



Florida Department of Transportation

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KEVIN J. THIBAUT
SECRETARY

December 3, 2019

ADDENDUM NO. 1

To: **ALL DESIGN BUILD FIRMS**

FINANCIAL ITEM NUMBER: 220440-1-52-01, 220440-1-56-01, 220440-1-56-04, 220440-1-56-05, 220440-1-56-06

CONTRACT NUMBER: E3S76

DESCRIPTION: SR 30 (US 98) from Bayshore Rd to Portside Dr, Santa Rosa County

PRICE PROPOSALS TO BE RECEIVED: March 4, 2020

This is your authorization to make the following changes to the Final Request for Proposal package you now have for the subject project:

Attached for your use is a redline revision to the Final RFP document previously distributed. The following is a summary of the revisions:

Attachments list

- **Added Pre-Proposal Meeting questions and responses**

Section I. Introduction, under Description of Work

- **Clarified existing drainage language**
- **Added restrictions regarding contacting Midway Water Systems and the City of Gulf Breeze Utilities during procurement**

Section II. Schedule of Events

- **Added Utility ATC Meeting to schedule**

Section IV. Design and Construction Criteria, Subsection F. Roadway Design, 3. Drainage Analysis

- **Removed existing drainage analysis language**

Section IV. Design and Construction Criteria, Subsection Q. Lighting Plans

- **Clarified lighting requirements related to Gulf Power**
-

Section IV. Design and Construction Criteria, Subsection R. Signalization and Intelligent Transportation System Plans, 2. Design and Engineering Services

- **Revised language for video cameras; overhead street name signs; ITS cabinet installations; MVDS; Bluetooth; Grounding, Surge Suppression, Lightning Protection; and Cellular wireless communication device and service**

Please use this information when preparing your proposal.

All PROPOSAL HOLDERS please acknowledge receipt of the addendum on the Design Build Proposal of form (form no. 375-020-12), in the space provided.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ranae Dodson". The signature is fluid and cursive, with a large initial "R" and "D".

Ranae Dodson
Professional Services Contract Supervisor

cc: Kerrie Harrell, File

Please sign below to acknowledge receipt of Addendum No. 1.



Florida Department of Transportation
District 3

**LOW BID
DESIGN-BUILD
REQUEST FOR PROPOSAL**

For

**SR 30 (US 98) from Bayshore Road to Portside Drive
Santa Rosa County**

**Financial Projects Number(s): 220440-1-52-01,
220440-1-56-01,
220440-1-56-04,
220440-1-56-05,
220440-1-56-06**

**Federal Aid Project Number(s): D319-079-B
Contract Number: E3S76**

[Addendum No. 1 - 11/26/19](#)

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ATTACHMENTS

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

Project Advertisement
FHWA 1273
Workforce and Bituminous Material Document
ITS Facility Management Implementation Guidelines and Minimum Requirements
Pavement Design
FPID 220440.1 Final Approved SR 30 (US 98) NSR 3.24.14 Complete.pdf
NEPA Re-Evaluation Document
Environmental Commitments
Right-of-Way Commitments and Stipulated Final Judgements
Graphics for access management changes
Utility Specifications – City of Gulf Breeze
Utility Specifications – Midway Water
US 98 (Gulf Breeze Pkwy) at College Pkwy – HSIP Candidate Technical Memorandum
Pre-Proposal Meeting Questions and Responses

Bid Price Proposal Forms:

1. Design Build Proposal Of Proposer (No. 375-020-12)
2. Design-Build Bid Blank (No. 375-020-17)
3. Design-Build Bid or Proposal Bond (No. 375-020-34)
4. Vendor Certification Regarding Scrutinized Companies Lists (No. 375-030-60)
5. Design-Build Bid Proposal (No. 700-010-65)

Other Contract Forms:

1. Design-Build Contract Bond (No. 375-020-14)
2. Contract Affidavit (No. 375-020-30)
3. Design-Build Contract (No. 375-020-13)

CONTRACT DOCUMENTS

The documents listed below are incorporated into and made part of the Contract as though fully set forth within it, and will be enforced in accordance with Article 5-2 Coordination of Contract Documents included in the Division I Specifications. The documents below are not incorporated into or made part of the RFP, and, in accordance with the governing order of Article 5-2, the RFP is the principal governing document in the event of a discrepancy between any of the Contract Documents.

