and Answer Written Responses. Deadline for the Department to provide a list of questions/clarifications for the Design-Build Firm to answer.
<u>June 24, 2020</u>	7	Deadline for submittal of Question and Answer Written Responses to the Department's questions/clarifications from the Design-Build Firm.
<u>July 1, 2020</u>	7	Deadline for submittal of follow up questions to previously submitted Question and Answer Written Responses to the Department's questions/clarifications from the Design-Build Firm.
<u>July 8, 2020</u>	7	Deadline for submittal of Question and Answer Written Responses to the Department's follow up questions. 5:00 pm local time
<u>July 8, 2020</u>	0	Deadline for submittal of questions, for which a response is assured, prior to the submission of the Price Proposal. All questions shall be submitted to the Pre-Bid Q&A website.
<u>July 13, 2020</u>	5	Deadline for the Department to post responses to the Pre-Bid Q&A website for questions submitted by the Design-Build Firms prior to the submittal of the Price Proposal.
<u>July 13, 2020</u>	0	Deadline for the Design-Build Firm to submit a written statement per Section III. Threshold Requirements, F. Question and Answer Written Responses
<u>July 23, 2020</u>	8	Price Proposals due in District Office by 11:00 am local time.
<u>July 23, 2020</u>	0	Public announcing of Technical Scores and opening of Price Proposals at 11:00 am local time in District One Headquarters, 801 N. Broadway Avenue, Bartow, FL 33830
<u>July 30, 2020</u>	7	Public Meeting of Selection Committee to determine intended Award at 10:00 am local time.
<u>July 30, 2020</u>	0	Posting of the Department's intended decision to Award at 4:00 pm
<u>August 13, 2020</u>	14	FHWA Concurrence to Award
<u>August 19, 2020</u>	6	Anticipated Award Date
<u>August 29, 2020</u>	10	Design-Build Firm executes the contract
<u>September 3, 2020</u>	5	FDOT executes the contract

### III. Threshold Requirements.

#### A. Qualifications

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

#### B. Joint Venture Firm

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

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

### **C. Price Proposal Guarantee**

A Price Proposal 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.shtm>

##### **C. Bidders Opportunity List:**

The Federal DBE Program requires States to maintain a database of all Firms that are participating, or attempting to participate, on DOT-assisted contracts. The list must include all Firms that bid on prime contracts or bid or quote subcontracts on DOT-assisted Projects, including both 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. 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>
6. Florida Department of Transportation Surveying Procedure 550-030-101  
<http://fdotwp1.dot.state.fl.us/ProceduresInformationManagementSystemInternet/FormsAndProcedures/ViewDocument?topicNum=550-030-101>
7. Florida Department of Transportation EFB User Handbook (Electronic Field Book)  
[http://www.fdot.gov/geospatial/doc\\_pubs.shtm](http://www.fdot.gov/geospatial/doc_pubs.shtm)
8. Florida Department of Transportation Drainage Manual  
<http://www.fdot.gov/roadway/Drainage/ManualsandHandbooks.shtm>
9. Florida Department of Transportation Soils and Foundations Handbook  
<http://www.fdot.gov/structures/Manuals/SFH.pdf>
10. Florida Department of Transportation Structures Manual  
<http://www.fdot.gov/structures/DocsandPubs.shtm>
11. Florida Department of Transportation Computer Aided Design and Drafting (CADD) Manual  
<http://www.fdot.gov/cadd/downloads/publications/CADDManual/default.shtm>
12. AASHTO – A Policy on Geometric Design of Highways and Streets  
[https://bookstore.transportation.org/collection\\_detail.aspx?ID=110](https://bookstore.transportation.org/collection_detail.aspx?ID=110)
13. MUTCD - 2009  
<http://mutcd.fhwa.dot.gov/>

