

Florida Department of Transportation
District I

**DESIGN-BUILD
REQUEST FOR PROPOSAL
for
River Road from US 41 to I-75,
Sarasota County**

Financial Projects Number(s):	445059-1-52-01
Federal Aid Project Number(s):	Not Applicable
Contract Number:	E1T28

ADDENDUM 04

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ATTACHMENTS

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

A01_E1T28-Planned Ad Form 7.29.20.pdf

A02_Division I Design-Build Specifications

design-build-boilerplate.pdf

Award and Execution of Contract – Public Records (SP0030900D1-121.pdf)

Legal Requirements and Responsibilities to the Public – Equal Employment Opportunity Requirements (SP0072700.pdf)

Legal Requirements and Responsibilities to the Public – Preference to State Residents (SP0072800.pdf)

Legal Requirements and Responsibilities to the Public – E-Verify (SP0072900.pdf)

Legal Requirements and Responsibilities to the Public – Scrutinized Companies (SP0073000.pdf)

Prosecution and Progress – Prosecution of Work – Partnering (sp0080306.pdf)

Contaminated Material - Mercury-Containing Devices and Lamps (SP0080409.pdf)

Prosecution and Progress – Damage Recovery (SP0081200.pdf)

A03_Divisions II and III Special Provisions identified by the Department to be used on the Project:

Mobilization (SP1010000db.pdf)

Contractor Quality Control General Requirements (SP1050813db.pdf)

Structures Foundations (Design Build) (SP4550000db-1-21.pdf)

A04_Permits

USACOE Permit 06-5691.pdf

Permit extension phase 1.pdf

River Road Permit 31462_010_2018.pdf

River Road Permit 31462_000_2008.pdf

River Road Permit Plans 31462_000_2008.pdf

Permit extension phase 2.pdf

River Road Permit 31462_005_2012.pdf

River Road Permit Plans 31462_005_2012.pdf

River Road Permit 31462_008_2018.pdf

SWFWMD Permit Extension 2023.pdf

SWFWMD Permit Extension Request Support.pdf

A05_Right of Way Maps

442767.2.pdf

442767.pdf

A06_Grand Palm at Neal Communities

Crenshaw Proposed Language 9.11.19.pdf

A07_ITFSM Implementation Guidelines and Minimum Requirements for D1 20171129.pdf

A08_D1.Guidelines.January2017.pdf

A09 (not used)

A10 (not used)

A11 (not used)

A12_River Rd (455059-1) Sarasota Mr Report Apr 2020.pdf

A13_445059-1 Pavement Evaluation Report 06.04.2020.pdf

A14_Joint Use Pond Agreements

Recorded Village A Public_Private Stormwater Easement and Maintenance Agreement.pdf

Recorded Village B Public_Private Stormwater Easement and Recreation Area Easement and
M.pdf

A15_Traffic

River Rd Year of Deficiency Analysis (12-1-20).pdf

ESAL_documentation.xlsx

A16_Pavement Design Summary Sheets.pdf

Bid Price Proposal Forms:

1. Bid Blank (375-020-17)
2. Design Build Proposal of Proposer (375-020-12)
3. Design Build Bid Proposal Form (700-010-65)
4. Bid or Proposal Bond (375-020-34)
5. DBE Forms (as applicable)

REFERENCE DOCUMENTS

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

R01_Concept Plans

- EIC Phase I Roadway Plans Final.pdf
- EIC Phase I Lighting Plans Final.pdf
- EIC Phase I S&PM Plans Final.pdf
- EIC Phase I Signal Plans Final.pdf
- EIC Phase II Roadway Plans Final.pdf
- EIC Phase II Lighting Plans Final.pdf
- EIC Phase II S&PM Plans Final.pdf
- EIC Phase II Signal Plans Final.pdf
- EIC_CADD.zip

R02_Concept Design Documentation

- Board-alignment_comparison.pdf
- Board-segment1_es-typical.pdf
- Board-segment2_es_typical.pdf
- EIC Geotechnical Report for Walls and Culverts.pdf
- EIC Geotechnical Report for Walls and Culverts.Revised.pdf
- EIC Phase I Typical Section Package.pdf
- EIC Phase II Typical Section Package.pdf
- EIC_PH1_Plans_Update_Drainage_Changes-April-Sept2012.pdf
- Englewood Interstate Connector Signals_Geotechnical Report.pdf
- Final EIC Phase 1 Drainage Report.pdf
- Pavement Evaluation and Condition Sheet.pdf
- Phase I Appendix B NCRS Soils Maps.pdf
- Phase I Appendix C Geotechnical Reports.pdf
- Phase II Appendix B NCRS Soils Map.pdf
- Phase II Appendix C Geotechnical Reports.pdf
- Pond_location_map.pdf
- Report of Core Borings for traffic signal structures.pdf
- Walls and Box Culverts.pdf
- SHGWT-POND-1.pdf
- SHGWT Estimates Report.pdf
- Pavement Evaluation and condition Sheet.pdf
- EIC_LBR.pdf
- 6511-04-185 Addendum to FINAL Pond Soil Survey.pdf
- SHGWT-POND-3.pdf

SHGWT-POND-2.pdf
6511-04-185 Preliminary Roadway Soil Survey.pdf

R03_PD&E

0_Original PD&E

99-06-30 - AN Package.pdf
03-01-27 – LHR-Draft.pdf
EIC Type 2CE March 2004.pdf
EIC Project Location Map.pdf
04-03-16 – CE_Signed.pdf
1. EIC Final PD&E Sections 1 – 4.pdf
2. EIC Final PD&E Sections 5 – 7.pdf
3. EIC Final PD&E Sections 8 & 9.pdf
4. EIC Final PD&E Appendix A & B.pdf
5. EIC Final PD&E Appendix C & D.pdf
6. EIC Final PD&E Appendix E.pdf
03-06-20 – VE_Rpt.pdf
01-04-00 – Corridor_Alts_Report.pdf
00-05-04 – Proposed Typical Sections.pdf
00-00-0 – EIC Alternatives

1_Reevaluations

EIC Design Change Reevaluation – Approved.pdf

2_Final Plan Sets

EIC Phase I Roadway Plans Final.pdf
EIC Phase I S&PM Plans Final.pdf
EIC Phase I Signal Plans Final.pdf
EIC Phase I Lighting Plans Final.pdf
EIC Phase II Roadway Plans Final.pdf
EIC Phase II S&PM Plans Final.pdf
EIC Phase II Signal Plans Final.pdf
EIC Phase II Lighting Plans Final.pdf

3_SHPO

07-02-23 – Sec106_SHPO_Concur.pdf
02-06-03 – CRAS_SHPO_Concur.pdf

4_Natural Env

03-07-30 – USFWS_LTR.pdf
03-03-10 – WER_Coordination.pdf
03-03-06 – ESBA_Coordination.pdf
02-09-23 – WER+ESBA_Ltrs_to_Sarasota.pdf
Species Review of N. River Rd.docx

5_Section 4(f)

03-01-28 – DOA_FHWA_Response.pdf

6_Noise

Englewood Interstate Connector – Final PD&E Noise Study Report.pdf
Englewood Interstate Connector Final Noise Study Report Addendum.pdf

R04_ICPR

EIC_ICPR.zip

Grand Palm

100y24h.I32

GrandPalmPhase2C.ICP

100y24h.R32

OneDrive_1_1-15-2021.zip

R05_Utility Green Lines

445059-1 TECO-PGS_Greenlines.pdf

445059-2 TECO-PGS Greenlines.pdf

FPID 200610-2-58-01 River Road Green Lines.pdf

Grand Palm Subphase 2Ab.pdf

Rambler’s Rest FM.pdf

Rambler’s Rest Resort.pdf

Stoneybrook at Venice.pdf

RE_FPID # 445059-1-52-01 RIVER RD FROM US 41 TO I-75.pdf

Snook Haven Park Utility Improvements.pdf

Stoneybrook at Venice Ph. 2 & 3 Partial.pdf

Stoneybrook at Venice Ph. 1A.pdf

445059 River Rd. 10 sheets Green Lines.pdf

200610-3 – FTR Markup – River Rd.pdf

200610-2 - FTR Markup – River Rd.pdf

445059 Green Lines – Comcast.pdf

44559-1 Green Lines – Comcast.pdf

R06_Grand Palm by Neal Communities

Stormwater Hydrologic & Hydraulic Analysis: Englewood Interstate Connector Improvements (River Road) & Grand Palm by Kimley-Horn and Associates.

Grand Palm (Revised)

100y24h.I32

100y24h.R32

GrandPalmPhase2C.ICP

EIC-Grand Palm Combined

100y24h.I32

100y24h.R32

EIC-GP.ICP

EIC-GP.gdb

EIC-Grand Palm (Upsize)

100y24h.I32

100y24h.R32

GrandPalmPhase2C.ICP

rep_grand_palm_2016_btmr_mrc_06172016.pdf

rep_grand_palm_2018_btmr_mrc.pdf

R07_Pages from Sarasota_Phase_IV_As-Builts_Signed_and_Sealed.pdf

R08_District One ITS Generic RTVM_July 2020 Final 042220.xlsx

R09_Myakka River Trails Subdivision Access Permit Application

19-16892BW.pdf
19 16829 Permit Appl.pdf
Myakka River Trails Subd pvmt xsect.docx

R10 Staging Area Clearance

445059-1 clearance letter attachments.pdf
FPID-445059-1-N-River Road-Staging Area Clearance.docx.pdf

R11_Sarasota County Public Works

Larry Mau_Cosby, Lindsay_Rep. Buchanan Constituent Inquiry – River Road Signage
Issue_2020-12-11_07-10-.msg

R12_TYPICAL SECTION PACKAGE – Draft 6-11-20.pdf

R13_445059-1_Pavement Design Package_8-28-20 SS.pdf

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 widening of River Road from north of US 41 to south of I-75 in Sarasota County. River Road is SR 777. The roadway ID is the roadway ID 17000064.