Division I Design-Build Specifications

Public Records (SP0030900D3-120)

Legal Requirements and Responsibility to the Public – Laws to be Observed – Compliance with Federal Endangered Species Act and Other Wildlife Regulations (Bear) (SP0070104-1)

Legal Requirements and Responsibility to the Public – Laws to be Observed – Compliance with Federal Endangered Species Act and Other Wildlife Regulations (Gopher Tortoises) (SP0070104-3)

Legal Requirements and Responsibility to the Public - E-Verify (SP0072900)

Legal Requirements and Responsibility to the Public - Scrutinized Companies

(SP0073000)

Legal Requirements and Responsibility to the Public - Title VI Assurance - DOT 1050.2A,
Appendix A and Appendix E (SP0073100)

Prosecution of Work – Partnering (SP0080306)

Prosecution and Progress – Limitations of Operations – Contaminated Material (Mercury-
Containing Devices and Lamps) (SP0080409)

Prosecution and Progress – Damage Recovery (SP0081200)

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

Mobilization (SP1010000DB)

Contractor Quality Control General Requirements (SP1050813DB)

Structures Foundations (SP4550000DB)

REFERENCE DOCUMENTS PROVIDED BUT NOT INCORPORATED INTO THE RFP OR THE CONTRACT

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

All documents below will be provided via ZIP files:

Straight Line Diagram

Location Map

Conceptual Plans

Conceptual Plans project info (including cadd)

Right-of-Way Maps

FPID 421664-1 As-Built Resurfacing Plans

FPID 431883-1 As-Built Safety Improvement Plans

FPID 431883-5 Safety Improvement Plans

FPID 441541-1 SR 281 Resurfacing Plans

City of Gulf Breeze Concept Plans

Midway Water Systems Concept Plans

VE Study for 220440-1

I. Introduction.

The Florida Department of Transportation (Department) has issued this Request for Proposal (RFP) to solicit competitive Bids and Proposals from Proposers for SR 30 (US 98) in Santa Rosa County. The project will improve the existing conditions on SR 30 (US 98) from Bayshore Road to Portside Drive, a distance of approximately 4.25 miles. The existing four-lane roadway will be widened to create a six-lane urban facility with a raised median and buffered bike lanes. The Project will also include resurfacing SR 281 from SR 30 (US 98) to the Garcon Point Bridge (Bridge #580174).

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

Description of Work

The Design-Build Firm shall improve the existing conditions on SR 30 (US 98) from east of Bayshore Road (CMP 4.033) to west of Portside Drive (CMP 8.286). The existing four-lane roadway will be widened to create a six-lane urban facility. Cross slope correction shall be implemented. Use of criteria for RRR projects will only be allowed on SR 281 resurfacing. The Design Speed is 45 mph. The raised median will vary between 22 ft. and 30 ft. wide and include Type E curb and gutter. Travel lanes will be 11ft. wide. Buffered bike lanes will be 7 ft. wide and located along both directions of travel. Border areas will include Type F curb and gutter and 6 ft. concrete sidewalk. Construct a shared use path, 12 ft. wide, along the south side of SR 30 (US 98) from the end of the existing shared-use path (CMP 4.430) to Gondolier Boulevard. If any existing shared use path is impacted by the Design-Build Firm's design, reinstall shared use path within the impacted limits. Pattern textured pavement is not required to be reinstalled on the shared use path unless the County decides to pay for the added cost. Coordinate during the design phase with the Department's Project Manager during to coordinate with the County regarding patterned textured pavement on the shared use path. The sidewalk is not required to be constructed on the south side of SR 30 (US 98) where the shared use path will exist. Design and construction of storm water facilities will be required along with all necessary permits. All work shall be contained within the Department's right-of-way. No work may be performed outside of the Department's existing right-of-way unless specifically approved by the Department (as detailed below in the RFP).