14. Safe Mobility for Life Program Policy Statement  
<http://www.fdot.gov/traffic/TrafficServices/PDFs/000-750-001.pdf>
15. Traffic Engineering and Operations Safe Mobility for Life Program  
<http://www.fdot.gov/traffic/TrafficServices/SafetyisGolden.shtm/>
16. Florida Department of Transportation American with Disabilities Act (ADA) Compliance – Facilities Access for Persons with Disabilities Procedure 625-020-015  
<https://fdotwp1.dot.state.fl.us/ProceduresInformationManagementSystemInternet/?viewBy=0&procType=pr>
17. Florida Department of Transportation Florida Sampling and Testing Methods  
<http://www.fdot.gov/materials/administration/resources/library/publications/fstm/disclaimer.shtm>
18. Florida Department of Transportation Flexible Pavement Coring and Evaluation Procedure  
<http://www.fdot.gov/materials/administration/resources/library/publications/materialsmanual/documents/v1-section32-clean.pdf>
19. Florida Department of Transportation Design Bulletins and Update Memos  
<http://www.fdot.gov/roadway/Bulletin/Default.shtm>
20. Florida Department of Transportation Utility Accommodation Manual  
[https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/programmanagement/programmanagement/utilities/docs/uam/uam2017.pdf?sfvrsn=d97fd3dd\\_0](https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/programmanagement/programmanagement/utilities/docs/uam/uam2017.pdf?sfvrsn=d97fd3dd_0)
21. AASHTO LRFD Bridge Design Specifications  
[https://bookstore.transportation.org/category\\_item.aspx?id=BR](https://bookstore.transportation.org/category_item.aspx?id=BR)
22. Florida Department of Transportation Flexible Pavement Design Manual  
<http://www.fdot.gov/roadway/PM/publicationS.shtm>
23. Florida Department of Transportation Rigid Pavement Design Manual  
<http://www.fdot.gov/roadway/PM/publicationS.shtm>
24. Florida Department of Transportation Pavement Type Selection Manual  
<http://www.fdot.gov/roadway/PM/publicationS.shtm>
25. Florida Department of Transportation Right of Way Manual  
<http://www.fdot.gov/rightofway/Documents.shtm>
26. Florida Department of Transportation Traffic Engineering Manual  
<http://www.fdot.gov/traffic/TrafficServices/Studies/TEM/tem.shtm>
27. Florida Department of Transportation Intelligent Transportation System Guide Book  
[http://www.fdot.gov/traffic/Doc\\_Library/Doc\\_Library.shtm](http://www.fdot.gov/traffic/Doc_Library/Doc_Library.shtm)
28. Federal Highway Administration Checklist and Guidelines for Review of Geotechnical Reports and Preliminary Plans and Specifications  
<http://www.fhwa.dot.gov/engineering/geotech/pubs/reviewguide/checklist.cfm>
29. AASHTO Guide for the Development of Bicycle Facilities  
[https://bookstore.transportation.org/collection\\_detail.aspx?ID=116](https://bookstore.transportation.org/collection_detail.aspx?ID=116)
30. Federal Highway Administration Hydraulic Engineering Circular Number 18 (HEC 18).  
[http://www.fhwa.dot.gov/engineering/hydraulics/library\\_arc.cfm?pub\\_number=17](http://www.fhwa.dot.gov/engineering/hydraulics/library_arc.cfm?pub_number=17)

31. Florida Department of Transportation Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways  
<http://www.fdot.gov/roadway/FloridaGreenbook/FGB.shtm>
32. Florida Department of Transportation Project Development and Environment Manual, Parts 1 and 2  
<http://www.fdot.gov/environment/pubs/pdeman/pdeman1.shtm>
33. Florida Department of Transportation Driveway Information Guide  
<http://www.fdot.gov/planning/systems/programs/sm/accman/pdfs/driveway2008.pdf>
34. AASHTO Highway Safety Manual  
<http://www.highwaysafetymanual.org/>
35. Florida Statutes  
<http://www.leg.state.fl.us/Statutes/index.cfm?Mode=View%20Statutes&Submenu=1&Tab=statutes&CFID=14677574&CFTOKEN=80981948>
36. Florida Department of Transportation Equal Opportunity Construction Contract Compliance Manual  
<http://www.fdot.gov/equalopportunity/contractcomplianceworkbook.shtm>

