

Florida Department of Transportation
District 1

**DESIGN-BUILD
REQUEST FOR PROPOSAL
for
I-75 (SR 93) ADMS Deployment, Manatee County**

**Financial Projects Number(s): 442097-1-52-01
Federal Aid Project Number(s):
Contract Number: E1X23**

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The Attachments listed below are hereby incorporated into and made a part of this Request for Proposal (RFP) as though fully set forth herein. These documents have been prepared for or by the Department utilizing registered professionals in their fields of practice, so the information contained therein can be construed as a sample representation of field conditions or statement of facts upon which the Design-Build Firm can rely. It is incumbent upon the Design-Build firm to determine whether the information provided in these documents is sufficient and current enough to develop an informed Technical Proposal and Bid Price Proposal or if further investigation is needed.

ATTACHMENTS

A01 Project Advertisement

A02 Design Build Division I Specifications

A03 Award and Execution of Contract – Public Records (SP0030900D1)

A04 Control Of Materials - Source Of Supply - Department's Approved Product List (APL) (SP0060502)

A05 Legal Requirements And Responsibility To The Public - Equal Employment Opportunity Requirements (SP0072700)

A06 Legal Requirements And Responsibility To The Public - Preference To State Residents (SP0072800)

A07 Legal Requirements and Responsibilities to the Public – E-Verify (SP0072900)

A08 Legal Requirements and Responsibilities to the Public – Scrutinized Companies (SP0073000)

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

- **A09 SP0081200 – Damage Recovery**
- **A10 SP0080306 – Partnering**

A11 Mobilization (SP1010000DB)

A12 Contractor Quality Control General Requirements (SP1050813DB)

A13 Structures Foundations (SP4550000DB)

A14 Subsurface Utility Engineering

A15 Geotechnical Report zip – Signed and sealed Geotechnical Data Report, including electronic CADD files of Core Boring Sheets.

A16 As-Built Plans (Exempt Document)

A17 Right of way maps

A18 Concept plans

A19 Utility Certification Letter-Design-Build Utility Coordination Memorandum

A20 ITSFM Implementation Guidelines and Minimum Requirements for D1 02-20-23

A21 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. Vendor Scrutiny-DBE (375-030-60 & 275-030-11, 11B)**

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I. Introduction.

The Florida Department of Transportation (Department) has issued this Request for Proposal (RFP) to solicit competitive bids and proposals from Proposers for the design, permitting, procurement, and construction of enhancements to the Intelligent Transportation Systems (ITS) servicing two interchanges at SR 64 and SR 70 with I-75 (SR 93) through the installation of Arterial Dynamic Message Signs (ADMS) and all associated infrastructure. For the purpose of Project Specific Liability Insurance coverage, the Department has determined this project to have low complexity.

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. 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.

Any Right of Way acquisition required for/proposed by a Design-Build Firm Technical Proposal will require a re-evaluation of the PD&E Study. The Design-Build Firm shall coordinate with the District Environmental Management Office and provide any required information so that the District can complete the re-evaluation for approval. Right of way acquisition cannot begin until the PD&E re-evaluation has been completed and approved. Any time delays or costs associated with processing this re-evaluation will be the sole responsibility of the Design-Build Firm.

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 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 and/or a Letter of Credit meeting the requirements of Section 14-116.002, Florida Administrative Code, and approved by the Department's Comptroller 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 funds and/or 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

This Project is for the design and construction of ADMS in advance of I-75 at 2 interchanges in Manatee County. The items of work include the design, permitting, procurement, and construction of ADMS, fiber optic cable, conduit, pull & splice boxes, verification closed circuit television (VCCTVs) cameras, power subsystem infrastructure, and device integration as further described within this RFP.

The project consists of ADMS to be installed at two (2) interchanges at I-75 on the following corridors in Manatee County:

- I-75 (SR 93) at SR 64
- I-75 (SR 93) at SR 70 (53rd Ave. E)

The Attachments represent the Department's concept and are considered to be reliable information developed for the project. The requirements of this project are included below in this RFP. Attachments do not constitute or represent a binding requirement of this contract unless specifically stated below and/or in subsequent sections of this RFP.

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

In the performance of professional services, the Design-Build Firm shall use that degree of care and skill ordinarily exercised by other similar professional in the field under similar conditions in similar localities. The Design-Build Firm will use due care in performing its services and will have due regard for acceptable engineering standards and principles. The Design-Build Firm's standard of care shall not be altered by the application, interpretation, or construction of any other provision of this Agreement.

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 is responsible for coordinating with the District Environmental Management Office any engineering and environmental (e.g., social, cultural, natural, and physical) information required to complete the re-evaluations of the PD&E Study. The Design-Build Firm will not be compensated for any additional costs or time associated with re-evaluation(s) resulting from proposed design changes.

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

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

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

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

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 PD&E Study re-evaluations. For federal projects, re-evaluations will be processed by the District Environmental Management Office for approval by the Department's Office of Environmental Management 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	Event
<u>Friday, July 19, 2024</u>	Planned Advertisement
<u>Monday, July 29, 2024</u>	Current Advertisement
<u>Monday, August 19, 2024</u>	Letters of Interest for Phase I of the procurement process due in District Office by 5:00 PM local time
<u>Wednesday, September 4, 2024</u>	Proposal Evaluators submit Letter of Interest Scores to Contracting Unit 9:00 AM local time
<u>Friday, September 6, 2024</u>	Contracting Unit provides Letter of Interest scores and Proposal Evaluators comments to Selection Committee 9:30 AM local time
<u>Tuesday, September 10, 2024</u>	Public Meeting of Selection Committee to review and confirm Letter of Interest scores 9:30 AM local time
<u>Tuesday, September 10, 2024</u>	Shortlist Posting Date
<u>Monday, September 16, 2024</u>	Final RFP provided to Design-Build Firms continuing to Phase II of the procurement process 5:00 PM local time
<u>Monday, September 23, 2024</u>	Mandatory Virtual Pre-Proposal meeting at 8:30 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.
<u>Monday, September 23, 2024</u>	Virtual Utility Pre-Proposal Meeting facilitated by the District Utility Engineer at 9:30 am
<u>Monday, September 30, 2024</u>	Deadline for Design-Build Firm to request participation in One-on-One Alternative Technical Concept Discussion Meeting No. 1 5:00 PM local time
<u>Monday, October 7, 2024</u>	Deadline for Design-Build Firm to submit preliminary list of Alternative Technical Concepts prior to One-on-One Alternative Technical Concept Discussion Meeting No. 1 5:00 PM local time
<u>Monday, October 14, 2024</u>	One-on-One Alternative Technical Concept Discussion Meeting No. 1. 90 Minutes will be allotted for this Meeting.
<u>Monday, October 28, 2024</u>	Deadline for submittal of Alternative Technical Concept Proposals 5:00 PM local time.
<u>Tuesday, November 12, 2024</u>	Deadline for Department Responses to Alternative Technical Concept Proposals