The conceptual plans (and associated files) are being provided for information only. The conceptual plans are an old set of preliminary plans that no longer comply with the Department's design criteria. The Design-Build Firm is required to provide a fully functional design that complies with this RFP. The proposed typical section described above is the minimum requirement for the Project. The Design-Build Firm will be required to install median opening locations with associated turn lanes as depicted in the roll plot graphics under "graphics for access management changes" (see RFP – Attachments) versus median opening locations as identified in the concept plans. The roll plot graphics from 2019 depict the latest access management approvals for the Project while the conceptual plans are no longer accurate in terms of median opening location. This includes constructing a westbound left turn lane with directional opening at CMP 4.180 along SR 30 (US 98) (approx. 1320 ft. west of Bayshore Dr.) that was not originally shown in the

concept plans. All turn lanes and median openings shall be designed and constructed to meet Governing Regulations included in this RFP. Every effort shall be made to design turn lane lengths to match the existing turn lane length or exceed the existing length. Minor access management modifications will be allowed to satisfy the Governing Regulations included in this RFP, but any significant modifications will require approval of the District Design Engineer. The Design-Build Firm will be required to provide proper access to businesses and side streets to ensure the safety and efficiency of the transportation system is maintained. This includes, but is not limited to providing reconstructed driveways at all locations where driveways currently exist. All driveways and side roads shall be reconstructed or resurfaced to the Department's right-of-way line. All driveways and side roads shall remain open at all times. The Design-Build Firm shall design and construct sidewalk for the full limits depicted in the conceptual plans. The Design-Build Firm will be required to comply with all right-of-way, project and environmental commitments (and/or agreements) attached to this RFP.

The Design-Build Firm shall design the driveway to Tires Plus (Parcel 702) to NOT utilize the temporary construction easement shown in the right-of-way maps. The design shall include all necessary work to tie-in the driveway within the Department's permanent right-of-way.

The required pavement design for the project is included as an Attachment to this RFP.

The Design-Build Firm shall provide a fully functional drainage system to accommodate the requirements of this project. This includes, but is not limited to, replacement of existing structures and any other drainage improvements necessary to provide a fully functional six-lane facility along SR 30 (US 98) to meet water quality and quantity permitting requirements. All existing drainage components within the project limits shall be removed or grout-filled in consideration of the new pipe design layout. Capping of existing pipes without grout filling will NOT be allowed due to future maintenance concerns. No existing drainage shall be utilized in the new drainage design. The Design-Build Firm will be responsible for obtaining all permits. The Design Build Firm shall not include littoral zones and plantings in stormwater pond designs. Any proposed storm water pond modifications must remain within the proposed or existing right-of-way defined by the Department. **On SR 281 where resurfacing is required by this RFP, the existing drainage can remain in service.**

Environmental permits have not been acquired and are the responsibility of the Design-Build Firm. Based on the conceptual plans, there were no impacts to wetlands and mitigation was not anticipated at the time of the development of the conceptual plans.

Design and construct an eastbound right-turn lane on SR 30 (US 98) at Tiger Point Blvd, Tiger Trace Blvd and Whisper Bay Blvd.

The Design-Build Firm is required to resurface the existing pavement on SR 281 from SR 30 (US 98) to the Garcon Point Bridge (Bridge #580174). At one time, plans were being developed for this resurfacing as a standalone resurfacing project. These preliminary plans (FPID 441541-1) were stopped early in their development stage, but are provided for the Design-Build Firm as information only. Bridge #580173 will be excepted out of the resurfacing of SR 281. The existing guardrail on the south side of Garcon Point Bridge (Bridge #580174) and on the north and south side of Bridge #580173 shall be replaced with Thrie Beam Retrofits.