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.

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

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

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

etc. The Department will have sole discretion with respect to the entire acquisition process of the additional Right of Way.

If the Design-Build Firm's Technical Proposal requires additional Right of Way, the acquisition of any such Right of Way shall be at no cost to the Department, and all costs associated with securing and making ready for use such Right of Way for the Project shall be borne solely by the Design-Build Firm as a part of the Design-Build Firm's Lump Sum Price Bid. The Department will not advance any funds for any such Right of Way acquisition and the Design-Build Firm shall bear all risk of delays in the acquisition of the additional property, regardless of cause or source. 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 Department proposes to widen River Road from north of US 41 to south of I-75 in Sarasota County, a distance of approximately 5.06 miles. The existing roadway is a 2-lane undivided facility. The improvements will widen the roadway to a 6-lane divided facility from north of US 41 to north of Center Road and widen the roadway to a 4-lane divided facility from north Center Road to south of I-75. Construct Signing and Pavement Markings (S&PM), Lighting, Signalization and Intelligent Transportation System (ITS).

The Design-Build Firm is responsible for preparing and completing an Environmental Reevaluation of the Project Development & Environment (PD&E) Study. FDOT will be responsible for the review and approval

of the NEPA documents, as outlined in the FDOT PD&E Manual. The Design-Build will adhere to all required timeframes for agency coordination and review and approval of NEPA documents.

The Context Classification of River Road is C3R. The Functional Classification is Urban Principal Arterial and the Design Speed and Target Speed is 45 mph in the 6-lane section from north of US 41 to north of Center Road. The Functional Classification is Rural Principal Arterial and the Design Speed and Target Speed is 45 mph in the 4-lane section from north of Center Road to south of I-75. The Design-Build Firm shall incorporate speed management concepts, strategies, and techniques to achieve the Target Speed.

The Design Vehicle is WB-62FL.

Construct a curbed roadway with Type E curb and gutter on the inside and Type F curb and gutter on the outside. The 4-lane typical section shall be compatible for future 6-lane widening in the median.

Construct all elements, such as but not limited to Roadway, Drainage, S&PM, Lighting, Signalization and ITS, to be compatible with the ultimate 6-lane section.

The 100-year flood elevation shall not encroach on the travel way (i.e. the outside edge of the travel lane shall be set at or above the 100-year flood elevation).

Construct 10-foot wide shared use paths, separated from the roadway by a minimum six-foot wide utility strip, along both sides of the roadway.

The pavement structure shall be equal to or better than the design presented in A16_Pavement Design Summary Sheet.pdf. The minimum asphalt thickness shall be four inches. The minimum Reliability shall be 90%. Pavement designs for areas with less than three feet of base clearance shall be approved using the ATC process and supported with a Department approved Design Variation.

Construct median openings at the locations and configurations as presented in the Concept Plans. Incorporate the following changes:

- Construct a directional median opening in the vicinity of Sta. 583+00 that will accommodate a northbound left-turn into Observation Blvd and a southbound left-turn into Myakka Blvd.
- Do not construct the median opening at Sta. 607+35 (northbound, directional, left turn at Squirrel Run Drive,
- Construct a full median opening, with northbound and southbound left-turn lanes, at Sta. 613+00 centered on the Grand Palms entrance (Aucilla Dr.),
- Do not construct the median opening at Sta. 616+67.62 (southbound, directional, left-turn at the Sta. 616+26.47 driveway,
- Construct a full median opening, with northbound and southbound left-turn lanes, at Sta. 682+00 (Stoneycreek Blvd),
- Construct a full median opening, with northbound and southbound left-turn lanes, at Sta. 696+20.
- Construct a directional median opening at Sta. 735+00 (Parrotfish St.) to facilitate the northbound left-turn into Caribbean Village and the southbound left-turn as shown in the concept plans. Align the left-turn lanes so that the sight distance of opposing vehicles is optimized.

Evaluate all existing driveways and connections shown in the concept plans. Existing driveways will be reconstructed/restored in their current location, width and configuration. Construct other driveways at the locations, widths and configurations as presented in the RFP and Concept Plans. Commercial driveways expected to be reconstructed/restored with a grade greater than 10% require documentation that an adverse

roadway operational or safety impact will not result from the proposed grade and approval by District Design Engineer.

Construct an access at Sta. 553+45.39 (approximately) as shown in the Reference Documents: Myakka River Trails Subdivision Access Permit Application. The access shall be minimum of 50 feet in width and accommodate two approach lanes and two receiving lanes. The design shall include full pavement and terminate at the right-of-way line. Include appropriate drainage elements.

The vertical profile of the connection driveway for Stoneycreek Boulevard, at approximate STA 682+00.63 LT, must comply with the current Florida Department of Transportation Design Manual, as amended and updated; must maintain positive drainage; must be as flat as possible; and shall not extend beyond the right-of-way line.

Incorporate the improvements described in the A06_Grand Palm by Neal Communities documents that are included as Attachments to this RFP.

Environmental Permits were issued from the Southwest Florida Water Management District (SWFWMD) and the United States Army Corp of Engineers (USACE). The SWFWMD permits have been extended to February 2023. The USACE permits have expired. It is the Design-Build Firms responsibility to modify and acquire permits as required to comply with the conditions of this RFP. Sarasota County has acquired the mitigation necessary to satisfy the SWFWMD permit requirements associated with the concept plans.

Construct Signalization at the following intersections:

- a) W. Villages Parkway
 - a. Northbound and southbound River Road left turns are to be designed with 4-section flashing yellow arrow signal heads and meet the requirements of FDM Table 212.11.1.
 - b. The left-turn lane storage lengths shall meet FDM requirements.
 - c. Pedestrian crossings at all four approaches.
 - d. Utilize mast arm structures.
 - e. Provide GPS emergency vehicle preemption detection.
- b) Center Road
 - a. Eastbound Center Road approach shall consist of one right-turn lane, one through lane, and one left-turn lane.
 - b. Pedestrian crossings at all four approaches.
 - c. Utilize mast arm structures.
 - d. Provide GPS emergency vehicle preemption detection.
- c) Venice Avenue
 - a. Pedestrian crossings at all four approaches.
 - b. Utilize mast arm structures.
 - c. Provide GPS emergency vehicle preemption detection.

Construct ITS on River Road from US 41 to Venice Avenue and integrate project signals into the Sarasota County Advanced Traffic Management System (ATMS).

Boarding and Alighting Areas (Public Transit Facilities / School Bus Pads) shall be constructed at the following locations (approximate):

- Sta. 475+92 (Right) and Sta. 475+53 (Left),
- Sta. 583+80 (Right) and Sta. 583+90 (Left),
- Sta. 679+85 (Right) and Sta. 680+28 (Left),

- Sta. 714+80 (Right) and Sta. 714+80 (Left).

Construct wildlife crossings in substantial conformance with the concept plans. Utilize a structure no less than 36 inches in height and 60 inches wide with an invert elevation a minimum of three inches above the seasonal high ground water table. Locate the wildlife crossing within 100 feet of the location shown in the concept plans.

Center Road shall be an urban section with 24-foot raised median, Type F curb and gutter, 12-foot travel lanes and 10-foot concrete sidewalks.

Use FDOT-approved test procedures to determine site-specific soil characteristics. Generalized soil maps shall not be used.

Develop and provide a Landscape Opportunity Plan.

It is the intent to always preserve existing vegetation including trees and palms that do not conflict with proposed improvements. Tree and palm protection shall comply with FDOT Standard Plans for Road and Bridge Construction (Standard Plans), Index 110-100. Within the Project limits and within the Project Right of Way, it will be the responsibility of the Design-Build Firm to identify and remove all Category 1 invasive exotics as defined by the Florida Exotic Pest Plant Council (www.fleppc.org) and as identified in the Landscape Opportunity Plan.

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, subsurface utility engineering, 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 may propose changes which differ from the approved Project Development & Environment (PD&E) Study and this Request for Proposal. Proposed changes must be coordinated through the Department. 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. The Design-Build Firm shall provide the required documentation for review and processing. Approved revisions to the configuration may

also be required to be included in the Reevaluation of the NEPA document or SEIR Reevaluations, per Section O (Environmental Services/Permits/Mitigation) of the RFP.

The Design-Build Firm 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 30-day mowing frequency and a 30-day litter removal.