<u>Tuesday, December 3, 2024</u>	Addendum issued for approved Design Exceptions. 5:00 PM local time
<u>Thursday, December 26, 2025</u>	Deadline for submittal of questions, for which a response is assured, prior to the submission of the Technical Proposal. All questions shall be submitted to the Pre-Bid Q&A website.
<u>Friday, January 3, 2025</u>	Deadline for the Department to post responses to the Pre-Bid Q&A website for questions submitted by the Design-Build Firms prior to the submittal of the Technical Proposal.
<u>Tuesday, January 7, 2025</u>	Technical Proposals due in District Office by 5:00 PM local time
<u>Tuesday, January 7, 2025</u>	Deadline for Design-Build Firm to “opt out” of Technical Proposal Page Turn meeting.
<u>Tuesday, January 14, 2025</u>	Thirty-minute "Page Turn" of Design-Build Firm's Technical Proposal
<u>Monday, February 10, 2025</u>	Question and Answer Written Responses. Deadline for the Department to provide a list of questions/clarifications for the Design-Build Firm to answer.
<u>Monday, February 17, 2025</u>	Deadline for submittal of Question and Answer Written Responses to the Department’s questions/clarifications from the Design-Build Firm 5:00 PM local time
<u>Monday, February 24, 2025</u>	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. 5:00 PM local time
<u>Monday, March 3, 2025</u>	Deadline for submittal of Question and Answer Written Responses to the Department’s follow up questions. 5:00 PM local time.
<u>Monday, March 3, 2025</u>	Deadline for submittal of questions, for which a response is assured, prior to the submission of the Price Proposal. All questions shall be submitted to the Pre-Bid Q&A website.
<u>Monday, March 10, 2025</u>	Deadline for the Department to post responses to the Pre-Bid Q&A website for questions submitted by the Design-Build Firms prior to the submittal of the Price Proposal.
<u>Monday, March 10, 2025</u>	Deadline for the Design-Build Firm to submit a written statement per Section III. Threshold Requirements, F. Question and Answer Written Responses
<u>Wednesday, March 12, 2025</u>	Price Proposals due in District Office by 11:00 AM local time.
<u>Wednesday, March 12, 2025</u>	Public Meeting announcing of Technical Scores and opening of Price Proposals at 11:00 AM local time at 801 N. Broadway Ave., Bartow, FL 33830.
<u>Tuesday, March 18, 2025</u>	Public Meeting Date of Selection Committee to determine intended Award
<u>Tuesday, March 18, 2025</u>	Final Selection Posting Date
<u>Tuesday, April 1, 2025</u>	FHWA Concurrence to Award
<u>Monday, April 7, 2025</u>	Anticipated Award Date
<u>Monday, April 21, 2025</u>	Design-Build Firm execute the contract
<u>Monday, April 28, 2025</u>	FDOT executes the contract

III. Threshold Requirements.

A. Qualifications

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

B. Joint Venture Firm

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

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

C. Price Proposal Guarantee

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

D. Pre-Proposal Meeting

Attendance at the pre-proposal meeting is mandatory. Any Short-Listed Design-Build Firm failing to attend will be deemed non-responsive and eliminated from further consideration. This public meeting will be conducted virtually via 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), to obtain the teleconference number and Access Code information 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 Involvement (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:

[FDOT - BID Q&A](#)

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 Involvement (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 meetings. 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. The use of the electronic screen will be permitted for display of the Technical Proposal, roll plots, and unmodified aerial or map of the project limits. 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. In the event the Design-Build Firm includes additional information in the written response which was not discussed as part of the Department’s questions and is otherwise not included in the Technical Proposal, such additional information will not be considered by the Department during the evaluation 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.

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 consultants, one is referred to as DBE Supportive Services provider (DBE/SS), to provide managerial and technical assistance to DBE's. This consultant works with potential DBEs, certified DBEs and prime contractors and consultants in an effort to increase DBE utilization. The other consultant is referred to as the Specialized Development Program provider (SDP). This consultant works with short-listed Design Build firms prior to award, on projects over \$50 million dollars in an effort to identify DBE's with capacity to perform on the Project. The successful Design-Build Firm should meet with the DBE DBE/SS or SDP to discuss the DBE's that are available to work on this Project. The current Providers for the State of Florida can be found on 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.

All Contractors must enter their bid opportunity information in the Equal Opportunity Compliance (EOC) system within three business days of submission of the bid or proposal. The link to the EOC system is located in Chapter 1 Section 1.4, Directory of Compliance Websites & Addresses. Failure of bidders to enter Bid Opportunity List information is a violation of 49 C.F.R. 26.11 and grounds for compliance actions up to and including withholding of progress payments. Note: All registered primes submitting a bid will need to apply for EOC User ID and Password to gain access to the EOC system.

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/>
Note: the use of FDM Part 9 requires approval by the District Design Engineer
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
<https://www.fdot.gov/programmanagement/Implemented/SpecBooks/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
[Soils and Foundation Handbook \(windows.net\)](http://www.fdot.gov/roadway/SoilsandFoundations/SoilsandFoundationHandbook(windows.net))
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/materialsmanual/documents/v1-section32-clean.pdf>
19. Florida Department of Transportation Design Bulletins and Update Memos
<http://www.fdot.gov/roadway/Bulletin/Default.shtm>

20. Florida Department of Transportation Utility Accommodation Manual
https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/programmanagement/programmanagement/utilities/docs/uam/uam2017.pdf?sfvrsn=d97fd3dd_0
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&Tab=statutes&CFID=14677574&CFTOKEN=80981948>
36. Florida Department of Transportation Equal Opportunity Construction Contract Compliance Manual
<http://www.fdot.gov/equalopportunity/contractcomplianceworkbook.shtm>

B. 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 alternative innovative technical solutions for the Departments approval which meet or exceed the goals of the project. Alternative Technical Concepts (ATC) may include but are not limited to: alternative geometric designs, foundation types, materials or alternative solutions. The process involves the submission of an 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. An ATC is intended to propose an alternate idea to modify a contract requirement. For example, an ATC of the concept plans is not required if the element of the concept plan proposed to be modified is not a requirement of the contract. 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 following are not permitted to be changed by the Design-Build Firms except where specifically allowed for in the RFP:

- Substitution of fiber optic cable with other communication devices/technology. All ADMS must be connected via fiber optic cable to the I-75 Freeway Management System (FMS)

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.

- Alternative I-75 FMS splice location than what is shown in the concept plans
- Modification of ADMS locations as shown in the concept plans
- Modification of location of ADMS cabinet shown in the concept plans
- Modification of location of V-CCTV shown in the concept plans

2. One-on-One ATC Proposal Discussion Meetings

One-on-One ATC discussion meetings may be held in order for the Design-Build Firm to describe proposed changes to supplied basic configurations, Project scope, design criteria, and/or construction criteria. Each Design-Build Firm with proposed changes may request a One-on-One ATC discussion meeting to describe the proposed changes. The Design-Build Firm shall provide, by the deadline shown in the Schedule of Events of this RFP, a preliminary list of ATC proposals to be reviewed and discussed during the One-on-One ATC discussion meetings. This list may not be inclusive of all ATC's to be discussed but it should be sufficiently comprehensive to allow the Department to identify appropriate personnel to participate in the One-on-One ATC discussion meetings.

The purpose of the One-on-One ATC discussion meeting is to discuss the ATC proposals, answer questions that the Department may have related to the ATC proposal, review other relevant information and when possible establish whether the proposal meets the definition of an ATC thereby requiring the submittal of a formal ATC submittal. The meeting should be between representatives of the Design-Build Firm and/or the Design-Build Engineer of Record and District/Central Office staff as needed to provide feedback on the ATC proposal. FHWA should be invited to ATC meetings for all PoDI projects. Immediately prior to the conclusion of the One-on-One ATC discussion meeting, the Department will advise the Design-Build Firm as to the following related to the ATC proposals which were discussed:

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

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

3. Submittal of ATC Proposals

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

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

- a) Description: A description and conceptual drawings of the configuration of the ATC or other appropriate descriptive information, including, if appropriate, product details and a traffic operational analysis as applicable;
- b) Usage: The locations where and an explanation of how the ATC would be used on the Project;
- c) Deviations: References to requirements of the RFP which are inconsistent with the proposed ATC, an explanation of the nature of the deviations from the requirements and a request for approval of such deviations along with suggested changes to the requirements of the RFP which would allow the alternative proposal;
- d) Analysis: An analysis justifying use of the ATC and why the deviation, if any, from the requirements of the RFP should be allowed;
- e) Impacts: A preliminary analysis of potential impacts on vehicular traffic (during construction), environmental impacts (including social, cultural, natural and physical) which outline the requirements to address the PD&E Study re-evaluation and any effects on previously issued environmental permits, mitigation requirements or environmental commitments, 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 completing the 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 responsible for completing the geotechnical aspects of the Project.