Incorporate the recommendations from the Technical Memorandum: HSIP Candidate Review US 98/SR 30 (Gulf Breeze Parkway) at College Parkway Section No. 58030, CMP 6.596 Santa Rosa County June 28, 2018.

1. Upgrade the traffic signal with new mast arms, signal heads, internally illuminated street name

- signs, and pedestrian signals and detectors.
2. Provide offset left-turn lanes on the eastbound and westbound approaches.
 3. Remove acceleration tapers in the northwest and southeast corners of the intersection.

All left turn lanes within the project limits shall be designed, if right-of-way permits, as offset left turn lanes to enhance safety along the corridor.

The Design-Build Firm shall design, procure, install, construct, integrate, and test the Project including all work and ancillary items necessary to successfully install the Intelligent Transportation Systems (ITS) as described in this RFP. This project consists of fiber optic cable and associated ITS infrastructure, including Closed Circuit Television (CCTV) cameras, connection to Arterial Dynamic Message Sign (ADMS), network equipment, wireless detection systems, vehicle presence detection systems, electrical systems, hardware deployment and coordinated integration with the Escambia County Traffic Signal Operations Center (TSOC). All work associated with the above listed elements shall be included in the Project. This includes, but is not limited to, site survey, utility coordination, constructing and maintaining power services, installing power to cabinets and road side devices, power calculations, installation of poles, cabinets and other ITS related structures, ITS Facility Management (ITSFM) asset management data collection, acceptance testing of the constructed system, demonstration testing on installed devices, traffic control coordination, removing existing materials as necessary, clearing and grubbing, performance turf, erosion control and any additional items necessary.

The Design-Build Firm shall be responsible for providing system configuration information for successful system integration with the Escambia County Traffic Signal Operations Center (TSOC). The Design-Build Firm shall verify all Internet Protocol (IP) based equipment has Simple Network Management Protocol (SNMP) configured to be identifiable through the FDOT District Network Management Software (NMS). The Design-Build Firm shall provide all power and communications equipment/infrastructure necessary to connect to the Escambia County Traffic Signal Operations Center (TSOC). The Design-Build Firm shall be required to develop Technical Special Provisions (TSP) for any items not covered under the Department's Standard Specifications to specify what is to be built while meeting the minimum requirements therein.

The Design-Build Firm will include the following attributes, facilities, infrastructure, ITS devices, systems, and associated work:

- Closed Circuit Television (CCTV) cameras at a minimum of three (3) signalized intersections for arterial incident management.
- Wireless Communication Device (Cellular) at a minimum of three (3) signalized intersections to provide communication between the corridor and Escambia County's Traffic Signal Operations Center (TSOC).
- Vehicle Detection System (Microwave Detection system and Blue-tooth Detection System).
- Complete integration of existing arterial Dynamic Message Signs (ADMS)

These devices shall be routed to the Escambia County Traffic Signal Operations Center (TSOC) utilizing the proposed fiber optic backbone along SR 30 (US 98) and cellular communication devices.

The ITS infrastructure shall be designed to maintain, control and operate from the Escambia County's TSOC located at the Escambia County Office Complex, 3363 West Park Place, Pensacola, Florida.

ITS and Traffic Design and Engineering Services – provide complete design of the system, including equipment necessary to tie into the existing ITS network such that the information is transmitted to the TSOC. The design will include, but is not limited to, all fiber optic cabling and detail sheets for pull boxes,

conduit, cabinet, cabinet modifications, power service runs and modifications and all other equipment and incidentals for ITS infrastructure required for complete installation. The Design shall identify right of way and applicable roadway topography.

ITS and traffic Documentation – provide complete and comprehensive documentation of all elements of this project as specified herein. The Design-Build Firm shall provide data to enter into the Department ITSFM for all new and modified equipment and infrastructure as defined throughout this document.