## **B. B. Innovative Aspects:**

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

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

### **1. Alternative Technical Concept (ATC) Proposals**

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

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

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

- Department Commitments (Section V.D of this RFP)
- Number of Lanes, Lane Widths, and Shoulder Widths as shown in the Concept Plans and Typical Section Package
- Widening of the Manatee River Bridges.
- The AM and PM design year 2038 traffic volumes and traffic parameters including truck percentages, D-Factor, and K-Factor as presented in the IMR included in the RFP as a Reference Document.
- Signal progression timings along US 301 from 51st Avenue to 60th Avenue as presented in the IMR included in the RFP as a Reference Document.
- Degradation in level of service (LOS) or increase in traffic delay at any intersection, merge/diverge area, ramp, arterial segment, or freeway segment within the project limits in the design year 2038 compared to the IMR included in the RFP as a Reference Document.

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

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

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

- Modifications to the horizontal geometry depicted in the Roadway Concept Plans (Reference Document 04) exceeding 2-ft. laterally at any location.
- Modifications to the vertical geometry depicted in the Roadway Concept Plans (Reference Document 04) that lower the roadway profile or that raise the roadway profile by 2-ft. or more at any location.
- Modifications to the Typical Section Package (Attachment 06) directly related to the horizontal and/or vertical geometry
- New Design Variations required or modifications to Department approved Design Variations (Attachment 08).
- Modification of the ultimate general-use lanes "stub-outs" locations, described above and depicted in the concept plans on Roadway Plan sheet 13, exceeding 2-ft in any direction.

## **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 as applicable;
- 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 be approved by FHWA, as applicable. Prior to approving ATC's which would result in the issuance of an Addendum as a result of a Design Exception, the Design-Build Firm will be given the option to withdraw previously submitted ATC Proposals.

The Department reserves the right to disclose to all Design-Build Firms, via an Addendum to the RFP, any errors of the RFP that are identified during the One-on-One ATC meetings, except to the extent that the Department determines, in its sole discretion, such disclosure would reveal confidential or proprietary information of the ATC.

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

ATC's are accepted by the Department at the Department's discretion and the Department reserves the right

to reject any ATC submitted. The Department reserves the right to issue an Addendum to the RFP based upon a previously denied ATC Proposal, without regard to the confidentiality of the denied ATC Proposal. All Department approvals of 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:

- 1) To ensure the project will not adversely affect listed plant or animal species, FDOT has committed to the following:
  - a) FDOT will resurvey suitable habitat within the project study area for gopher tortoises prior to construction. If any burrows are located within the project area, FDOT will coordinate with the Florida Fish and Wildlife Conservation Commission (FFWCC) to secure any approvals required to relocate the tortoises.
  - b) FDOT will resurvey suitable habitat within the project study area for Florida sandhill crane nests prior to construction if construction is to begin during or just prior to nesting season (January through June). If nests are located within the project study area, FDOT will coordinate with the FFWCC to provide appropriate habitat mitigation or conservation measures. The Design-Build Firm will need to ensure that they do not impact the Florida sandhill crane during construction.
  - c) FDOT will coordinate with FFWCC to provide appropriate habitat mitigation or conservation measures.
  - d) FDOT will resurvey the known Bald Eagle Nests in the project area prior to construction. If one or more of the nests are active FDOT will coordinate with the USFWS and obtain a Bald Eagle Nest Permit.
  - e) The Design-Build Firm will be required to implement Eastern Indigo Snake construction

- criteria as part of the permit requirements.
- f) The Design-Build Firm will be required to implement standard manatee construction conditions for all in-water work as part of the permit requirements.
  - g) The Design-Build Firm will be required to utilize “ramp up” pile driving in the area of the Manatee River and Salt Marsh.
  - h) No nighttime in-water work will be performed. In-water work can be conducted from official sunrise until official sunset times.