D. Department Commitments:

The Design-Build Firm will be responsible for adhering to the project commitments identified below and/or in the Project Commitment Record (see Attachments):

Any commitments that may be affected by an ATC shall be identified in the ATC proposal and discussed at the ATC meeting.

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

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

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

No mitigation for wetland impacts is anticipated for this project. However, if the Design-Build Firm's design includes wetland impacts which requires wetland mitigation, the Design-Build Firm is responsible to provide any required mitigation. 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:

Based on the Department's Concept Plans, it is anticipated that no Railroad Right of Way is present within the project limits.

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

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".

All comments shall be resolved to the Department's satisfaction prior to making the next phase submittal. The Department will designate in the review comments if the next submittal will be a resubmittal of the 90% phase submittal or if the plans and supporting calculations are significantly developed to proceed to the Final Submittal.

90% Phase Submittal

- 1 copy of 11" X 17" plans (all required components)
- 1 copy of Estimated Quantities (EQ) Report
- 1 copy of signed and sealed geotechnical report
- 1 copy of design documentation
- 1 copy of Technical Special Provisions
- 1 copy of Modified Special Provisions
- CADD Files
- KMZ format file of the proposed design
- 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 signed and sealed EQ Report
- 1 copy of signed and sealed EQ Report
- 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 signed and sealed Technical Special Provisions in .pdf format
- 1 of electronic copy of signed and sealed Modified Special Provisions in .pdf format
- 1 copy of all the Independent Department Review comments and the EOR's response

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

CADD Files

KMZ format file of the proposed design

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) and/or ProjectSolve comments 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. No permanent structures work, including fabrication of bridge members, may begin without signed and sealed plans or shop drawings (whichever controls the design and details utilized to construct/erect the specific structural component) that have been Released for 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 a PD&E Study re-evaluation when 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
- 1 set of 11 "X 17" copies of the signed and sealed As-Built plans, drawings and Certified Surveys (including as-built channel survey)
- 1 set of final EQ Report
- 1 set of final documentation (if different from final component submittal)
- 1 set of survey information, including electronic files and field books
- Deliver the final CADD.zip in accordance with the CADD Manual
- 1 Final Project submittal containing the information above shall be electronic in .pdf format

4. Milestones:

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

be required.

- **None anticipated**

5. Railroad Submittals:

Based on the Department's Concept Plans, it is anticipated that no Railroad Right of Way is present within the project limits and no Railroad Submittals will be required.

J. Contract Duration:

The Department has established a Contract Duration of **550** 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 15 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:

- List to be coordinated with District

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 Request for Information (RFI)'s, Request for Modification (RFM)'s, Request for Correction (RFC)'s, and Non-Conformance Report (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

- Environment Permit Submittals
- Environmental Permit Acquisition
- Foundation Design (90%, Final,)
- Foundation Construction
- Intelligent Transportation System Design
- Intelligent Transportation System Construction
- System Integration
- Test Plan Submittal
- Maintenance of Traffic (MOT) Design
- Maintenance of Traffic Set-Up (per duration)
- Erosion Control
- Holidays and Special Events (shown as non-work days)
- As-Built Plan Preparation
- Additional Construction Milestones as determined by the Design-Build Firm
- Operational/Burn-In Testing
- 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
- Permit agency coordination
- PD&E Study re-evaluation meeting
- 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 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 cooperate with the PIC in development and delivery of a project Community Awareness Program.

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
- Public Hearings (based on the current guidance on the FDOT Public Involvement website: <https://www.fdot.gov/planning/policy/publicinvolvement/index>)

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, and FHWA, as necessary, shall maintain its rights to inspect construction activities and request any documentation from the Design-Build Firm to ensure quality products and services are being

provided in accordance with the Department's Materials Acceptance Program.

Q. Liaison Office:

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

R. Engineers Field Office: N/A

S. Schedule of Values:

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

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

T. Computer Automation:

The Project shall be developed utilizing computer automation systems in order to facilitate the development of the contract plans. Various software and operating systems were developed to aid in assuring quality and conformance with Department policies and procedures. The Department supports Bentley's OpenRoads Designer ORD and/or 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 [Current Supported Versions \(fdot.gov\)](https://www.fdot.gov). Furnish As-Built documents for all building related components of the Project in AutoCAD format. It is the responsibility of the Design-Build Firm to obtain and utilize current Department releases of all CADD applications.

The Design-Build Firm will be required to furnish the Project's CADD files as defined in the Department's CADD Manual 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 Bentley's OpenRoads Designer ORD and/or Autodesk's AutoCAD Civil 3D design files format.

As part of the As-Built Set deliverables, field conditions shall be incorporated into Bentley's OpenRoads Designer ORD and/or Autodesk's AutoCAD Civil 3D- 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:

- Any other products or features the Design-Build Firm desires.

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

X. Adjoining Construction Projects:

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

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

Y. Issue Escalation:

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

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

Build Firm may be expressed verbally and followed up in writing within one (1) working day. Once a response is received from the District Construction Engineer, the Construction Project Manager will respond to the Design-Build Firm in a timely manner but not to exceed three (3) calendar days (excluding weekends and Department observed holidays).

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

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

VI. Design and Construction Criteria.

A. General:

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

B. Vibration and Settlement Monitoring:

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

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

- Identify any existing structures that will be monitored for vibrations during the construction period.
- Establish the maximum vibration levels for 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 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. Preparing and submitting a Drilled Shaft Installation Plan for the Department's acceptance.
3. Determining the production shaft lengths.
4. Documenting and providing a report that includes all load test shaft data, analysis, and recommendations to the Department.
5. Constructing all drilled shafts to the required tip elevation and socket requirement in accordance with the specifications.
6. Inspecting and documenting the construction of all drilled shafts in accordance with the specifications.
7. Performing Non-Destructive Drilled Shaft Integrity Testing in accordance with 455-17.6.
8. Repairing all detected defects and conducting post repair integrity testing using 3D tomographic imaging and gamma-gamma density logging.
9. Submitting Foundation Certification Packages in accordance with the specifications.
10. 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.

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 providing comments 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 and coordinating the execution and implementation of and submitting to the Department for review, all Utility Work Schedules.
8. Assist in resolving utility conflicts.
9. Performing Constructability Reviews of plans prior to construction activities with regard to the installation, removal, temporary removal, de-energizing, deactivation, relocation, or adjustment of utilities.
10. Providing periodic Project updates to the Department Project Manager and District Utility Office as requested.

11. Coordination with the Department on any issues that arise concerning reimbursement of utility work costs between the Department and the utility.
12. Prepare utility certifications or statements for all Federal-Aid construction projects per 23 CFR 635.309(p)(1)(v).

No Utility Agency/Owners (UAO'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.

N/A	N/A	N/A	N/A
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Table A- Summary of UAO having facilities within the Proposed Project Limits

UAO	Contact Information	
Braden River Utilities, Inc	Erik Fields	erik.fields@lakewoodranch.com 941-812-5179
Charter/Spectrum	James "Alex" Fleming	james.fleming1@charter.com 941-213-0877
City of Bradenton Utilities	Dean Jones	dean.jones@bradentonfl.gov 941-708-6300, x262; 941-462-1989
Comcast	Kevin Murphy	kevin_murphy4@comcast.com 941-356-1489
Crown Castle	Livia De Mattos-Siech	crowncastlefloridareviews@crowncastle.com 727-516-0009; 727-619-8126
Florida Gas Transmission Company, LLC	Joseph E. Sanchez	joseph.e.sanchez@energytransfer.com 407-838-7171 (o); 407-808-4607 (m)
Florida Power and Light Distribution	Ray Vargas	ray.vargas@fpl.com 941-927-4262 (o); 941-266-3118 (m)
Florida Power and Light Transmission	Craig Ledbetter	craig.ledbetter@fpl.com 561-803-7942 (o); 561-532-7082 (m)
FTR	Denise Hutton	denise.hutton@ftr.com 941-504-9652
Manatee County Utility Operations	Steve Kerr	steve.kerr@mymanatee.org 941-708-7450
MCI/Verizon	Michael Krol	michael.krol@verizon.com cc: west.fl.conflict.investigations@one.verizon.com 813-410-4803
Peace River Electric Coop.	David McClintock	david.mcclintock@preco.coop 863-767-4621 (o) ; 863-781-0364 (m)
Teco Peoples Gas	Alex McFarlane	amcfarlane@tecoenergy.com 813-557-6134
UnitiFiber	Terry Young	terry.young@uniti.com 251-422-3872
Zayo Group	John Burlett	john.burlett@zayo.com 727-967-4335

The Department has performed limited advanced utility coordination with the UAOs listed above. All information generated as part of this advanced coordination is included with the RFP attachment documents.