Traffic signal modification/installation/removal, including mast arm construction is a requirement of this contract. The existing signalized intersections as listed below will require replacement to accommodate the new six-lane section. Replace existing signal structures with mast arms at the intersections of SR 30 (US 98) and

- Gondolier Blvd. / Kelton Blvd.
- Whisper Bay Blvd.
- Oriole Beach Rd. / Shopping Center (Breeze Plaza)
- College Pkwy.
- Country Club Rd. / Green Briar Pkwy.
- Shopping Center / SR 281 (Avalon Boulevard Frontage Rd.)
- Tiger Park Ln. / Portside Dr.

The signal design shall include full pedestrian features with countdown pedestrian signals meeting ADA standards, LED signal heads with reflective back plates, vehicular detection (video), LED internally illuminated overhead street name signs (servicing all applicable directions), Uninterrupted Power Supply devices (UPS), and emergency preemption devices.

Communication drops from the fiber trunk line shall be added to the signalized intersections. New fiber drops shall be designed for any ITS device not connected to a signalized intersection cabinet. CCTV cameras shall be tied into signalized cabinets via Cat 6 Ethernet cable from the CCTV to the closest signal cabinet, if the cabinet is within the distance limit of Ethernet.

A Structure Number Request Form will be required at the 90% submittal for each new mast arm installation, high mast light poles or sign structures. Along with the form, the Design-Build Firm shall submit applicable plan and elevation sheets and project location map.

Existing roadway lighting will remain and be adjusted as necessary to accommodate the project improvements. Lighting within the limits of signalized intersections shall be improved to meet New Reconstruction criteria and include sidewalk lighting and enhanced horizontal and vertical lighting illumination standards as found in the FDOT Design Manual.

Sound Barrier wall construction is a requirement of this contract as per the final Noise Study Report Addendum dated February 2014. The Design-Build Firm will be required to install noise walls along the north side of SR 30 (US 98) in three (3) locations. The locations, station limits and height requirements are provided below:

Barrier Location	SR 30 Roadway Stationing (Does Not Include Side Street Stationing – See NSR Addendum for Limits)		Barrier Height (ft)
	Start/Stop		
East Grand Point	279+40	286+40	13

Breezy Wind Drive (West Barrier)	401+00	405+40	13
Breezy Wind Drive (East Barrier)	406+00	412+20	13

The offset of the wall from the roadway may vary, but should be as close to the right-of-way as feasible. The Design-Build Firm shall make every effort to avoid impacting any overhead utility electric or communication lines. Variations in required offsets are allowed with Department approval. The Design-Build Firm will be required to design and construct the sound barrier walls in accordance to the latest design standards and specifications.

The Design-Build Firm will prepare the Final Noise Study Report if their design deviates from the Department's latest Noise Study Report in terms of wall elevation, roadway profile and noise wall effectiveness. The Department will review and must provide approval of the Design-Build Firm's Final Noise Study Report before the wall can be installed. The Design-Build Firm shall ensure their design provides equal to or better noise wall effectiveness than the Department's latest Noise Study Report. The Design-Build Firm will be required to adjust the wall height and/or offset if necessary until noise wall effectiveness is achieved. The Design-Build Firm will be responsible for any public involvement required for the noise wall.

Irrigation that encroaches into the right of way shall be cut and capped and the property owner shall be notified prior to cutting and capping. The adjacent property owner shall also be notified if any landscaping within the Department's right of way will be removed if it is not feasible to utilize with the Design-Build Firm's proposed design. The Design-Build Firm shall provide the adjacent property owner a minimum one-month advanced written notification to allow the property owner time to remove the irrigation or landscaping from the Department's right of way. After that one-month notification period ends, the Design-Build Firm will cut/cap irrigation, remove remaining irrigation components and any impacted landscaping from the Department's right-of-way.