**E. Environmental Permits:**

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

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

**2. Permits:**

The Design-Build Firm shall be responsible for the acquisition or modification of 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.

The Department will have up to 15 calendar days (excluding weekends and Department observed holidays) to review and comment on the draft permit package. The Design-Build Firm will address all comments by the Department and obtain Department approval, prior to submittal of the permit application to the agency(ies). The Design-Build Firm shall be solely responsible for all time and costs associated with providing the required information to the Department, as well as the time required by the Department to perform its review of the permit package, prior to submittal of the permit application(s) by the Design-Build Firm to the regulatory agency(ies).

All applicable data shall be prepared in accordance with Chapter 373 and 403, Florida Statutes, Chapters 40 and 62, F.A.C.; Rivers and Harbors Act of 1899, Section 404 of the Clean Water Act, 23 CFR 771, 23 CFR 636, and parts 114 and 115, Title 33, Code of Federal Regulations. In addition to these Federal and State permitting requirements, any dredge and fill permitting required by local agencies shall be prepared in accordance with their specific regulations. Preparation of all documentation related to the acquisition of all applicable permits will be the responsibility of the Design-Build Firm. Preparation of complete permit packages will be the responsibility of the Design-Build Firm. The Design-Build Firm is responsible for the accuracy of all information included in permit application packages. As the permittee, the Department is responsible for reviewing, approving, and signing, the permit application package including all permit modifications, or subsequent permit applications. This applies whether the Project is Federal or state funded. Once the Department has approved the permit application, the Design-Build Firm is responsible for submitting the permit application to the environmental permitting agency. A copy (electronic and hard copy) of any and all correspondence with any of the environmental permitting agencies shall be sent to the District Environmental Management and Permitting 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 Design-Build Firm must ensure that the project is constructed in accordance with all conditions of each permit. The Design-Build Firm is responsible for advertising all public notifications and their costs. The Department is not responsible for any delays caused by third party objections to permits that were not properly noticed by the Design-Build Firm.

The Department has a perpetual Sovereign Submerged Land Easement which covers the project area. The Design-Build Firm is responsible for securing any modifications or additional SSL Easements that may be required due to any design changes or modifications.

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.

### 3. **Mitigation of Environmental Impacts:**

The Design-Build Firm, under the control and direction of the Department, shall be responsible for all activities and costs associated with any wetland impacts including mitigation and/or wildlife-related permit, commitments, requirements, understandings, or agreements throughout the life of the project.

The Department's goal is to secure all mitigation for the wetland impacts identified within the Southwest Florida Water Management District (SWFWMD) Environmental Resource Permit 43020580.071 (App. ID 768339), US Army Corps of Engineers Dredge and Fill Permit (SAJ-2018-02189), and US Coast Guard Bridge Permit (TBD) prior to award. If the Department is unable to secure the required mitigation, the Design-Build Firm is responsible for coordinating with the Department's Permit Section, proposing mitigation alternatives, and providing Department approved mitigation. The goal of the project is to avoid impacts, minimize where impacts cannot be avoided, and then mitigate for the minimized impacts.

If any design modifications by the Design-Build Firm propose to increase the amount of wetland and/or protected species 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 and/or species impacts as soon as the impacts are identified (including temporary impacts and/or any anticipated impacts due to construction staging or construction methods).

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. 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 373.4173, Florida Statutes, and acceptable to the Department and permitting agency(ies). The Design-Build Firm shall be solely responsible for all costs associated with permitting

activities including long term monitoring and shall include all necessary permitting activities in their schedule.

The Design-Build Firm shall coordinate all discussions of wetland and protected species impact mitigation through the Department's Permits Section and Environmental Management Office and mitigation proposals shall be reviewed and approved by the Department prior to submittal to any regulatory agency. The Department will review and comment on the mitigation proposal within fifteen (15) calendar days (excluding weekends and Department observed Holidays).

**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, and structural. The Department will designate in the review comments if the next submittal will be a resubmittal of the 90% phase submittal or if the plans and supporting calculations are significantly developed to proceed to the Final Submittal.