The Design-Build Firm shall make every attempt in their design to avoid existing utilities and minimize impacts. During the design phase, Level A locates shall be completed for all existing, proposed new, and adjusted utilities at potential conflicts points in accordance with the FDOT FDM, Part 2, Chapter 221. 90% and Final plans shall be provided to the Department showing existing, adjusted, and proposed utility locations (based on Level A locates) and their relationship to the proposed construction.

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 (UAO) or the Design-Build Firm for the utility relocation work regardless of the UAO's eligibility for reimbursement.

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

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

E. Roadway Plans:

General:

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

Design Analysis:

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.

F. Roadway Design:

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

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, 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:

1. **Bridge Design Analysis:** N/A
2. **Criteria**

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

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

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, but the Department reserves the right to perform a more detailed review, as necessary. 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.
6. Complete design, construction, and testing for all ADMS shown in RFP and concept plans within 550 days of NTP

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 FDM 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. The Department shall be provided the FDEP coverage letter prior to beginning construction activities.

N. Transportation Management Plan:

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

1. Traffic Control Restrictions:

There will be **NO LANE CLOSURES** allowed between the hours of **5:00 AM to 9:00 AM**, as well as **3:00 PM to 8:00 PM**. A lane may only be closed during active work periods. There will be no **DETOURS** allowed between the hours of **5:00 AM and 1:00 AM**. All lane closures, including ramp closures, must be reported to the local emergency agencies, the media and the District 1 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 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 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 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.

In addition to the requirements in Section V.E.2., the following Project specific Environmental Services/Permits have been identified as specific requirements for this project:

1. Cultural Resources
2. Section 4(f) (federal projects only)
3. Wetlands and Mitigation
4. Wildlife and Habitat
5. Contaminated Materials

P. Signing and Pavement Marking Plans: N/A

Q. Lighting Plans: N/A

R. Intelligent Transportation System Plans:

- 1. General**

The Design-Build Firm shall prepare Intelligent Transportation Plans in accordance with Department criteria. The following attachment is included:

ITSFM Implementation Guidelines and Minimum Requirements for D1 02-20-23

The Design-Build Firm shall provide ITS devices that meet National ITS Architecture (NITSA), the Statewide ITS Architecture (SITSA), the Regional ITS Architecture (RITSA), and the National Transportation Communications ITS Protocol (NTCIP) versions supported by FDOT SunGuide software currently in use or as directed by the Department.

Ensure that the proposed ITS devices are on the FDOT's Approved Product List (APL) or Innovative Products List (IPL) and are compatible with all FDOT SunGuide® software and the FDOT D1 SWIFT Center.

Provide grounding, lightning protection, and surge suppression as required for all ITS devices and cabinets in accordance with FDOT Standard Specifications, FDOT Standard Plans, NEC, and NESC guidelines.

Develop test plans and provide test results for all ITS devices, communications cabling and infrastructure, and communications network equipment.

Determine the final locations of the ITS devices to meet the requirements of the Contract Documents. The Concept Plans shall show what devices are required and preliminary location of each device. The Design-Build Firm is required to design and install all conduit, cable, connections, hardware, software, and licenses for an operational system.

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

- Project Layout / Overview sheets outlying the locations of field elements
- Detail sheets on:
 - ADMS Structure, ADMS attachment, ADMS display/layout
 - CCTV attachment, CCTV operation/layout
 - Cross sections for all ITS device locations
 - Fiber optic conduit
 - Power Service Distribution
 - Wiring and connection details
 - Conduit and pull box installation
 - Communication Hub and Field Cabinets
 - System-level block diagrams
 - Device-level block diagrams
 - Field hub/router cabinet configuration details
 - System configuration/Wiring diagram/Equipment Interface for field equipment at individual locations and communications hubs.

Anticipated ADMS features and details:

ADMS Feature	Approximate Location	Direction	Notes
I-75 (SR 93) at SR 64	0.64 miles West of I-75 (SR 93)	EB	No V-CCTV will be required, verification will be done with nearby existing CCTV on signal, see Concept Plans
I-75 (SR 93) at SR 64	0.29 miles East of I-75 (SR 93)	WB	No V-CCTV will be required, verification will be done with nearby existing CCTV on signal, see Concept Plans
I-75 (SR 93) at SR 70	0.53 miles West of I-75 (SR 93)	EB	No V-CCTV will be required, verification will be done with nearby existing CCTV on signal, see Concept Plans
I-75 (SR 93) at SR 70	0.66 miles East of I-75 (SR 93)	WB	New V-CCTV shall be placed on signal infrastructure at Braden Run, see Concept Plans.

The Design-Build firm is responsible for ensuring project compliance with the Regional ITS Architecture and FDOT ITS Topic 750-040-003-c, Systems Engineering and ITS Architecture Procedure as applicable. This includes, but is not limited to, the development or update of a concept of operations, the development or update of a system engineering master plan (SEMP), and requirement traceability verification (RTVM) as well as coordination of document review.

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

2. Design and Engineering Services:

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

i. I-75 Freeway Management System (FMS)

Ensure that all ITS devices are on the FDOT's Approved Project List (APL). At a minimum, the ITS work in this project consists of the procurement, installation, integration, and testing of the following major components as defined herein:

- ITS Communications Subsystem – Includes fiber optic cables, network switches, and components to complete a fully functional end-to-end communication system. Wireless communications shall not be permitted.
- ADMS Subsystem – Includes cantilever sign support structure, front access ADMS, ITS field cabinet, and all other items required or needed provide a complete a fully operational and functional motorist information system.
- CCTV Camera Subsystem – Includes mountings, communications devices, and all other items required or needed to provide a complete CCTV camera subsystem – including ADMS verification CCTV cameras which must be visible either from a proposed CCTV camera or an existing CCTV camera (see Concept Plans).
- Power Subsystem – Includes all electrical infrastructure required for providing power to ITS devices. The use of solar power is not permitted.
- 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 and to a condition equal to or better than that existing at the time such impact occurs.
- Testing of fiber optic cables furnished, installed, or modified by the Design-Build Firm.
- Integration of all ITS devices – Includes an integration meeting to discuss requirements and procedures with FDOT District One personnel.
- Testing of the ITS.

ii. ITS Communications Subsystem

1. Fiber Optic Cable

The Design-Build Firm shall meet the following fiber optic cable general requirements:

- Furnish and install a 12-strand single mode fiber optic lateral cable from an existing I-75 FMS Local Hubs to new device sites as shown in the Concept Plans.
- Provide 12-strand single mode fiber optic lateral cables of the same type as the fiber optic backbone cable.
- Provide fiber terminations using Type-LC connectors.
- Utilize a Fiber Optic Locator as called for in the FDOT Standard Specifications for Road and Bridge Construction.
- Coordinate with the Department for designated fiber optic fiber assignments in the fiber optic branch cable.