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

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

All design and construction activities for the project will be required to remain within the existing right-of-way. The Department Right-of-Way Maps are available on the internet and made available in the reference documents. These maps are the controlling document in reference to right-of-way line location. The conceptual plans may or may not accurately depict the right-of-way being acquired by the Department. All design and construction activities for the project will be required to remain within the existing right-of-way.

During the right-of-way acquisition negotiation process, the Department may obtain rights-of-entry or easements from property owners and document this specific access right in the Right-of-Way Commitments. For this reason, the Right-of-Way Commitments that include property access rights shall overrule the Right-of-Way Maps and the conceptual plans. The Design-Build Firm shall design and construct all Right-of-Way Commitments and elements included in Right-of-Way Stipulated Final

Judgements included as an Attachment to this RFP.

The Department will have its demolition contractor (under a separate contract) remove all buildings, septic tanks, and wells during its clearing activities. The Design-Build Firm will be responsible for any remaining clearing and grubbing including, but not limited to existing fencing, trees, concrete removal, etc.

Right-of-way acquisition process for unique proposals by Design-Build Firms

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

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

The Department will provide to the successful Design-Build Firm an estimate of all costs related to the acquisition and use of the additional Right-of-Way for the project. At the time the Design-Build Firm returns the executed contract to the Department, the Design-Build Firm will provide the Department funds equal to the amount of the Department's estimate along with a Letter of Credit approved by the Department in an amount equal to 100% of the Department's estimate. If additional funds beyond the Department's estimate are anticipated, the Design-Build Firm shall be solely responsible for all such costs and provide the same to the Department upon ten (10) days written notice from the Department. The Letter of Credit is for the purpose of securing the obligations of the Design-Build Firm with respect to the acquisition and use

of additional Right-of-Way. The Letter of Credit will be released upon the Department's determination that all costs related to the acquisition of and making ready for use of the additional Right-of-Way have been satisfied. Any remaining funds provided will be returned to the Design-Build Firm.

Any additional Right-of-Way must be acquired prior to the commencement of any construction on or affecting the subject property. The Design-Build Firm waives any and all rights or claims for information, compensation, or reimbursement of expenses with respect to the Design-Build Firm's payment to the Department for costs associated with the acquisition of the additional Right-of-Way. The additional Right-of-Way cannot be used for any construction activity or other purpose until the Department has issued an applicable parcel clear letter or a Right-of-Way Certification for Construction.

If the Department's attempt to acquire the additional Right-of-Way is unsuccessful, then the Design-Build Firm shall provide a design of the Project within existing Right-of-Way and be required to complete the Project solely for the Lump Sum Price Bid, with no further monetary or time adjustments arising therefrom. Under no circumstances will the Department be liable for any increase in either time or money impacts the Design-Build Firm suffers due to the Design-Build Firm's proposed acquisition of additional Right-of-Way, whether or not the acquisition is successful.

Utilities

The Design-Build Firm will be responsible for providing utility adjustment plans and coordinating utility relocations. The Design-Build Firm shall be responsible for determining, through the use of non-destructive means, both the horizontal and vertical location of all existing utilities above and below ground within the project limits, and for coordinating with the Utility owner(s) for any necessary relocation and/or adjustment of their utilities through the development of a comprehensive utility work schedule. Existing utility location information is provided in the RFP – Reference Documents for information purposes only.

Along with coordinating utility relocations for the project, the Design-Build Firm is required to perform the utility relocation work for the City of Gulf Breeze and Midway Water System utility relocations. The work effort for these anticipated relocations is described below:

1.) The City of Gulf Breeze

The Design-Build Firm shall be required to design, construct, and prepare as-built plans for the City of Gulf Breeze gas, water and sewer adjustment/relocation work as approved by the City of Gulf Breeze and the Department. The Design-Build Firm will be responsible for acquiring all permits required for the utility work. All gas, water and sewer design, construction, tie-ins to existing gas, water and sewer system, service connections and resolution of conflicts with existing gas, water and sewer systems shall be in accordance with the current City of Gulf Breeze standards and shall be scheduled with and coordinated through the City of Gulf Breeze. The Design-Build Firm shall copy the Department on all correspondence with the City of Gulf Breeze related to schedule and coordination efforts. This work is subject to the timely deposit of necessary funds by the City of Gulf Breeze to the Department and may be removed from the contract if funds are not received. An Addendum to this RFP will be issued before January 1, 2020 if this utility work is removed due to lack of funding.