B. Department Responsibility

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

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

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

Date	Minimum # of Days	Event
8/3/2020	0	Planned Advertisement

8/13/2020	10	Official Advertisement
9/10/2020	28	Letters of Interest for Phase I of the procurement process due in District Office by 05:00 pm local time
9/28/2020	18	Proposal Evaluators submit Letter of Interest Scores to Contracting Unit 9:00am local time
9/29/2020	1	Contracting Unit provides Letter of Interest scores and Proposal Evaluators comments to Selection Committee 10:00 am local time
10/1/2020	2	Public Meeting of Selection Committee to review and confirm Letter of Interest scores 10:00 am local time
10/1/2020	0	Shortlist Posting Date
10/6/2020	5	Final RFP provided to Design-Build Firms continuing to Phase II of the procurement process.
10/13/2020	7	Virtual Mandatory Pre-Proposal meeting at 10:00 am local time. 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.
10/14/2020	1	Virtual Utility Pre-Proposal Meeting facilitated by the District Utility Engineer at 08:30 am/pm local time.
10/20/2020	6	Deadline for Design-Build Firm to request participation in One-on-One Alternative Technical Concept Discussion Meeting No. 1 05:00 pm local time
11/16/2020	27	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 05:00 pm local time
11/23/2020	7	Virtual One-on-One Alternative Technical Concept Discussion Meeting No. 1. 90 Minutes will be allotted for this Meeting.
11/23/2020	0	Deadline for Design-Build Firm to request participation in One-on-One Alternative Technical Concept Discussion Meeting No. 2, 05:00 pm local time
12/7/2020	14	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. 10:00 am local time
12/8/2020	1	Virtual One-on-One Alternative Technical Concept Discussion Meeting No. 2. 90 Minutes will be allotted for this Meeting
1/7/2021	30	Deadline for submittal of Alternative Technical Concept Proposals 05:00 pm local time.
1/7/2021	0	Final deadline for submission of requests for Design Exceptions or Design Variations. 05:00 pm local time
1/21/2021	14	Deadline for Department Responses to Alternative Technical Concept Proposals. Deadline for Department Responses to Design Exceptions and Design Variations.
2/4/2021	14	Addendum issued for approved Design Exceptions. 05:00 pm local time
2/11/2021	7	Deadline for Design-Build Firm to request participation in One-on-One Alternative Technical Concept Discussion Meeting No. 3 05:00 pm local time
2/18/2021	7	Virtual 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 on or prior to 1/7/2021 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 12/9/2020.
2/25/2021	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 12/9/2020. Deadline is 5:00 pm local time.
2/25/2021		Final deadline for submission of Design Variations by 05:00 pm local time.
3/11/2021	14	DDE completes review of ATCs and notifies Design-Build Firms.
3/11/2021		Deadline for Department Responses to Design Variations.
3/25/2021	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.
4/1/2021	7	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.
4/1/2021		Deadline for the approval of all Design Variations that will be included in the technical proposal.
		<i>Do not issue Addendums 72 hours (excluding weekends and holidays) before the Technical Proposal is due.</i>
4/7/2021	6	Technical Proposals due in District Office by 05:00 pm local time
4/7/2021	0	Deadline for Design-Build Firm to “opt out” of Technical Proposal Page Turn meeting.
4/14/2021	7	Technical Proposal Page Turn Meeting. Times will be assigned during the Pre-Proposal Meeting. 30 Minutes will be allotted for this Meeting.
5/11/2021	27	Question and Answer Written Responses. Deadline for the Department to provide a list of questions/clarifications for the Design-Build Firm to answer.
5/18/2021	7	Deadline for submittal of Question and Answer Written Responses to the Department’s questions/clarifications from the Design-Build Firm. 05:00 pm local time
5/25/2021	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. 05:00 pm local time
6/2/2021	7	Deadline for submittal of Question and Answer Written Responses to the Department’s follow up questions. 05:00 pm local time.
6/2/2021	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.
6/7/2021	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.
6/7/2021	0	Deadline for the Design-Build Firm to submit a written statement per Section III. Threshold Requirements, F. Question and Answer

		Written Responses
		<i>Do not issue Addendums 72 hours (excluding weekends and holidays) before the Price Proposal is due.</i>
6/9/2021	2	Price Proposals due in District Office by 11:00 am local time.
6/9/2021	0	Public announcing of Technical Scores and opening of Price Proposals at 11:00 am local time in 801 N. Broadway Ave., Bartow, FL, 33830.
6/15/2021	6	Public Meeting Date of Selection Committee to determine intended Award
6/15/2021	0	Final Selection Posting Date
6/21/2021	6	Anticipated Award Date
7/12/2021		Anticipated Execution Date

III. Threshold Requirements.

A. Qualifications

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

B. Joint Venture Firm

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

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

C. Price Proposal Guarantee

A Price Proposal guaranty in an amount of not less than five percent (5%) of the total bid amount shall accompany each Proposer's Price Proposal. The Price Proposal guaranty may, at the discretion of the Proposer, be in the form of a cashier's check, bank money order, bank draft of any national or state bank, certified check, or surety bond, payable to the Department. The surety on any bid bond shall be a company 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. Unless otherwise noted, all public meetings will be conducted virtually via teleconference or GoToMeeting, at the dates/times noted in

the project Advertisement Schedule under the [All Advertisements](#) link. If interested in attending public meetings, members of the public shall email the applicable District designated email account at least 24 hours in advance of the subject meeting (Saturdays, Sundays, and state holidays shall be excluded in the computation of the 24-hour time period), to obtain the teleconference number and Access Code information in order to virtually attend. The designated email account for District 1 is d1.designbuild@dot.state.fl.us. 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 accounted for prior to the start of the mandatory pre-proposal meeting. The convener of the meeting will call attendance at the time the meeting was advertised to begin. Once all Proposers have identified themselves with the firm they represent, 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. 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
 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
 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/materialsman>

[ual/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
21. AASHTO LRFD Bridge Design Specifications
https://bookstore.transportation.org/category_item.aspx?id=BR
22. Florida Department of Transportation Flexible Pavement Design Manual
<http://www.fdot.gov/roadway/PM/publicationS.shtm>
23. Florida Department of Transportation Rigid Pavement Design Manual
<http://www.fdot.gov/roadway/PM/publicationS.shtm>
24. Florida Department of Transportation Pavement Type Selection Manual
<http://www.fdot.gov/roadway/PM/publicationS.shtm>
25. Florida Department of Transportation Right of Way Manual
<http://www.fdot.gov/rightofway/Documents.shtm>
26. Florida Department of Transportation Traffic Engineering Manual
<http://www.fdot.gov/traffic/TrafficServices/Studies/TEM/tem.shtm>
27. Florida Department of Transportation Intelligent Transportation System Guide Book
http://www.fdot.gov/traffic/Doc_Library/Doc_Library.shtm
28. Federal Highway Administration Checklist and Guidelines for Review of Geotechnical Reports and Preliminary Plans and Specifications
<http://www.fhwa.dot.gov/engineering/geotech/pubs/reviewguide/checklist.cfm>
29. AASHTO Guide for the Development of Bicycle Facilities
https://bookstore.transportation.org/collection_detail.aspx?ID=116
30. Federal Highway Administration Hydraulic Engineering Circular Number 18 (HEC 18).
http://www.fhwa.dot.gov/engineering/hydraulics/library_arc.cfm?pub_number=17
31. Florida Department of Transportation Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways
<http://www.fdot.gov/roadway/FloridaGreenbook/FGB.shtm>
32. Florida Department of Transportation Project Development and Environment Manual, Parts 1 and 2
<http://www.fdot.gov/environment/pubs/pdeman/pdeman1.shtm>
33. Florida Department of Transportation Driveway Information Guide
<http://www.fdot.gov/planning/systems/programs/sm/accman/pdfs/driveway2008.pdf>
34. AASHTO Highway Safety Manual
<http://www.highwaysafetymanual.org/>
35. Florida Statutes
<http://www.leg.state.fl.us/Statutes/index.cfm?Mode=View%20Statutes&Submenu=1&Ta>

[b=statutes&CFID=14677574&CFTOKEN=80981948](https://www.fdot.gov/statutes&CFID=14677574&CFTOKEN=80981948)

36. Florida Department of Transportation Equal Opportunity Construction Contract Compliance Manual
<http://www.fdot.gov/equalopportunity/contractcomplianceworkbook.shtm>
37. Florida Department of Transportation Manual on Intersection Control Evaluation (ICE)
<https://www.fdot.gov/traffic/TrafficServices/Intersection-Operations.shtm>
38. Florida Department of Transportation Construction Project Administration Manual (CPAM)
<https://www.fdot.gov/construction/manuals/cpam/cpammanual.shtm>

B. Innovative Aspects:

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

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

1. Alternative Technical Concept (ATC) Proposals

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

The ATC process allows innovation, flexibility, time and cost savings on the design and construction of Design-Build Projects while providing the best value for the public. Any deviation from the RFP that the Design-Build Firm seeks to obtain approval to utilize prior to Technical Proposal submission is, by definition, an ATC and therefore must be discussed and submitted to the Department for consideration through the ATC process. ATCs also include items defined in FDM, Part 1, Chapter 121.3.2. The proposed ATC shall provide an approach that is equal to or better than the requirements of the RFP, as determined by the Department. ATC Proposals which reduce scope, quality, performance, or reliability should not be proposed. A proposed concept does not meet the definition of an ATC if the concept is contemplated by the RFP.