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

Category 1 and 2 bridge submittals shall contain the following:

- Plan sheets for the component under review developed to the specified level of detail (i.e. 90% plans, Final plans, etc.) as outlined in the FDM.
- A complete set of the most developed plan sheets for all other major elements of the bridge. These sheets shall be marked “For Information Only” on the index sheet. In no case shall a plan sheet be less than 30% complete.
- Design documentation including a complete set of calculations, geotechnical reports, pertinent correspondence, etc. in support of the 90% and final component submittals.

## **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”.

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. The Department will designate in the review comments if the next submittal will be a resubmittal of the 90% phase submittal or if the plans and supporting calculations are significantly developed to proceed to the Final Submittal.

### **90% Phase Submittal**

- 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
- 2 copies of signed and sealed Bridge Hydraulic Report
- 1 copy of design documentation
- 1 copy of Technical Special Provisions
- 1 copy of Bridge Load Rating Calculations
- 1 copy of Completed Bridge Load Rating Summary Detail Sheet
- 1 copy of Load Rating Summary Form

1 copy of the Independent Peer Review Certification Letter.  
1 copy of Independent Peer Review Firm's comments, design verification calculations, and the EOR's response to the Independent Peer reviewer's comments  
All of the information above shall be submitted electronically in .pdf format.  
All QC plans and documentation for each component submittal shall be electronic in .pdf format

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)  
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 Construction Specifications Package or Supplemental Specifications Package  
2 sets of electronic copies of Technical Special Provisions on CD  
1 copy of Independent Peer Review Firm's comments, design verification calculations, and the EOR's response to the Independent Peer reviewer's comments with a statement that all comments have been addressed and are resolved.  
All of the information above shall be submitted electronically in .pdf format.  
All QC plans and documentation for each component submittal shall be electronic in .pdf format

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

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

The Design-Build Firm shall submit the ITS As-Built documentation per section 611-2.3 of the Standard Specifications for Road Construction 90 days prior to anticipated Final Acceptance. The Design-Build Firm shall follow the ITS Facilities Management (ITSFM) requirements as shown on the Department website: <http://www.fdot.gov/Traffic/ITSFM/> All personnel collecting ITSFM data shall complete the training established by FDOT. Information on the required training is also available on the ITS Facilities Management (ITSFM) website.

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:

- 1 set of 11" X 17" signed and sealed As-Built plans, drawings and Certified Surveys

- 2 sets of 11 "X 17" copies of the signed and sealed As-Built plans, drawings and Certified Surveys (including as-built channel survey)
- 1 signed and sealed copy of the Bridge Load Rating Summary Form and Calculations based on as-built conditions
- 2 sets of final documentation (if different from final component submittal)
- 2 sets of survey information, including electronic files and field books
- CADD Files
- 1 Final Project submittal containing the information above shall be electronic in .pdf format

**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.

- Requirements Traceability Verification Matrix (RTVM) – Submitted monthly with the Certified Monthly Estimate and Payment

**5. Railroad Submittals: - Not Applicable**

**J. Contract Duration:**

The Department has established a Contract Duration of 1350 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 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
- Signing and Pavement Marking Design
- Signing and Pavement Marking Construction
- Signalization and Intelligent Transportation System Design
- Signalization and Intelligent Transportation System Construction
- Lighting Design
- Lighting Construction
- Maintenance of Traffic Design
- Permit Submittals
- Maintenance of Traffic Set-Up (per duration)
- Erosion Control
- Holidays and Special Events (shown as non-work days)
- Additional Construction Milestones as determined by the Design-Build Firm
- Final Completion Date for All Work

**L. Key Personnel/Staffing:**

The Design-Build Firm's work shall be performed and directed by key personnel identified in the 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 at a minimum 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 as described below.

**2. Community Awareness:**

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

**3. Public Meetings:**

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

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, as determined by the Department, 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.
- 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):**

- **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.