2. Fiber Optic Patch Panels (FOPP)

The Design-Build Firm shall meet the following FOPP general requirements:

- Provide a complete assembly including housing, front/rear lockable doors, pigtailed cassettes loaded with connector panels and factory terminated pigtails, heat shrinks, protective tubing, routing clips and guides, grommets, cable ties for strain relief, blank panels (as required),

mounting hardware, and all other materials and components as needed to provide a complete FOPP installation. The connector type shall be confirmed with the Department.

- Provide 12-port FOPPs in all ITS field cabinets.
- Provide FOPPs that are 1RU rack-mount capable.
- Terminate and connect all lateral cable fibers in the FOPP. No loose end fibers are allowed.
- For ITS field cabinets, install the FOPP so it is accessible to field maintenance personnel from the front and rear.

3. Managed Field Ethernet Switch (MFES)

The Design-Build Firm shall furnish and install new MFES in all new ITS field cabinets consistent with the MFES identified in the Proprietary Product Certification (PPC). The MFES to be used will be the Cisco-IE-3300-8T2S-E (APL Number 684-002-014). For all proposed MFES within existing I-75 FMS Local Hubs, the proposed MFES shall be connected to the existing MFES. The MFESs shall meet the following requirements:

- Minimum of two optical 1 Gbps Ethernet SFP/GBIC ports. Each optical port shall consist of a pair of fibers.
- Provide sufficient Ethernet ports to support the number of devices to be installed on each switch plus an additional Ethernet port on each switch for maintenance purposes.
- Coordinate with District TSMO staff for IP addressing and network configuration details.

iii. ADMS Subsystem

1. General Requirements

The Design-Build Firm shall meet the following ADMS general requirements:

- Design, procure, install, integrate, and test an ADMS subsystem that includes: ADMS enclosures, cantilever sign support structures and foundations, mounting brackets, network-managed sign controllers, remote power management (RPMU) units, a network-managed uninterruptible power supply (UPS) subsystem, communications devices, ITS field cabinets, all cabling and connectors, conduits, electrical services, lightning protection systems which include air terminals, down conductors, surge protection devices and grounding array and all other items required or needed and specified herein to provide a complete and fully operational and functional motorist information system.
- Design with the ADMS positioned over the outside travel lane.
- Provide a design that provides no negative visual impacts due to existing or proposed lighting
- Each ADMS shall have its own sign controller.
- Provide a separate base mounted ITS field cabinet a minimum of 100 feet in advance of each ADMS location to house the sign controller and required communications systems equipment.
 - The ITS field cabinet with the sign controller must be located to allow maintenance personnel to visually verify the ADMS messages from the cabinet.
 - Provide a multimode fiber optic cable connection between the sign controller in the ITS field cabinet and the ADMS' communications / interface electronics.
 - Terminate all fiber strands in a fiber patch panel with connectors and jumpers inside the ITS field cabinet and sign enclosure.
- Prior to installation, perform a water leakage test to ensure that the sign assembly was not damaged

during transport. The water leakage test procedure and results are to be approved by the Department.

- Insert a diagram of all components illustrating all connectors and connections used to interconnect the components, wiring diagrams and schematic drawings of all circuits in a re-sealable weather-resistant pocket that is permanently mounted on the inside of an accessible door in the ITS field cabinet and in the sign enclosure.
- Label all sign devices, components, cables, and wires with permanently attached labels designed for use in the intended environment.
- Integrate the new ADMS into the existing District One SunGuide Software.

2. ADMS Requirements

The Design-Build Firm shall provide signs that, at a minimum, meet the following requirements:

- A high resolution 20 mm pixel pitch display.
- Full-color capability.
- Display 18-inch characters.
- Display 15 characters per line.
- Display area containing a pixel matrix of 288 columns by 96 rows with a pixel pitch of 20 mm, capable of displaying three lines, using an 18-inch font that meets the height to width ratio and character spacing in the MUTCD, Section 2L.04 paragraphs 05, 06, and 08.
- ADMS shall be a front access type.

iv. CCTV Camera Subsystem

1. General Requirements

The Design-Build Firm shall meet the following general requirements:

- Design, procure, install, integrate, and test a CCTV camera subsystem that includes CCTV camera assemblies, mounting hardware all cabling, conduit, lightning protection systems which include air terminals, down conductors, surge protection devices and grounding array, electrical service, and all other items required or needed to provide a complete CCTV camera subsystem.
- Integrate all CCTV cameras into the existing District One SunGuide Software with all new CCTV cameras added to the existing I-75 tours.
- Ensure that the CCTV camera subsystem design creates multicast video streams that can be shared with other Transportation Management Centers (TMC) in accordance with current industry standards.

2. CCTV Camera Locations and Coverage Requirements

The Design-Build Firm shall meet the following CCTV camera locations and coverage requirements:

- Provide and submit the final locations, heights, and number of the CCTV cameras to be provided on this Project to the Department as part of all phase submittals.
- Provide a CCTV camera subsystem which provides the following coverage:
 - ADMS Verification
 - Provide one dedicated ADMS verification CCTV camera at the location shown in the Concept Plans at Braden Run, such that all pixels of the ADMS are

readable and legible via the CCTV camera without using zoom. All other ADMS verification will be performed by existing CCTVs at nearby traffic signals.

- Minimum distance from ADMS shall be 100 feet.
- Connected to Managed Field Ethernet Switch in the traffic signal cabinet

3. Camera Assembly and Components

The Design-Build Firm shall meet the following CCTV camera assembly and components requirements:

- Provide a PTZ CCTV camera for dedicated ADMS verification.
- Provide the CCTV that has been identified in the Proprietary Product Certification. The CCTV to be used will be the Bosch VG5-ITS1080P-30X6 (APL Number 682-002-019).

v. Power Subsystem

1. General Requirements

The Design-Build Firm shall meet the following power subsystem general requirements:

- Design, construct, install, integrate, and test a power subsystem within the FDOT Right of Way consisting of underground power conduits and conductors, transformers, UPSs, RPM units, and all associated equipment and wiring.
- Submit a signed and sealed Power Design Analysis Report that documents the power load, voltage drop, battery backup calculations, and a short circuit and protection coordination study for the project. Calculate loads per National Electric Code (NEC) requirements. All electrical equipment (including lights, fans, UPS battery charging) shall be considered continuous loads. UPS battery charging load shall be included in the calculated load. Maximum allowable voltage drop from the utility power service point to the ITS field cabinet and ADMS housing outlets shall be less than 5%. In addition to the electrical load of the ITS site, an additional 200W of power for future use must be provided for each new ITS field cabinet. For project electrical requirement calculations within the power report, the Design-Build Firm can assume that only one of the maintenance receptacles in a cabinet will be in use at one time. This assumption shall use the worst-case scenario of one nine-amperes load at the farthest point on each circuit being used and shall be clearly identified within the Power Design Analysis Report.

2. Power Subsystem Design Requirements

The Design-Build Firm shall meet the following power subsystem design requirements:

- Do not locate electrical circuits 60 volts or under in same conduit or pull box with circuits over 60 volts.
- Do not locate AC electrical circuits in same conduit or pull box with DC circuits.
- Include copper wound step-up or step-down transformers as needed for each location.
- Provide a design that contains readily accessible, manually resettable, or replaceable circuit protection devices (such as circuit breakers) for equipment and power source protection.
- It is the Design-Build Firm's responsibility to complete any and all necessary coordination with the utility companies.
- Provide a design that does not utilize solar power as a power solution for any ITS device and/or subsystem for this Project.

- Provide a design that is capable of supplying nine amperes total to the maintenance receptacles while not exceeding the supply voltage tolerance of 5% drop from the nominal 120 VAC within the cabinet or any other point in the power circuit.
- Provide a design that does not include any exposed wiring.
- Provide all protection devices as required to minimize interruption of electrical service to any subsystem.
- Provide outdoor-rated connections that are protected from moisture and water intrusion.
- Label power cables with one tag indicating direction or exit from underground facilities (i.e., pull boxes, transformers, etc.) and label with the next point of connection (i.e., transformer 1 to transformer 2).