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

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

The following requirements described by this RFP may be modified by the Design-Build Firm provided they are presented in the One-on-One ATC discussion meeting, as defined below, and submitted to the Department for review and approval through the ATC process described herein. The Department may deem a Proposal Non-Responsive should the Design-Build Firm include but fail to present and obtain Department approval of the proposed alternates through the ATC process. 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 and/or vertical geometry requiring an ATC submittal as described in Section VI.F of this RFP.
- Modifications to the Typical Section.
- Design Variations which can be applied project wide and not location specific.
- Pavement Design.
- Station limits of the milling and resurfacing and reconstruction designs in the Department's concept plans ([EIC Phase I Roadway Plans Final.pdf](#) and [EIC Phase II Roadway Plans Final.pdf](#)) may be adjusted to meet the Design-Build Firm's means and methods.
- Modifications to the wildlife crossing details.

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.

The virtual Alternative Technical Concept (ATC) meetings shall be held via GoToMeeting using webcam. Each Design-Build Firm will receive their own Microsoft Outlook meeting invitation with a unique GoToMeeting Link and phone number. The Design-Build Firm shall provide a list of attendees and their email addresses to the Procurement GoToMeeting Organizer to receive the invitation with your scheduled time slot. Time slots will be adjusted to allow the Procurement GoToMeeting Organizer to join the GoToMeeting 15 minutes prior to the start time to ensure proper functioning of audio/webcam and presenting options.

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.

The Department will allow the submission of draft ATCs at any time following the Shortlist Posting until the date on which the last One-on-One ATC discussion meeting is held as defined in the Schedule of Events. The submission must be clearly marked as DRAFT. The Design-Build Firm, by submitting a Draft ATC, understands that the purpose of the submission is to provide information to facilitate the discussion during ATC meetings and that the Department will discuss the concept but is not obligated to reply to the draft submission as if it were a formal ATC submittal. However, at any time prior to the formal Alternative Technical Concept Proposal submittal, the Department may provide the Design-Build Firm with a draft written response. The draft written response shall be clearly marked as DRAFT.

The intent of this draft ATC response is to provide the Design-Build Firm with possible additional feedback beyond what is provided during the one-on-one ATC meetings, with the goal of allowing for more condensed procurement schedules, as well as potentially eliminating a one-on-one ATC meeting on complex projects.

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. The Design-Build Firm shall re-evaluate the seasonal high groundwater tables within the corridor.

D. Department Commitments:

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

- There are several options to mitigate for wetland impacts resulting from the proposed improvements. Traditional measures include creation, restoration and/or enhancement of wetlands within the same watershed that the impact occurs. If available, participation may be with a public or private mitigation bank. A detailed wetland mitigation plan, including the identification of mitigation sites and methods, will be developed during the design and permitting phase and coordination with the appropriate permitting agency.
- To assure protection of the Eastern indigo snake during construction, Sarasota County will incorporate the "Construction Precautions for the Eastern Indigo Snake" guidelines into the final project design and will require that the construction contractor abide strictly to the guidelines during construction. The guidelines include the following:
 - i. Provide Eastern indigo snake educational information, as contained in the approved FDOT District One educational plan, to construction employees prior to the initial of any clearing, construction or gopher tortoise relocation activities. The FDOT District One educational exhibit shall be posted at sites immediately accessible to all employees.
 - ii. All construction activities shall cease in the immediate vicinity of any live Eastern indigo snake found within the project area. Work may resume after the

snake, or snakes, are allowed to leave the area on their own.

- iii. Location of live sighting shall be reported to the US Fish and Wildlife Service (USFWS) Vero Beach Office at (772) 562-3909.
 - iv. If a dead Eastern indigo snake is found on the project site, the snake shall be frozen as soon as possible and the Vero Beach field office shall be immediately notified for further instructions.
- Comprehensive surveys for gopher tortoises and their burrows shall be conducted during the final design phase of the project within the construction limits (including roadway footprint, construction staging areas and stormwater management ponds) and prior to construction. If burrows are identified during these surveys, Florida Fish and Wildlife Conservation Commission (FFWCC) will be contacted to coordinate mitigation for any impacts to this species and to acquire the necessary incidental take or relocation permits.
 - Prior to construction, resurveys for sandhill crane in areas that may support nesting habitat will be conducted. If any crane nests are located, the FFWCC will be contacted immediately. Construction activities in the vicinity of the nests will cease until appropriate protective measures are determined.
 - Based on the proximity of a wood stork rookery to the project site, there is a commitment to ensure there is no net loss of wetlands within the project area. The replacement of drainage ditches, swales and retention ponds will be at a 1:1 or greater ratio, resulting in no net loss of these areas used for foraging. Indirect impacts (e.g. changes in hydrological regimes) to adjacent wetlands will be minimized by adherence to wetland permitting requirements of the SWLFWMD and the USACE. There is a further commitment, where reasonable, to ensure that any wood stork habitat alteration is mitigated within the foraging range of known habitat rookeries in the project area in compliance with the USFWS's SLOPES requirements.
 - A land use review will also be implemented during the design phase to identify noise sensitive sites that may have received a building permit subsequent to the noise study but prior to the date of public knowledge (i.e. date that the environmental document has been approved by the Federal Highway Administration (FHWA)). If the review identifies noise sensitive sites will be evaluated for traffic noise and abatement considerations.
 - The sites identified as Medium or High risk for potential contamination will be investigated further prior to construction. Investigative work may include visual inspections, monitoring of ongoing cleanup activities, and possible subsurface investigations. At known contamination sites, estimated areas of contamination will be marked on design drawings and, prior to construction, any necessary cleanup plans will be developed. Actual cleanup will take place during construction, if feasible. Special provisions for handling unexpected contamination discovered during construction will be included in the construction plans package.

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

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

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

The Department and Sarasota County are responsible for providing mitigation of all wetland impacts identified in the following documents: Southwest Florida Water Management District (SWFWMD) Individual Environmental Resource Permit (ERP) and the U.S. Army Corps of Engineers (USACE) Section 404 Individual Dredge and Fill Permit, included in the Attachments. If any design modifications by the Design-Build Firm propose to increase the amount of wetland impacts such that mitigation is required, the Design-Build Firm shall be responsible for providing the Department information on the amount and type of wetland impacts as soon as the impacts are identified (including temporary impacts and/or any anticipated impacts due to construction staging or construction methods). Prior to submitting a permit modification to a regulatory agency, the Design-Build Firm shall provide the Department a draft of all supporting information. The Department will have up to 15 calendar days (excluding weekends and Department observed holidays) to review and comment on the draft permit application package. The Design-Build Firm will address all comments by the Department and obtain Department approval, prior to submittal of the draft permit application package. The Design-Build Firm shall be solely responsible for all time and costs associated with

providing the required information to the Department, as well as the time required by the Department to perform its review of the permit application package, prior to submittal of the permit application(s) by the Design-Build Firm to the regulatory agency(ies).

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

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

F. Railroad Coordination: Not Applicable

G. Survey:

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

H. Verification of Existing Conditions:

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

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

I. Submittals:

1. Component Submittals:

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

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".

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

90% Phase Submittal

- 1 copy of 11" X 17" plans (all required components)
 - 1 copy of signed and sealed geotechnical report
 - 1 copy of Settlement and Vibration Monitoring Plan (SVMP) for Department acceptance and update throughout the construction period
 - 1 copy of design documentation
 - 1 copy of Technical Special Provisions
 - 1 copy of Landscape Opportunity Plans
 - 1 .kmz file of the project.
- 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

- 1 set of signed and sealed 11” X 17” plans (all required documents)
- 1 copy of signed and sealed 11” X 17” plans
- 1 set of signed and sealed design documentation
- 1 copy of signed and sealed design documentation
- 1 copy of Settlement and Vibration Monitoring Plan (SVMP)
- 1 copy of Landscape Opportunity Plans
- 1 set of final documentation
- 1 signed and sealed Construction Specifications Package or Supplemental Specifications Package
- 1 copy of signed and sealed copy of Construction Specifications Package or Supplemental Specifications Package
- 1 of electronic copy of Technical Special Provisions in .pdf format
- 1 .kmz file of the project.

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 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)
- 2 copies of Landscape Opportunity Plans
- 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

J. Contract Duration:

The Department has established a Contract Duration of 1200 calendar days for the subject Project.

K. Project Schedule:

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

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

455.

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

Not Applicable

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
- 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
- Landscape Opportunity Plans
- Permit Submittals
- Maintenance of Traffic Set-Up (per duration)
- Erosion Control
- Holidays and Special Events (shown as non-work days)
- Additional Construction Milestones as determined by the Design-Build Firm
- As-Built Drawings and Final Documentation Submittal
- 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 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.

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):

1. Design:

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

The Design-Build Firm shall provide a Design Quality Management Plan, which describes the Quality Control (QC) procedures to be utilized to verify, independently check, and review all design drawings,

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

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

2. Construction:

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

The sampling, testing and reporting of all materials used shall be in compliance with the Sampling, Testing and Reporting Guide (STRG) provided by the Department. The Design-Build Firm will use the Department's database(s) to allow audits of materials used to assure compliance with the STRG. The Department has listed the most commonly used materials and details in the Department's database. When materials being used are not in the Department's database list, the Design-Build Firm shall use appropriate material details from the STRG to report sampling and testing. Refer to the State Materials Office website for instructions on gaining access to the Department's databases: <http://www.fdot.gov/materials/quality/programs/qualitycontrol/contractor.shtm>

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

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

Q. Liaison Office:

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

R. Engineers Field Office: Not Applicable

S. Schedule of Values:

The Design-Build Firm is responsible for submitting estimates requesting payment. Estimates requesting payment will be based on the completion or percentage of completion of tasks as defined in the schedule of values. Final payment will be made upon final acceptance by the Department of the Design-Build Project. Tracking DBE participation will be required under normal procedures according to the Construction Project Administration Manual. The Design-Build Firm must submit the schedule of values

to the Department for approval. No estimates requesting payment shall be submitted prior to Department approval of the schedule of values.