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

The Design-Build Firm shall develop the Value Added criteria, measurable standards, and remedial work plans in the Design-Build Firm's Technical Proposal 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. Adjoining construction projects include, but are not limited to:

- I-75 (SR 93) at SR 64 Interchange Landscape Project; 438995-1-52-01

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

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

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

**VI. Design and Construction Criteria.**

**A. General:**

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

## **B. Vibration and Settlement Monitoring:**

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

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

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

- Identify any existing structures 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 of one (1) successful load test must be performed in a representative location:

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

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

### **Drilled Shaft Foundations for Bridges and Miscellaneous Structures**

The Design-Build Firm shall determine whether the resistance factors used for drilled shaft design will be based on static/statnamic load testing. Prepare a Technical Special Provision (TSP) for tests other than the Modified Quick Test, such as 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 one (1) successful load test must be performed in a representative location.

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 within 15 business days. 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 conducting 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, preparing, reviewing and facilitating any agreement required for any utility work needed through final approval and execution. The UCM shall also be responsible for monitoring and reporting the performance of all involved parties under said agreement.
7. Preparing, reviewing, approving, signing, and coordinating the implementation of and submitting to the Department for review, all Utility Agreements.
8. Resolving utility conflicts.
9. Obtaining and maintaining all appropriate "Sunshine State One Call of Florida" tickets.
10. Performing Constructability Reviews of plans prior to construction activities with regard to the installation, removal, temporary removal, de-energizing, deactivation, relocation, or adjustment of utilities.
11. Providing periodic Project updates to the Department Project Manager and District

- Utility Office as requested.
12. Coordination with the Department on any issues that arise concerning reimbursement of utility work costs between the Department and the utility.

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**

<u>UA/O</u>	<u>Utility Relocation Type</u>	<u>Cost Estimate</u>	<u>Lump Sum Bid</u>

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

<u>UA/O</u>	<u>Utility Relocation Type</u>	<u>Design-Build Firm Responsibility</u>	<u>Cost Estimate</u>
Bright House Networks dba Spectrum/Charter James Cruzan (727) 329-2846 <a href="mailto:james.cruzan@charter.com">james.cruzan@charter.com</a>	Relocation by UA/O at UA/O Expense	Coordination and Schedule	At UAOs Expense
Florida Power & Light - Distribution Greg Coker (941) 723-4430 <a href="mailto:greg.coker@fpl.com">greg.coker@fpl.com</a>	Relocation by UA/O at UA/O Expense and FDOT Expense	Coordination and Schedule	\$16,000
Florida Power & Light - Transmission Ralph Diaz (561) 904-3617 <a href="mailto:Ralph.Diaz@fpl.com">Ralph.Diaz@fpl.com</a>	Relocation by UA/O at UA/O Expense	Coordination and Schedule	At UAOs Expense
Manatee County - Utility Operations Michael L. Sturm, P.E. (941) 708-7450 ext. 7332 <a href="mailto:Michael.sturm@mymanatee.org">Michael.sturm@mymanatee.org</a>	Utility Work By Highway Contractor at UA/O Expense and FDOT Expense	Design, Construction, Coordination, Schedule and all associated Cost	Non-Reimbursable \$750,000.00 Reimbursable \$500,000.00
TECO Peoples Gas Dan Shanahan	Relocation by UA/O	Coordination and Schedule	At UAOs Expense

(941) 342-4006 <a href="mailto:djshanahan@tecoenergy.com">djshanahan@tecoenergy.com</a>	at UA/O Expense		
Frontier Communications Denise Hutton (941) 906-6722 <a href="mailto:denise.hutton@ftr.com">denise.hutton@ftr.com</a>	Relocation by UA/O at UA/O Expense	Coordination and Schedule	At UAOs Expense
City of Bradenton Kim Clayback, P.E. 941-708-6300 ext. 224 <a href="mailto:kim.clayback@cityofbradenton.com">kim.clayback@cityofbradenton.com</a>	Relocation by UA/O at UA/O Expense	Coordination and Schedule	At UAOs Expense

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.