3. Transformer Requirements

The Design-Build Firm shall meet the following transformers requirements:

- Design, construct, install, and integrate a dry-type transformer (ITS device transformer) at each of the ITS cabinets, as required, to step-down from the voltage supplied from the underground distribution wire to the 120/240VAC power requirement for that location. Aluminum wound transformers are not acceptable.
- Equip with two 2.5% taps above and two 2.5% taps below normal voltage. All taps must be full capacity taps. However, the Design-Build Firm shall not include the plus or minus tap in the voltage drop calculations during the design of the power distribution subsystem.

4. UPS Requirements

The Design-Build Firm shall meet the following UPS requirements:

- Supply all electronic components housed in and associated with the ITS field cabinets with resettable UPSs in the event of power loss. Maintenance outlets are not required to be backed up by the UPS. All UPS will be online/double conversion type.
- Provide a manual / maintenance bypass switch. The switch must not cause a power outage to the power source when it is put in bypass mode and/or UPS mode.
- Ensure that the UPS is generator compatible to ensure power to protected equipment is free from voltage spikes, drops, ripples, or noise when under generator power using functions such as power inverters.
- Furnish, configure, and integrate any software as required to monitor the UPSs from the District One RTMC.

5. RPM Unit Requirements

The Design-Build Firm shall meet the following RPM unit requirements:

- Provide in all ITS field cabinets.
- Individually addressable outlets..
- Outlets & Receptacles - 12 x outlets NEMA 5-15R, 15A, or more as required based on the number of devices.
- Two additional outlets feed un-switched power to “always-on” devices.

vi. ITS Field Cabinets

1. General Requirements

Design, procure, install, and test ITS field cabinets for all ADMS locations. ITS field cabinets shall be sized, as required, to house all ITS equipment, network switches, fiber patch panels, power components, surge protection, RPM unit, and UPS with batteries. The Design-Build Firm shall meet the following ITS field cabinet requirements:

- Meet the following minimum ITS cabinet location and orientation requirements:
 - When the doors are fully opened, must allow maintenance personnel adequate space to perform work within the FDOT Right of Way.
 - ADMSs shall utilize Base Mounted Type 334 cabinets.
 - Provide railing at cabinets locations with drop off hazards.
- Provide all ITS cabinets with a minimum of two switched interior mounted NEMA 5-15R type, 120-volt, 60 Hz outdoor rated ground fault circuit interrupter (GFCI) electrical receptacles to supply power for devices and/or maintenance equipment (including shop-vac and laptops) while in the field. The GFCI electrical receptacles must be connected to a dedicated circuit breaker with a minimum rating of 20 Amps.
- For base mounted cabinets, provide a minimum of seven 2-inch conduits into the cabinets. The conduits are to be routed as follows:
 - Two 2-inch conduits to the splice vault/fiber optic pull box.
 - Two 2-inch conduits to the electrical pull box/junction box
 - Three 2-inch conduits to the composite / low voltage communications pull boxes
- Configure and organize ITS field cabinets containing the same/similar type equipment as follows:
 - Components must be mounted by the same means and in the same location from one similar cabinet to the next.
 - Devices must be plugged into the same ports on all MFES. (such as device servers would be plugged into port seven at all cabinets).
 - Fiber optic patch cables must be connected in the same way (such as the fiber heading north is always on port one, etc.).

No loose cabling or equipment within the ITS field cabinet will be permitted. All internal components must be permanently mounted, and cables must be of proper length with adequate slack for movement within the ITS field cabinet. No cable is to be routed across the face of the ITS field cabinet. Cables must be carefully and neatly routed within the ITS field cabinet and loosely tied to not crimp or deform the cables.

vii. ITS Conduit, Pull Boxes, Junction Boxes, and Splice Vaults

1. General Requirements

The Design-Build Firm shall meet the following ITS conduit, pull boxes, junction boxes, and splice vaults general requirements:

- Coordinate placement of communications pull boxes and splice vaults with existing and proposed drainage features to prevent flooding. Any changes to this requirement must be approved by the Department.

- Provide a pull tape or rope with a tensile strength of at least 1,250 pounds in each empty or spare conduit. Terminate the ends of the pull tape or rope to prevent them from inadvertently being pulled into the conduit.
- Connect all pole-mounted or above-grade enclosures or ITS field cabinets with rigid aluminum conduit.
- Install fiber optic pull boxes with spacing no greater than 1,750 feet. Install electrical pull boxes with spacing no greater than 500 feet,
- Install conduit(s) perpendicular to the roadway when crossing an interchange ramp, crossroad or other roadway.
- Communications Conduit:
 - Provide, as a minimum, three 1¼-inch standard inside dimension ratio (SIDR) conduits. One 1¼-inch conduit shall be used for fiber optic cable, one 1¼-inch conduit shall be a spare, and one 1¼-inch conduit shall be used for the locate wire. Conduit color shall match the Department guidelines
 - When boring under the roadway, provide an additional 1¼-inch conduit as a spare.
- Electrical Conduit:
 - Provide, as a minimum, one 2-inch conduit for ITS electrical power conductors. Design-Build Firm will determine the number of electrical conduits depending on the number of devices that are serviced. Electrical conduit must be separate from ITS communications conduit.
 - When boring under the roadway, provide an additional 2-inch conduit as a spare.
- Provide, as a minimum, two 2-inch conduit for composite / low voltage communications cables.
- Existing conduit shall not be utilized without prior approval from the Department.

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

3. Construction and Integration Services:

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

4. Testing and Acceptance:

All equipment furnished by the Design-Build Firm shall be subject to monitoring and testing to determine conformance with all applicable requirements. The Design-Build Firm is responsible for the coordination and performance of material inspection and testing, field acceptance tests or ITS Field/Stand-Alone 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. Submit testing requests to the Department, for review and approval, at least 14 calendar days before the desired test date.

All testing and verification will be performed by the Design-Build Firm with Department oversight, under the Design-Build contract.

i. General Requirements

The Design-Build Firm shall develop and submit test plans for this Project and a corresponding testing schedule to the Department for review and approval at least 60 calendar days in advance of the Design-Build Firm's scheduled testing dates. Standard Specification Section 611 includes standardized field acceptance test procedures for some ITS devices. The Department has created standardized field acceptance test procedures for the following ITS devices: MFES 750-040-07; CCTV 750-040-08. These are available on the Department's Procedural Document Library: <https://pdl.fdot.gov/> and may be used on this project. Submit a field acceptance test plan to test the standalone functions of devices not covered by 611-4.2. If the Department rejects or requests modifications to the test plan, the Design-Build Firm shall update and resubmit a revised test plan to the Department for review and approval. The Design-Build Firm shall allow 15 working days for the Department's review and approval of the test plan. No testing will commence until the Department has reviewed and approved the test plan.

Request in writing to the Department for approval to start each testing activity a minimum of 15 working days prior to the requested start date. The Department reserves the right to reschedule the start date if needed. The start date for each testing activity cannot be prior to the successful completion of all previous testing activities unless otherwise approved by the Department. Provide test plans that are based on and include the following:

- A step-by-step outline of the test procedures and sequence to be followed demonstrating compliance with the project requirements
- A test set-up/configuration diagram showing what is being tested
- A description of expected operation, output, and test results (pass/fail criteria)
- An estimate of the test duration and proposed testing schedule
- A data form to be used to record all data and quantitative results obtained during the tests
- A description of any special equipment, setup, test software, manpower, and/or conditions required for each respective test
- The number of test cases must reflect the complexity of each device or subsystem and the content of test cases must cover all functionalities and requirements

All provided test plans shall have the signed approval of the EOR. Conduct the following tests on devices and subsystems where applicable:

- Pre-Installation Tests (PIT)
- Installed Site Test \ Stand Alone Tests (SATs)
- Fiber Optic Cable End-to-End Tests
- Subsystem Tests
- 30-Day Operational System Acceptance Test (OSAT)
- ITS Close-Out and Final ITS Acceptance

Provide Maintenance of Traffic (MOT) during all testing activities as required. Provide and maintain all test equipment and software, made ready for use by the Design-Build Firm and/or the Department. Provide up-to-date calibration certification with dates and test parameters for all test equipment utilized in accordance with the manufacturer's recommended procedures.