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

T. Computer Automation:

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

If horizontally and vertically controlled cross sections are required for plans production to communicate design intent and construct the project, then that section of the project shall be three-dimensionally (3D) modeled.

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
- 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:

The Design-Build Firm shall consider and include in the Construction Plans and Bid Price Proposal, any and all temporary detours or diversions required to facilitate traffic movements into and out of the project limits; notwithstanding the alignment, lane positioning and/or grade differences of traffic conditions on those adjacent projects.

Y. Issue Escalation:

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

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

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

of similar levels of responsibility.

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

VI. Design and Construction Criteria.

A. General:

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

B. Vibration and Settlement Monitoring:

The Department has not identified vibration sensitive sites along the Project corridor. However, 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 the 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:

Drilled Shaft Foundations for Bridges and Miscellaneous Structures

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

1. Evaluating geotechnical conditions to determine the drilled shaft diameter and length and construction methods to be used.
2. Performing the subsurface investigation 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. Preparing and submitting a Drilled Shaft Installation Plan for the Department's acceptance.
4. Determining the production shaft lengths.
5. Documenting and providing a report that includes all load test shaft data, analysis, and recommendations to the Department.
6. Constructing all drilled shafts to the required tip elevation and socket requirement in accordance with the specifications.
7. Inspecting and documenting the construction of all drilled shafts in accordance with the specifications.
8. 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.
9. Repairing all detected defects and conducting post repair integrity testing using 3D tomographic imaging and gamma-gamma density logging.
10. Submitting Foundation Certification Packages in accordance with the specifications.
11. 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 (UCM) 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.
13. Complying with the electrical and communications requirements for toll facilities provided in the GTR.

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

Summary of UA/Os having facilities within the Proposed Project Limits

UA/O	Utility Relocation Type	Design-Build Firm Responsibility	Cost Estimate
Sarasota County Utilities Jeremy Parker 941-875-8506 jparker@scgov.net	Relocation by UA/O at UA/O Expense	Coordination and Schedule	At UAOs Expense
Florida Power & Light - Distribution Greg Coker (941) 723-4430 greg.coker@fpl.com	Relocation by UA/O at UA/O Expense	Coordination and Schedule	At UAOs Expense
TECO Peoples Gas Anthony Baublitz 941-342-4025 AFBaublitz@tecoenergy.com	Relocation by UA/O at UA/O Expense	Coordination and Schedule	At UAOs Expense
Comcast Cable Kevin Miller 239-318-1411 Kevin_Miller6@comcast.com	Relocation by UA/O at UA/O Expense	Coordination and Schedule	At UAOs Expense

City of North Port Michael Vuolo 941-240-8001 mvuolo@cityofnorthport.com	Relocation by UA/O at UA/O Expense	Coordination and Schedule	At UAOs Expense
MCI\^-VB/Black & Veatch Andrew Cole 813-847-4037 ColeA@bv.com	Relocation by UA/O at UA/O Expense	Coordination and Schedule	At UAOs Expense
MCI/Verizon Business James Barra 813-928-9881 James.Barra1@VerizonWireless.com	Relocation by UA/O at UA/O Expense	Coordination and Schedule	At UAOs Expense
Frontier Denise Hutton 941-906-6722 denise.hutton@ftr.com	Relocation by UA/O at UA/O Expense	Coordination and Schedule	At UAOs Expense

Advanced Utility Coordination:

The Department has conducted limited advanced utility coordination with the UA/Os. Information pertaining to this coordination is contained in the Utility Adjustment Sheets included in the Department's Conceptual Plans.

The Design-Build Firm may request the utility to be relocated to accommodate changes from the conceptual plans; however, these relocations require the Department's approval and the Department will not pay the Utility Agency/Owner (UA/O) or the Design-Build Firm for the utility relocation work regardless of the UA/O's eligibility for reimbursement.

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

DEVIATION FROM THE CONCEPTUAL UTILITY RELOCATION PLAN: If the Design-Build Firm chooses to deviate from the conceptual plans and the scope of the impact to a utility depicted in the Utility Adjustment Sheets included in the Department's Conceptual Plans,, and thereby causes a greater impact to a utility, the Design-Build Firm shall be solely responsible for all increased costs incurred by the utility owner associated with the increase in the scope of the impact to a utility from that depicted in the Department's Conceptual Plan. The Design-Build Firm shall obtain an agreement from the utility owner being impacted which outlines the changes to the scope of the impact to a utility from that depicted in the Department's Conceptual Plan. The agreement shall also address the Design-Build Firm's obligation to compensate the utility owner for the additional costs above the costs which would have been incurred without the Design Build Firm's increase in the scope of the impact to a utility from that depicted in the Department's Conceptual Plan. The Design-Build Firm shall also provide a draft utility permit application acceptable to the Department for the placement of the utility owner's facilities based on the final design.

The Department shall not compensate or reimburse the Design-Build Firm for any cost created by a change in scope of the impact to a utility from that depicted in the Department’s Conceptual Plan, or be liable for any time delays caused by a change in scope of the impact to a utility from that depicted in the Department’s Conceptual Plan.

The relocation agreements, plans, work schedules and permit application are to be coordinated with the UA/O by the Design-Build Firm and 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 Operations office for the permit to be signed and recorded or submitted through the One Stop Permitting (OSP) system.

Utility Work by UA/O:

Where the UA/O desires their own relocation work to be done by their contractor, the UA/O will perform the work in accordance with the utility work schedules agreement between the Design-Build Firm and the UA/O. The Design-Build Firm’s Utility Coordination Manager shall document all activities involving utility work by UA/O. This documentation shall include at a minimum:

A weekly written narrative statement from the Design-Build Utility Coordinator detailing the specifics of the performance, activities and progress of the UA/O’s utility work.

Updated documentation of coordination with the UA/Os requesting RGB mark-ups;

Updated documentation of coordination with the UA/Os regarding SUE requests;

Updated documentation of coordination with the UA/Os regarding construction scheduling requirements; and Documentation of all Utility meeting minutes and other records regarding the Design-Build Firm’s efforts to coordinate.

Scope Changes:

Where the UA/O desires additional work that is not a requirement of this RFP to be done by the Design-Build Firm, the Design-Build Firm may choose to enter into an agreement with the UA/O to complete the work. Such effort shall be an agreement between the Design-Build Firm and the UA/O and the Department shall not be party to said agreement.

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 prior to the submission of the technical proposal. All approved Design Variations and Design Exceptions shall comply with the FDM. A Design Variation and Design Exception that is not in compliance with the FDM shall be disapproved. A Design Variation and Design Exception that is not approved shall not be considered in the technical proposal.

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

- FDOT AADT Traffic Data and Equivalent Single Axle Loading (ESAL) values (ESAL_documentation.xlsx included as Attachment A15_Traffic)
- Resilient Modulus Recommendations and LBR (A12_River Rd (455059-1) Sarasota Mr Report Apr 2020.pdf)
- FDOT Pavement Survey and Evaluation Report (A13_445059-1 Pavement

Evaluation Report 06.04.2020.pdf)

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

Accommodate all offsite runoff in accordance with the Department's criteria and all regulatory agency criteria.

The objective is to obtain approved stormwater treatment/attenuation design.

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

The Design-Build Firm shall verify that all existing cross drains and storm sewers that are to remain have adequate hydraulic capacity and design life. Flood flow requirements will be determined in accordance with the Department's procedures. Existing cross drains and storm sewers that are proposed to remain shall be desilted and video inspected. Documentation including the video and durability, structural and hydraulic analyses shall be provided to the District Drainage Engineer for review and approval. If any of these existing cross drains or storm sewers are found to be hydraulically inadequate or found to have insufficient design life, they must be replaced or supplemented in accordance with the drainage requirements of this RFP. If any existing cross drains or storm sewers require repairs but otherwise would have sufficient remaining design life, repairs shall be made in accordance with the requirements of this RFP.

Drainage structures with internal weirs must have manhole access on each side of the weir. Utilize two-piece, three-foot diameter manhole covers for access. Inverted siphons shall not be used. Trapezoidal weirs as pond control structures shall not be used. V-bottom ditches shall not be used.

French drain, exfiltration trenches and slotted drain shall not be used.

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

Prior to proceeding with the Drainage Design, the Design-Build Firm shall meet with the District Drainage Engineer. The purpose of this meeting is to provide information to the Design-Build Firm that will better

coordinate the Preliminary and Final Drainage Design efforts. This meeting is Mandatory and is to occur fifteen (15) calendar days (excluding weekends and Department observed holidays) prior to any submittals containing drainage components.

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

G. Geometric Design:

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

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

H. Design Documentation, Calculations, and Computations:

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

The design notes and computation sheets shall be fully titled, numbered, dated, indexed, and signed by the designer and the checker. Computer output forms and other oversized sheets shall be folded to a standard size 8½" x 11". The data shall be in a hard-back folder for submittal to the Department. At the Project completion, a final set of design notes and computations, signed by the Design-Build Firm, shall be submitted with the As-Built Plans and tracings.