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

**E. Roadway Plans:**

**General:**

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

**Design Analysis:**

The Design-Build Firm shall either utilize the signed and sealed Approved Typical Section Package (see Attachments) and comply with the same, or via the ATC process, develop and submit a different signed and sealed Typical Section Package for review and concurrence by the Department. The Design-Build Firm shall develop and submit a signed and sealed Pavement Design Package and Drainage Analysis Report for review and concurrence by the Department and FHWA on Projects of Division Interest (PoDIs).

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.

Refer to the attached IMR for traffic related information.

The concept plans show a vertical profile that is compatible with the future ultimate improvements as depicted in the I-75 Manatee County PD&E Study (both included as Reference Documents). If the Design-Build Firm chooses to modify the vertical profile they will need to show that the minimum vertical clearance over US 301, as specified in the FDM, can be achieved using conventional bridges with a single span and two span configurations (pier in the median of US 301 and no pier in the median of US 301).

Provide an Emergency Stopping Site at US 301 on the SB I-75 off ramp. Deceleration Length from mainline gore to start of Emergency Stopping Site is to be based desirably on 70 mph to 0 mph, but no less than 70 mph to 20 mph. The typical Emergency Stopping Site should be 24 feet wide by 150 feet long. Tapers into and out of the site are to be used. The site should be offset 8 feet from the outside edge of shoulder pavement creating a paved flush island either left or right side of the ramp. The width (24-foot typical) can vary, depending upon location, from a minimum of 12 feet to a maximum of 36 feet. The area of storage for vehicles should be desirably 3600 square feet, but no less than 3000 square feet. The eight (8) foot wide flush island should be striped (18 inches wide/45°/10' C-C). Place tubular markers at 10 foot centers in the centerline of the flush island. The pavement for the Emergency Stopping Sites, including the flush island, is to be the same as new mainline shoulder construction. Mainline signing and ramp signing is required to identify the Emergency Stopping Sites. The site is also required to have signing identifying it as an Emergency Stopping Site.

It is important that the Design-Build Firm has a clear understanding of the level of effort that will be required if a significant change in lane configuration, interchange type, or the traffic capacity of any area is proposed. A proposed change will be determined to be significant by the District Interchange Review Coordinator (DIRC) based on the criteria of Sections 1.5 and 4 of the FDOT Interchange Access Request Users Guide, dated January 2018 (IARUG) and criteria listed in this RFP. The DIRC may determine if a proposed change would require an Interchange Access Request (IAR) Re-evaluation showing that the new concept satisfies the safety, operational and engineering (SO&E) requirements and FHWA's policy points. Depending on the magnitude of proposed changes in lane configuration or interchange type, a public hearing and a Design Change Re-evaluation, needing approval through the FDOT Office of Environmental Management (OEM) and FHWA, may be required. The new proposed concept shall perform equal to or better than the concept approved in the I-75/US 301 IMR. The Design-Build Firm will be responsible for the reevaluation and all required public involvement, agency coordination, and resulting schedule impacts.

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 are Attachments provided by the Department and shall be used by the Design-Build Firm in the development of the pavement design:

- 201032-5\_ESAL.PDF
- See Pavement Design for Resilient Modulus Recommendations and LBR
- See Pavement Design for FDOT Pavement Survey and Evaluation 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, underdrains, edge 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 shall be coordinated through the Department's Project Manager.

The concept plans include an interchange stormwater treatment system that is designed to accommodate the ultimate interchange footprint at US 301 including any required runoff from the ultimate I-75 mainline, express lanes, and ramps. The Design-Build Firm shall provide an interchange stormwater treatment system design that accommodates the ultimate interchange footprint. The Design-Build Firm shall construct the ultimate stormwater "trunk line" conveyance systems to the pond(s), the ultimate pond(s), and the ultimate outfall system(s). The outfall weir control structure shall be constructed for the proposed condition and permit requirements, while also being modifiable in the future for the ultimate condition and

















