Conduct all tests in the presence of the Department, unless otherwise approved in writing by the Department. The Department reserves the right to waive the right to witness certain tests. Neither witnessing of the tests by the Department nor the waiving of the right to do so shall relieve the Design-Build Firm of the responsibility to comply with the Project requirements.

Document and submit all test results to the Department 15 working days after the completion of the tests for review and approval by the Department. Test results must include documentation of:

- Individual testing steps with per-step pass/fail criteria and outcome
- Date of test
- Start/end times of test
- Location of test
- Names and signatures of testers and witnesses of the test
- Sketch of test location and set-up (if applicable)
- Conditions during the test (e.g., weather conditions, etc.)
- Any and all field notes taken by the tester
- Any discrepancies found during testing and corrective actions taken
- Equipment serial numbers
- Equipment IP addresses (if applicable)
- Equipment MAC addresses (if applicable)

Replace, repair, and retest all devices that fail testing. Failing a single step will cause the device to fail testing. Any device that fails testing must complete all steps during retesting. Provide a report of corrective actions taken when submitting the passing test results.

ii. Pre-Installation Test (PIT)

The Design-Build Firm shall meet the following PIT requirements:

- Document and submit the factory and reel fiber testing results for all fiber strands to the Department for review and approval 15 working days prior to any fiber installation.
- Inspect all devices and materials delivered to the designated Design-Build Firm's project field site for any damage as a result of shipping.
- Provide written documentation stating that all devices and materials showed no signs of damage or compromise as a result of shipping.

iii. Stand Alone Tests (SAT)

The Design-Build Firm shall meet the following requirements prior to commencing the SAT:

Field inspect and verify the following items:

- All devices and equipment, once installed at each field site, are undamaged and correctly installed, with correct cabling and wiring terminations, port settings, cable interconnections, good workmanship.
- All devices are functional, operational and can be controlled locally prior to connecting to the communication network.
- All local cabinet components and subsystems, including Ethernet switches, power supply voltages and outputs, are fully functional and operational.

- All devices are properly connected to their power source, and the lightning protection system which includes air terminal, down conductors, surge protection devices and grounding array has been installed.
- Site grounding meets and/or exceeds the FDOT Standard Specifications and is compliant with this RFP.

During the SAT, replace any device with the same make and model that fails its SAT more than twice. The entire SAT must be repeated for the replaced or repaired device until proven successful.

Perform SAT on every device, including the following:

- ADMS
- CCTV cameras and components
- ITS Field Cabinets
- Layer 2 MFESs
- All fiber optic cables, including splices, patch cables and connectors
 - Perform OTDR bi-directional testing using a launch cable and a receive cable
- RPM units and UPSs

Document and submit all test results to the Department 15 working days after the completion of the tests for review and approval by the Department. Test results must include documentation of any discrepancies found during testing, successful test completion dates, and equipment serial numbers.

iv. Fiber Optic Cable End-to-End Tests

Fiber Optic Cable End-to-End Tests must include Optical Time Domain Reflectometer (OTDR) results.

v. Subsystem Tests

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

- Perform subsystem tests to demonstrate that each subsystem meets the relevant sections of FDOT Standard Specifications and this RFP. No partial subsystem testing will be permitted.
- Begin subsystem tests only when the Design-Build Firm has satisfied the Department requirements that all SATs along with all fiber optic facilities have been successfully completed and approved by the Department and that all work on the subsystem to be tested has been completed.

Provide qualified personnel to support the diagnosis and repair of system equipment during the subsystem tests as required.

- Perform subsystem tests for the following subsystems:
 - ITS Communications subsystem
 - ADMS subsystem
 - CCTV camera subsystem
 - Power subsystem

Perform subsystem tests as required to satisfy the requirements. The subsystem test shall include, but not be limited to, the following:

- Verify Layer 2 communications between cabinet MFESs. Layer 2 redundancy along the corridor shall be tested.
- Demonstrate full control and functionality of all devices associated with the subsystem from the respective Operations Center (District One RTMC) utilizing the respective Central Control Software (FDOT's SunGuide®);
 - Display of each CCTV camera image on workstations, video wall, and other CCTV camera software applications designated in the Operations Center.
 - Verify all CCTV camera remote control functions and full PTZ functionality using the respective Central Control Software. Verify that video produced by the CCTV camera is true, accurate, distortion free, vibration free, and free from transfer smear, oversaturation, and any other image defects under all lighting conditions (dusk, dawn, and night hours) in both color and monochrome modes.
 - Verify the proper operation of the auto iris feature. Demonstrate that the functionalities of the local/remote trouble shooting/diagnostics perform as specified in the specific subsystem functional requirements.
- Verify full integration of all other ITS devices installed on this Project to the Operations Center, including the verification of all control and monitoring capabilities with the Central Control Software.
- Verify remote monitoring and control of all field devices, including network switches, UPSs, and RPM Units.

Correct any problem in the event a subsystem fails. The Design-Build Firm shall repeat any failed subsystem tests within seven calendar days after receiving direction from the Department that a retest can be conducted.

vi. Operational System Acceptance Test (OSAT)

Conduct an OSAT using the requirements and procedures as specified in Standard Specifications Section 611-5. Along with the As-Built Plans, a copy of the completed ITSFM data shall be submitted for review prior to beginning the OSAT. The Design-Build Firm shall submit, via a schedule, the start of the OSAT to be approved by the Department.

Perform tests with the Department personnel managing, monitoring, and controlling the devices in real-time to assure conformance to the Project requirements. Maintain a daily log for all operations after the start of the OSAT. Report in an OSAT Daily Log all activities associated with OSAT. Provide the OSAT Daily Log to the Department upon request.

OSAT failure criteria shall be per Standard Specification Section 611-5. In the event of an outage provide qualified personnel to support the diagnosis and repair of system equipment during the OSAT as required. The qualified personnel shall be available on-site within 24 hours of notification.

Diagnose and correct all deficiencies causing the OSAT failure. After the deficiency or deficiencies causing the OSAT failure have been corrected, the Design-Build Firm shall re-perform all applicable tests as directed by the Department.

Provide the following whenever the total number of OSAT failures equals or exceeds three for the same subsystem, device, or ancillary component:

- Remove and replace the subsystem or device with a new unit.
- Perform again all applicable tests, as deemed necessary by the Department.
- Submit diagnostic reports to demonstrate that errors were detected and corrected

- Upon written approval from the Department's CEI, restart the OSAT for a new 30 consecutive calendar day period.

Repeat the OSAT as necessary to satisfy the Project requirements. Submit to the Department the required documentation to verify that all subsystems and ITS devices have been successfully integrated and configured.

vii. ITS Close Out and Final ITS Acceptance

The Project shall not be eligible for Final ITS Acceptance until the successful completion of the OSAT and ITS Close-Out requirements. The ITS Close-Out requirements are:

- ITS Close-Out
 - Request in writing the Department's approval to start the final inspection a minimum of 15 calendar days prior to the requested start date. The Department reserves the right to reschedule the start date if needed.
 - Conduct final inspection after successful completion of the OSAT. The final inspection must include:
 - Conduct field visit(s) to ensure that all ITS devices are in their correct final configuration.
 - Verify that all Project submittals including test reports and ITSFM documentation have been approved by the Department.
 - Verify that all punch list items have been completed and field conditions have been restored to their original condition.
 - Ensure that final As-Built Plans and all Project documentation is provided as specified.
 - Ensure that all warranties are in place and transferred to the Department as specified herein.
 - Repeat final inspection upon an unsuccessful or incomplete final inspection, after the Design-Build Firm has made the necessary corrections. The Department must be allowed 15 calendar days to conduct a final inspection. The Department reserves the right to require, at no additional expense to the Department, the attendance of a qualified technical representative of the equipment and/or software manufacturers to attend the final inspection.