The design documentation, notes, calculations and computations shall include, but not be limited to the following data:

1. Standards Plans and criteria used for the Project
2. Geometric design calculations for horizontal alignments
3. Vertical geometry calculations
4. Documentation of decisions reached resulting from meetings, telephone conversations or site visits

I. Structure Plans: Not Applicable

J. Specifications:

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

The Design-Build Firm shall prepare and submit a signed and sealed Construction Specifications Package

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

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

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

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

<https://fdotewp1.dot.state.fl.us/SpecificationsPackage/Utilities/Membership/login.aspx?ReturnUrl=%2fSpecificationsPackage%2fdefault.aspx>

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

K. Shop Drawings:

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

L. Sequence of Construction:

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

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

5. Coordinate with adjacent construction Projects and maintaining agencies.

M. Stormwater Pollution Prevention Plans (SWPPP):

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

N. Transportation Management Plan:

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

1. Traffic Control Restrictions:

There will be NO LANE CLOSURES allowed. There will be NO PACING OPERATIONS allowed. There will be no DETOURS allowed. All lane closures, including ramp closures, must be reported to the local emergency agencies, the media and the District Public information officer. Also, the Design-Build Firm shall develop the Project to be able to provide for all lanes of traffic to be open in the event of an emergency.

O. Environmental Services/Permits/Mitigation:

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

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

The Department has conducted an investigation of the Project site and determined that potential gopher tortoise habitats could be impacted by the Project. All coordination by the Design-Build Firm with the Department regarding gopher tortoises will be completed through the District Environmental Management Office. If the Department has determined that suitable gopher tortoise habitat exists in the project area, then the Design-Build Firm shall be responsible for conducting the gopher tortoise burrow survey for the purpose of identifying potential gopher tortoise habitats that could be impacted by the Project including any areas to be used for construction staging. The habitat will be systematically surveyed according to the current Gopher Tortoise Permitting guidelines published by the Florida Fish and Wildlife Conservation Commission (FWC). The Department must verify the completeness and accuracy of the assessment prior to commencement of any permitting or construction activities. Any areas where the Design-Build Firm proposes to protect burrows to remain on-site with "exclusionary fencing" shall be reviewed and approved by the Department. The Design-Build Firm shall submit an "exclusionary fencing" plan for review prior to

any “exclusionary fencing” installation. If there are unavoidable impacts to gopher tortoise burrows, the Design-Build Firm shall be responsible for preparing required documentation for the Department to obtain a FWC permit for the relocation of gopher tortoises and commensals from burrows which cannot be avoided. Preparation of complete permit packages will be the responsibility of the Design-Build Firm. As the “permittee”, the Department is responsible for reviewing and approving the permit application package including all permit modifications, or subsequent permit applications. This applies whether the project is Federal or state funded. Once the Department has approved the permit application, the Design-Build Firm is responsible for submitting the permit application to FWC. A copy of the permit and any subsequent reports to FWC must be provided to the District Environmental Management Office or District Environmental Permit Office, as appropriate. If FWC rejects or denies the permit application, it is the Design-Build Firm’s responsibility to make whatever changes necessary to ensure the permit application is approved. Once the permit is obtained, the Design-Build Firm shall notify the Department at least one week prior to the relocation of gopher tortoises. If gopher tortoise relocations are phased throughout the construction, the Design-Build Firm shall notify the Department at least one week prior to each relocation phase. The Department will provide oversight of the relocations and ensure permit compliance. The Design-Build Firm shall be responsible for any necessary permit extensions or re-permitting in order to keep the relocation permit valid throughout the construction period. The Design-Build Firm shall provide the Department with draft copies of requests to modify the permits and/or requests for permit extensions, for review and approval by the Department prior to submittal to the Agencies. The Design-Build Firm shall provide the appropriate reports as required by the permit conditions, including closing out the permit. The Design-Build Firm shall note that permits for gopher tortoise relocation for areas outside of the Department owned Right of Way (i.e. utility easements; license agreements) cannot be obtained with the Department as the “permittee”, per FWC requirements. Should permits in areas outside of the Right of Way be required, the Department will still perform the oversight of the process as described above. The Design-Build Firm will be required to pay all permit fees including any and all fees associated with the relocation of gopher tortoises. Any fines levied by permitting agencies shall be the responsibility of the Design-Build Firm.

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

1. Individual Environmental Resource Permit from SWFWMD
2. Standard Permit pursuant to Section 404 of the Clean Water Act (33 U.S.C. § 1344 from the USACE
3. National Pollutant Discharge Elimination System (NPDES) Permit from FDEP
4. Cultural Resources
5. Wetlands and Mitigation
6. Wildlife and Habitat
7. Contaminated Materials

P. Signing and Pavement Marking Plans:

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

A Conceptual Signing Plan has been provided by the Department (Reference Document R01_Concept Plans\EIC Phase I S&PM Plans Final.pdf and EIC Phase II S&PM Plans Final.pdf) identifying sign locations and messages and pavement markings within the Project limits. No structural analysis was performed for the Conceptual Signing Plan.

The Design-Build Firm shall be responsible for the design of all new or retrofit sign supports (post, overhead

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

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

Q. Lighting Plans:

The Design-Build Firm shall provide a lighting design and a lighting analysis, and prepare lighting plans in accordance with Department criteria. This corridor is not near a wildlife area of concern. Compliance with FDM 231.2.1 is not required.

The Design-Build Firm shall endeavor to provide a lighting system that utilizes a lighting fixture type and height that is consistent throughout the corridor. Any deviations shall be approved by the FDOT and the maintaining agency and shall be documented in the design report.

The Design-Build Firm shall use only light fixtures (luminaires) that are on the Approved Product List (APL) and identified as “LED Luminaire, (Conventional)” and identified with the APL Certification Number: 715-005-xxx. Refer to <https://fdotwp1.dot.state.fl.us/ApprovedProductList/ProductTypes/Index/611>.

The luminaire mounting height shall not be more than 45’-0”. High mast lighting shall not be allowed.

Illumination levels of each direction of travel (analysis zone) shall be equivalent.

The Design-Build Firm shall not consider a lighting system approach that utilizes lighting fixtures attached to any existing utility/power poles. The installation of lighting fixtures on any utility/power poles shall not be allowed.

Maintain existing lighting during construction.

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

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

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

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

Existing light poles, luminaire arms, luminaires, and load centers identified for removal shall be coordinated

with the Maintaining Agency as to whether these features will become the property of Design-Build Firm or salvaged, transported, and delivered to the Maintaining Agency for future use.

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

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

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

Where new electrical services are required, the Design-Build Firm shall coordinate the final locations of distribution transformer and service poles to minimize service and branch circuit conductors and conduit lengths. Preliminary electrical service locations have not been coordinated with FPL. The Design-Build Firm shall coordinate with the local power company to determine new electrical service locations and shall be responsible for any Contributions in Aid of Construction (CIAC) cost associated with the new service location.. Each service point shall be separately metered.

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

R. Signalization and Intelligent Transportation System Plans:

1. General

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

The Design-Build Firm shall prepare basic signal timings, prepare emergency vehicle preemption details, and install dilemma zone detection on River Road in accordance with the FDOT District 1 Traffic Operations Guidelines for the Development of Traffic Signal Timings – January 2017 (Attachment A08_D1.Guidelines.January2017.pdf). Vehicle detection shall utilize loops or microwave/radar technologies. Each detection loop/zone shall be on its own detection channel to facilitate lane-by-lane detection. The Design-Build Firm shall submit a Traffic Signal Operations Analysis Report that justifies the proposed signal operations for all new signalized intersections and existing signalized intersections being modified by this project. The Traffic Signal Operations Analysis Report shall be submitted with the 90% Phase Submittal. The Design-Build Firm shall be responsible for collecting all traffic data needed to perform the analysis.

It shall be the responsibility of the Design-Build Firm to ensure the left-turn lane storage lengths satisfy the requirements of the FDM. This includes, but not limited to, performing a queue analysis to determine the

length of the left-turn lane and constructing the necessary improvements to provide the required left-turn lane lengths.

Ensure that the proposed ITS devices are on the FDOT’s Approved Product List (APL) and are fully compatible with the Sarasota County ATMS software and hardware.

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

- Key Sheet
- Summary of Pay Items
- Tabulation of Quantities
- Project Layout / Overview sheets outlying the locations of field elements
- Detail sheets on:
 1. Closed circuit television
 2. CCTV camera structure, CCTV camera attachments, CCTV camera operation/layout
 3. Bluetooth reader structure, Bluetooth reader attachments, Bluetooth reader operation/layout
 4. Fiber optic splices and conduit
 5. Power Service Distribution
 6. Wiring and connection details
 7. Conduit, pull box, and vault installations
 8. Field Cabinets including, but not limited to, traffic signal controller cabinets and small equipment enclosures
 9. System-level block diagrams
 10. Device-level block diagrams
 11. Fiber optic splicing diagrams
 12. System configuration/Wiring diagram/Equipment Interface for field equipment at individual locations and communications hubs.
 13. Maintenance of Communications (MOC) Plan

The Design-Build Firm is responsible for ensuring project compliance with the Regional ITS Architecture and Rule 940 as applicable. This includes, but is not limited to, the development and updates to the requirement traceability verification matrix (RTVM) as well as coordination of document review. The July 2020 RTVM Template is included as Reference Document R12.

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

2. Design and Engineering Services:

The Design-Build Firm shall be responsible for all Signalization and ITS design and engineering services relating to the Project. All ITS components shall be new unless otherwise identified for relocation.

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

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

- ITS Communications – Procurement, installation, termination, and testing of fiber optic cables and components to complete a fully functioning end-to-end communication system.
- CCTV Camera – Includes concrete poles and mountings to provide 100% CCTV camera coverage of the project signal.
- Bluetooth Readers – Includes concrete poles and mountings to collect data for calculating travel times.
- Removal and replacement of any ITS components that are impacted by the Design-Build Firm’s scope of work as approved by the Department. All equipment shall be new unless otherwise specified.
- Testing of fiber optic backbone and fiber optic lateral drops furnished and installed or modified by the Design-Build Firm.
- Testing of grounding for ITS infrastructure, including cabinets and poles.
- Testing and integration of the ITS, including subsystems.

Coordination with the Department must be maintained to avoid conflicts with landscape plans within the Department Right-of-Way. While procedures are being revised to facilitate this increased collaboration and cooperation, the Design-Build Firm is required to ensure that the design and construction of the ITS Project and each landscape project are entirely coordinated with existing and proposed ITS facilities and landscapes. Both programs have been determined to be important components of the state transportation system.

a. ITS Communications Subsystem

i. Fiber Optic Cable, Components, and Splicing

The Design-Build Firm shall meet the following fiber optic cable, components, and splicing requirements:

- Design, procure, install, integrate, and test all fiber optic backbone cables, fiber optic lateral cables, fiber splice enclosures, fiber optic patch panels, conduit, pull boxes, splice vaults, pulling tape, locate wire, ground rods with clamps and ground conductors, and all other items specified herein to provide complete fiber optic communications for this Project.
- Furnish and install a 96-strand single mode fiber optic backbone cable on River Road from the existing fiber optic splice vault at US 41 to Venice Avenue.
 - In existing fiber optic splice vault at US 41, splice new 96-strand single mode fiber optic backbone cable on River Road to existing 96-strand single mode fiber optic backbone cable on US 41.
- Install a 12-strand single mode fiber optic lateral cable to the new traffic signal controller cabinet.
- Splice 12-strand single mode fiber optic lateral cable to 96-strand single mode fiber optic backbone cable.
- Coordinate with the Department for designated fiber optic fiber assignments in the 96-strand single mode fiber optic backbone cable.
- Provide 12-port fiber optic patch panels in the new traffic signal controller cabinet. Terminate and connect all lateral cable fibers in the fiber optic patch panel.
- Install the fiber optic patch panel so it is readily accessible to field maintenance personnel.

- Install two 2” conduits for the 96-strand single mode fiber optic backbone cable.
 - One will contain the lateral cable and the other shall be a designated spare.
- Install two 2” conduits for the 12-strand single mode fiber optic lateral cable.
 - One will contain the lateral cable and the other shall be a designated spare.
- Demonstrate and document through testing that the splice enclosures are airtight, prevent water intrusion, and can accommodate pressurization.

ii. Managed Field Ethernet Switches (MFES)

The Design-Build Firm shall furnish and install a new MFES in the new traffic signal controller cabinets at the following signalized intersections:

- River Road at W. Villages Parkway
- River Road at Center Road
- River Road at Venice Avenue

Provide a MFES that has the following features and capabilities:

- Minimum of two optical 1 Gbps Ethernet SFP/GBIC ports. Each optical port shall consist of a pair of fibers.
- Minimum of four spare 10/100 Base-T/TX full duplex copper local ports in addition to the local ports needed per design of each cabinet.
- Fully compatible and interoperable with the existing Sarasota County ATMS network.

b. CCTV Camera Subsystem

The Design-Build Firm shall meet the following CCTV camera subsystem requirements:

- Design, procure, install, integrate, and test a CCTV camera subsystem that includes; CCTV camera assemblies, mounting hardware, poles and foundations, all cabling, conduit, surge protection devices, electrical service, and all other items required or needed to provide a complete CCTV camera subsystem.
- A CCTV camera site shall be provided at each of the following signalized intersections:
 - River Road at W. Villages Parkway
 - River Road at Center Road
 - River Road at Venice Avenue
- Locate the CCTV camera such that 100% CCTV camera coverage of the project signal is provided.
 - 100% CCTV camera coverage shall be defined as the clear and unobstructed view for 1000 feet on the northbound River Road approach, 1000 feet the southbound River Road approach, 500 feet on the eastbound minor street approach, and 500 feet on the westbound minor street approach.
 - Means and methods for verification of sightlines and mounting heights using a video survey shall be submitted by the Design-Build Firm to the Department for approval. Sightline findings, as per the approved method above, shall be provided to the Department for review and approval prior to 90% phase submittal.
- CCTV camera mounted to a concrete pole shall be a minimum of 35 feet above grade and a maximum of 40 feet above grade.
 - The CCTV camera may be mounted to a new signal structure provided the proposed location meets the CCTV camera coverage requirements.

- Integrate all new CCTV cameras into the existing Sarasota County ATMS video system.
- Fully compatible and interoperable with the existing Sarasota County ATMS.
- Shall be IP CCTV cameras with PoE.
- Shall connect to the Sarasota County ATMS network via MFES in the new traffic signal controller cabinet.
- CCTV camera communications cables may not share conduits with cables or pull boxes with power cables carrying voltage greater than 24 VDC/VAC or current in excess of 1.5 amps.
- Provide a design where each CCTV camera site is accessible by maintenance vehicles and equipment without lane closure.
- Include a small equipment enclosure for housing surge protection.

c. Bluetooth Reader Subsystem

The Design-Build Firm shall meet the following Bluetooth reader subsystem requirements:

- Design, procure, install, integrate, and test a Bluetooth reader subsystem that includes; Bluetooth readers, mounting hardware, poles and foundations, all cabling, conduit, surge protection devices, electrical service, and all other items required or needed to provide a complete Bluetooth reader subsystem.
- A Bluetooth reader site shall be provided at each of the following signalized intersections:
 - River Road at Center Road
 - River Road at Venice Avenue
- Locate the Bluetooth reader such that single unit can provide full coverage of the intersection.
- Bluetooth reader shall be mounted per the manufacturer’s recommendations.
 - The Bluetooth reader may be mounted to a new signal structure provided the proposed location meets the Bluetooth reader coverage requirements.
- Integrate all new Bluetooth readers into the existing Sarasota County ATMS travel time software.
- Fully compatible and interoperable with the existing Sarasota County ATMS network.
- Shall connect to the Sarasota County ATMS network via MFES in the new traffic signal controller cabinet.
- Bluetooth reader shall be PoE and communications cables may not share conduits with cables or pull boxes with power cables carrying voltage greater than 24 VDC/VAC or current in excess of 1.5 amps.
- Provide a design where each Bluetooth reader site is accessible by maintenance vehicles and equipment without lane closure.

3. Construction and Integration Services:

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

For all existing communications and devices outside the Project limits that are affected by the Project or actions of the Design-Build Firm, the Design-Build Firm shall coordinate with the District One TSM&O Group to ensure continuity and working conditions of said communications and devices.

The Design-Build Firm shall prepare and submit an ITS Repair Plan. The ITS Repair Plan shall outline the procedures, resources and points of contact for a step-by-step guideline in the event the Design-Build Firm damages any ITS infrastructure within or adjacent to the Project limits. The ITS Repair Plan must be approved by the Department before any work within Project limits commences.

4. Testing and Acceptance:

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

As-Built Plans shall include Global Positioning System (GPS) data utilizing the criteria set forth in the ITSFM Implementation Guidelines and Minimum Requirements for District One, included as an Attachment to this RFP.

Along with the As-Built Plans, a copy of the completed ITSFM data shall be submitted for review 4 weeks prior to requesting final acceptance. It is the Design-Build Firm's responsibility to obtain all training and certifications necessary to collect and submit the ITSFM data. Documentation showing the necessary training and certifications have been obtained and/or scheduled shall be submitted within two weeks of beginning work on the ITS infrastructure. Contact d1-itsfm@dot.state.fl.us for ITSFM information.

The Design-Build Firm shall provide data as necessary for populating ITSFM. This will include, but not be limited to, all new and existing conduit runs, fiber infrastructure, pull boxes, and cabinets. The ITSFM Implementation Guidelines and Minimum Requirements for District One describes the procedures and amount of detail required to efficiently and accurately complete this task.

5. Existing Conditions

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

The ITS components shall be defined as follows:

- Closed Circuit Television (CCTV) Camera System: The CCTV Camera System consists of pan-tilt-zoom (PTZ) cameras at signalized intersections. The CCTV cameras are used for incident management and traffic monitoring. The CCTV cameras are integrated and communicate with Local Hubs along the corridor via the single mode FOC communications backbone installed along the corridor.
- Fiber Optic Network (FON): The FON infrastructure provides communications for ITS components. The FON is composed of the FOC communications backbone, lateral connections and communications equipment including but not limited to field and HUB Ethernet switches, port servers, routers, fiber patch panels installed at the various ITS device(s) serving as a local HUB.
- For clarification purposes, any reference in this RFP to the mainline fiber optic backbone that is installed along the corridor shall be defined "backbone cable". The fiber optic cable between the backbone and ITS components shall be defined "lateral cable".