As-Built Plans shall include Global Positioning System (GPS) data utilizing the criteria set forth in the Intelligent Transportation System Facilities Management (ITSFM) Functional Requirements for the District One District-wide Implementation dated February 2023, included as an attachment to this RFP.

Update the ITSFM data at the conclusion of the OSAT if any device is replaced or reported device attribute information is changed. 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 one month of NTP. Contact d1-itsfm@dot.state.fl.us for ITSFM information.

The Design-Build Firm shall gather and provide all data as necessary for populating ITSFM. This will include, but not be limited to, all new and existing conduit runs, fiber infrastructure, pull boxes, ITS devices, 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.

The final inspections of the entire Project shall be performed by the Department in the presence of a representative of the Design-Build Firm.

Upon the Design-Build Firm's successful completion of the OSAT and once all required submittals, testing, training, as-built documentation, and warranty documentation have been successfully delivered to and approved by the Department as specified in this RFP, and the requirements of the FDOT Standard Specifications and all applicable standards have been met, the ITS portion of the project shall be considered accepted for the purposes of overall project Final Acceptance.

In the event of a lag between the completion of the ITS portion of the project and the overall project Final Acceptance, the Design-Build Firm shall maintain all subsystems, devices, or ancillary components until project final acceptance. Corrective action by the Design-Build Firm for a failure shall be a part of the Design-Build Firm's Final Acceptance documentation process and be provided to the Department prior to Final Acceptance and upon request. The Design-Build Firm shall submit to the Department the required documentation to prove that all units have been successfully reconfigured or updated.

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. This section is for informational purposes only. 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 Attachments for additional information and shall be responsible for field verifying all existing site conditions within the project limits.

The ITS components shall be defined as follows:

- **Closed Circuit Television (CCTV) Camera System:** The CCTV Camera System consists of pan-tilt-zoom (PTZ) cameras along the corridor that are typically spaced at one (1) mile intervals. The CCTV cameras are used by Department staff for incident management and traffic monitoring. The cameras are integrated and communicate with Local Hubs along the corridor via the single mode FOC communications backbone installed along the corridor.
- **Dynamic Message Sign System (DMS).** The DMS consists of both mainline and arterial dynamic message signs (ADMS) and provide roadway information and travel times. The mainline DMS are located at select locations along the corridor. The ADMS are located on each approach of select major arterials throughout the roadway system. The mainline DMS are connected and communicate via the single mode FOC communications backbone installed along the corridor. The ADMS communicate with wireless radios to a hub site connected to the single mode FOC communications backbone installed along the corridor.
- **Vehicle Detection Systems (VDS):** The VDS consists of non-intrusive, microwave technology sensors used to collect vehicle volume, speed and occupancy data from mainline travel lanes. The detectors are typically located at approximately one-half (1/2) mile intervals. The detectors are installed on stand-alone concrete poles and/or attached to other ITS device structures in a side-fired configuration to detect data on a lane by lane basis. The VDS is used for incident detection by Department staff and communicate with the single mode FOC communications backbone installed along the corridor.
- **Fiber Optic Network (FON):** The FON infrastructure provides communications for ITS and Tolls components. The FON is composed of the FOC communications backbone, lateral connections and communications equipment including but not limited to field and HUB Ethernet switches,

port servers, routers, fiber patch panels installed at the various ITS device(s) serving as a local HUB.

- For clarification purposes, any reference in this RFP to the mainline fiber optic backbone that is installed along the corridor shall be defined as the “backbone”. The fiber optic cable between the backbone and a building (ramp and mainline locations) shall be defined as the “Tolls lateral”. The fiber optic cable between the backbone and ITS components shall be defined as the “ITS lateral”.
- The FOC communications backbone consists of a single mode fiber optic cable and four (4), 1.25-inch HDPE conduit, locate tone wire, warning tape, fiber route markers, pull boxes, and splice boxes. Three (3) of the four (4), 1.25-inch HDPE conduits are spare conduits. The backbone provides access points for the various ITS and Toll System components along the corridor for network connectivity as previously described.
- The majority of ITS components are connected to the backbone through a lateral twelve (12) count single mode fiber optic cable inside two (2), 1.25-inch HDPE conduits of which one is a spare. ITS components on arterials, such as ADMS, connect with the backbone through a wireless access point (WAP) and LHUBs which are physically connected to the backbone through a lateral fiber optic cable connection.
- The Departments Communications Network includes but is not limited to the fiber optic drops from the backbone to each toll plaza as well as fiber optic cable that interconnects ramp toll plazas within the various interchanges and all other associated communications elements. The lateral drops for the existing toll plaza consist of a twenty-four (24) count single mode fiber optic cable for ramp plazas and forty-eight (48) count single mode fiber optic cable for mainline toll plazas. The lateral drops typically consist of two (2), 2 inch underground conduits of which one is a spare.

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 must be submitted in PDF format including bookmarks for each section. 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 three (3) hard copies and one (1) flash drive containing the Technical Proposal (entirely, including

roll-plots) in PDF format.

Mr. Don Naylor
Attn: Charli Bell
Florida Department of Transportation District One
801 N. Broadway Avenue
Bartow, FL 33830

The minimum information to be included:

Section 1: Project Approach

- Paper size: 8½" x 11". The maximum number of pages shall be six (6), 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.
- The Design-Build Firm shall prepare ITS plans, on roll plots with a maximum width of 36" and maximum length of 8', or on 11" x 17" plan sheets, that show the proposed work.
- 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	35
2. Construction	30
3. Innovation	10
4. Value Added	5
Maximum Score	80

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

1. **Design (35 points)**

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

- ITS Design
- Structures design
- Roadway design / and safety
- Design coordination plan minimizing design changes
- Geotechnical investigation plan
- Minimizing impacts through design to:
 - Environment (social, cultural, natural, and physical)
 - Public
 - Adjacent Properties
 - Structures
- Transportation Management Plan
- Incident Management Plan
- Aesthetics
- Utility Coordination and Design
- Design considerations which improve recycling and reuse opportunities

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

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

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

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

2. Construction (30 points)

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

- Safety
- ITS construction
- Structures construction
- Roadway construction
- Construction coordination plan minimizing construction changes
- Minimizing impacts through construction to:
 - Environment (social, cultural, natural, and physical)
 - Public
 - Adjacent Properties
 - Structures
- Implementation of the 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 commitments in the Project Commitment Record are honored.

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

3. Innovation (10 points)

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

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

4. Value Added (5 points)

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

- Broadening the extent of the Value Added features of this RFP while maintaining existing threshold requirements
- Providing extended warranties for Design-Build Firm furnished ITS devices above those required by the specifications
- Exceeding minimum material requirements to enhance durability of project components
- Providing additional Value Added project features proposed by the Design-Build Firm

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 \$25,000 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[1]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. The price proposal shall be emailed to D1.DesignBuild@dot.state.fl.us and must be received prior to the proposal deadline in the RFP.

In addition, an original Proposal Bond (375-020-34) must be delivered to Don Naylor, District Contracts Administrator, 801 N. Broadway Ave, Florida, 33830, prior to the proposal deadline. Proposals without a corresponding proposal bond will not be opened. Please be mindful that courier services may not guarantee overnight delivery to the District One Office. Electronic proposal bonds will not be accepted. The package shall indicate clearly that it is the Bid Price Proposal and shall clearly identify 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. Forms to be included with the Price Proposal are included in the RFP.

Submit Bid Price Proposal and other related documents to:

Mr. Don Naylor

Attn: Charli Bell

Florida Department of Transportation District One

801 N. Broadway Avenue

Bartow, FL 33830

D1.Designbuild@dot.state.fl.us

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