- The FOC communications backbone consists of a single mode fiber optic cable and two (2), 2-inch HDPE conduit, locate tone wire, warning tape, fiber route markers, pull boxes, and splice boxes. The backbone provides access points for the various ITS components along the corridor for network connectivity as previously described.

The ITS components are connected to the backbone through a lateral twelve (12) count single mode fiber optic cable inside two (2), 2-inch HDPE conduits of which one is a spare.

S. Landscape Opportunity Plans:

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

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

The Opportunity Plans shall include the following:

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

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

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

Disciplines that will have greatest impact to preserving landscape opportunities include environmental, drainage, utilities, signing, lighting and ITS. The DBLA shall identify potential conflicts relating to

preserving opportunity landscape areas and provide suggested resolutions to preserve them. If conflicts cannot be resolved by the Design-Build Firm and the DBLA, they shall be discussed with the Department's Project Manager and District Landscape Architect for coordination and resolution.

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

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

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

VII. Technical Proposal Requirements:

A. General:

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

B. Submittal Requirements:

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

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

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

Submit the Technical Proposal electronically in PDF format on a flash drive to:

Ms. Jamie Reyes
Attn: Caitlin Tanner
801 N. Broadway Ave.

Bartow, FL 33830
(863) 519-2598
D1.DesignBuild@dot.state.fl.us

The minimum information to be included:

Section 1: Project Approach

- Paper size: 8½" x 11". The maximum number of pages shall be (15), single-sided, typed pages including text, graphics, tables, charts, and photographs. Double-sided 8½" x 11" sheets will be counted as 2 pages. 11"x17" sheets are prohibited.
- Describe how the proposed design solutions and construction means and methods meet the project needs described in this Request for Proposal. Provide sufficient information to convey a thorough knowledge and understanding of the project and to provide confidence the design and construction can be completed as proposed.
- Provide the term, measurable standards, and remedial work plan for any proposed Value Added features that are not Value Added features included in this RFP, or for extending the Value Added period of a feature that is included in this RFP. Describe any material requirements that are exceeded.
- Provide a Written Schedule Narrative that describes the Design and Construction phases and illustrates how each phase will be scheduled to meet the Project needs required of this Request for Proposal. Bar or Gantt charts are prohibited.

Section 2: Plans

- Plan and Profile views of the proposed improvements shall be submitted in roll-plot format. The maximum width of the roll-plots shall be 36". The maximum length of the roll-plot shall be 8'. Inclusion of additional information on the roll-plot, other than depictions of the Plan and Profile views, is allowed provided it clarifies the plan and profile views. However, the Department may determine that such additional information is excessive and may require the Design-Build Firm to revise and resubmit the roll-plots. If this occurs, the Design-Build Firm will have 2 business days to revise and resubmit the roll-plots upon notification by the Department. All other information not included on the roll plots, such as typical sections, special emphasis details, structure plans, etc., shall be provided on 11"x17" sheets.
- Provide Landscape Opportunity Plan sheets that depict preserved planting locations for a Bold Landscape design for the entire project limits. The Landscape Plan shall show all preserved planting areas to be used for future Bold Landscaping designs. Paper size shall be 11"x17".
- Right of Way Maps and Legal Descriptions (including area in square feet) of any proposed additional Right of Way parcels if applicable and approved through the ATC process.
- The Plans shall complement the Project Approach.

C. Evaluation Criteria:

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

Item	Value
1. Design	30
2. Speed Management Concepts	5
3. Construction	25
4. Innovation	10
5. Value Added	10
Maximum Score	80

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

1. **Design (30 points)**

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

- Structures design
- Roadway design / and safety
- Pavement Design
- Drainage design
- Environmental Design
- Design coordination plan minimizing design changes
- PD&E Reevaluation
- Public Involvement and Outreach
- Geotechnical investigation plan
- Minimizing impacts through design to:
 - Environment
 - Public
 - Adjacent Properties
 - Structures
- Temporary Traffic Control Plan
- Incident Management Plan
- Landscape Opportunity Plan
- Aesthetics
- Utility Coordination and Design
- Design considerations which improve recycling and reuse opportunities

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

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

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

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

2. Speed Management Concepts (5 points)

The Design-Build Firm is to describe the specific strategies and techniques that will be used to achieve the Target Speed. Discuss the advantages and the disadvantages including how each specific strategy and technique might be affected by the others. Creativity is encouraged. The Design-Build Firm will address its experience in successfully implementing these strategies on other projects.

3. Construction (25 points)

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

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

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

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

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

4. Innovation (10 points)

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

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

5. Value Added (10 points)

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

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

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

Value Added Feature	Minimum Value Added Period
Value Added Asphalt	3 years

D. Final Selection Formula:

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

$$\frac{BPP}{TS} = \text{Adjusted Score}$$

BPP = Bid Price Proposal

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

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

E. Final Selection Process:

After the sealed bids are received, the Department will have a public meeting for the announcement of the Technical Scores and opening of sealed Bid Price Proposals. At this meeting, the Department will announce

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

F. Stipend Awards:

The Department has elected to pay a stipend to all non-selected Short-Listed Design-Build Firms to offset some of the costs of preparing the Proposals. The non-selected Short-Listed Design-Build Firms meeting the stipend eligibility requirements of the Project Advertisement and complying with the requirements contained in this section will ultimately be compensated. The stipend will only be payable under the terms and conditions of the Design-Build Stipend Agreement and Project Advertisement, copies of which are included with this Request for Proposal. This Request for Proposal does not commit the Department or any other public agency to pay any costs incurred by an individual firm, partnership, or corporation in the submission of Proposals except as set forth in the Design-Build Stipend Agreement. The amount of the stipend will be \$ 182,573.26 per non-selected Short-Listed Design-Build Firm that meets the stipend eligibility requirements contained in the Project Advertisement. The stipend is not intended to compensate any non-selected Short-Listed Design-Build Firm for the total cost of preparing the Technical and Price Proposals. The Department reserves the right, upon payment of stipend, to use any of the concepts or ideas within the Technical Proposals, as the Department deems appropriate.

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

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

VIII. Bid Proposal Requirements.

A. Bid Price Proposal:

Bid Price Proposals shall be submitted on the Bid Blank form attached hereto and shall include one lump sum price for the Project within which the Proposer will complete the Project. The lump sum price shall include all costs for all design, geotechnical surveys, architectural services, engineering services, Design-Build Firms quality plan, construction of the Project, and all other work necessary to fully and timely complete that portion of the Project in accordance with the Contract Documents, as well as all job site and home office overhead, and profit, it being understood that payment of that amount for that portion of the

Project will be full, complete, and final compensation for the work required to complete that portion of the Project. One (1) hard copy of the Bid Price Proposal shall be hand delivered in a separate sealed package to the following:

Ms. Jamie Reyes
Attn: Caitlin Tanner
801 N. Broadway Ave.
Bartow, FL 33830
(863) 519-2279
D1.DesignBuild@dot.state.fl.us

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

NOTICE TO CONTRACTORS
OFFICE OF THE STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
801 N. BROADWAY AVENUE
BARTOW, FLORIDA 33830

January 21, 2021

District Procurement Office
District One

ADDENDUM NUMBER FOUR

PROJECT DESCRIPTION: River Road from US 41 to I-75

FINANCIAL PROJECT NO.: 445059-1-52-01

COUNTY: Sarasota County

CONTRACT NO.: E1T28

The following is a list of the revisions made to the Request for Proposal Package.

Request For Proposal	Page				
	Cover	Changed Addendum 03 to Addendum 04			
	i	Updated Table of Contents			
	iv	Attachments: Added A16_Pavement Design Summary Sheets.pdf			
	vii	Reference Documents: Added the following documents to R04_ICPR; OneDrive_1_1-15-2021.zip			
I	1	Introduction: Added "River Road is SR 777. The roadway ID is the roadway ID 17000064."			
I	3	Description of Work: Added "The pavement structure shall be equal to or better than the design presented in A16_Pavement Design Summary Sheet.pdf. The minimum asphalt thickness shall be four inches. The minimum Reliability shall be 90%. Pavement designs for areas with less than three feet of base clearance shall be approved using the ATC process and supported with a Department approved Design Variation."			
II	8	Schedule of Events: Added <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">2/25/2021</td> <td style="width: 30%;"></td> <td style="width: 40%;">Final deadline for submission of Design Variations. 05:00 pm local time.</td> </tr> </table>	2/25/2021		Final deadline for submission of Design Variations. 05:00 pm local time.
2/25/2021		Final deadline for submission of Design Variations. 05:00 pm local time.			

		3/11/2021		Deadline for Department Responses to Design Variations.
		4/1/2021		Deadline for the approval of all Design Variations that will be included in the technical proposal.
VI	41	Roadway Plans Added ...“prior to the submission of the technical proposal. All approved Design Variations and Design Exceptions shall comply with the FDM. A Design Variation and Design Exception that is not in compliance with the FDM shall be disapproved. A Design Variation and Design Exception that is not approved shall not be considered in the technical proposal.”		
	all	Header updated to reference the Request for Proposal - Addendum 04 and date of January 21, 2021.		

Attached to Addendum Four is the RFP dated January 21, 2021.

Acknowledge receipt of Addendum Number Four in the space provided on the proposal.

Jhoanna Garcés de Beltré

Contracts Administrator

PLEASE SIGN BELOW IN RECEIPT OF THIS NOTICE AND ADDITIONAL DOCUMENTS ANNOTATED ABOVE.

Signature

Date

Company Name