Design of Utility Work

- a. The Design-Build Firm shall prepare the final engineering design, plans, technical special provisions, permit applications (including, but not limited to, FDEP and the FDOT) for the utility work for the City of Gulf Breeze Gas, Water and Sewer in accordance with the City of Gulf Breeze's standards. In the event of a conflict between the City of Gulf Breeze requirements and

- any FDOT governing Regulations, the Department shall determine which provisions apply based on the intent and purpose of the Utility Work.
- b. The Plans Package shall be in the same format as the Department's contract documents for the Project and shall be suitable for reproduction.
 - c. Unless otherwise specifically directed in writing, the Plans Package shall include any and all activities and work effort required to perform the utility work, including, but not limited to, all clearing and grubbing, permitting, survey, subsurface engineering (as required), utility coordination (telephone, fiber, cable, electrical, gas, etc.) and shall include a traffic control plan.
 - d. Construction costs for mobilization, clearing and grubbing and maintenance of traffic for this utility work are to be included in the main project and not in the utility relocations cost.
 - e. The Plans Package shall be prepared in compliance with the FDOT Utility Accommodation Manual and the FDOT Design Manual, and this RFP. If the FDOT Design Manual conflicts with the FDOT Utility Accommodation Manual, the Utility Accommodation Manual shall apply where such conflicts exist.
 - f. The Design-Build Firm shall prepare the Utility Work's technical special provisions, which are a part of the Plans Package, in accordance with the Department's guidelines on preparation of technical special provisions and shall not duplicate or change the general contracting provisions of the FDOT Standard Specifications for Road and Bridge Construction and any Supplemental Specifications for the Project.
 - g. The Design-Build Firm shall provide a copy of the proposed Plans Package to the Department and the City of Gulf Breeze for review at the following stages: 90% and 100% plans.
 - h. The Design-Build Firm shall at all times be and remain solely responsible for proper preparation of the Plans Package and for verifying all information necessary to properly prepare the Plans Package, including survey information as to the location (both vertical and horizontal) of the Utility.
 - i. The utility work will include all utility facilities of the City of Gulf Breeze which are located within the limits of the Project.
 - j. The Design-Build Firm shall fully cooperate and coordinate the utility work with all other right of way users in the preparation of the Plans Package.
 - k. Upon completion of the utility work, the facilities shall be deemed to be located on the Department's right-of-way under and pursuant to the Utility Permit to be issued by the Department. The Design-Build Firm shall facilitate and comply with all permit conditions, and provide all disinfection, pressure testing, laboratory tests, permit certifications, record drawings, etc. to obtain regulatory approval and clearance to place the utilities in service.

Performance of Utility Work

- a. The Department shall perform all engineering inspection, and monitoring of the Utility Work to insure it is properly performed in accordance with the Plans Package. The City of Gulf Breeze shall have representation on site periodically for consultation as necessary.
- b. Testing, monitoring and reporting shall be performed by the Design-Build Firm in accordance with standard industry practices for water and wastewater and in accordance with the City of Gulf Breeze's standards.
- c. The Design-Build Firm shall coordinate with the City of Gulf Breeze during construction and schedule any necessary temporary utility interruptions, in advance with the City.
- d. All out of service City of Gulf Breeze mains, services, and appurtenances that are in conflict with the Design-Build Firm's Project design shall be removed and cost of removal be covered under FPID:
 - 220440-1-56-04 (Water)
 - 220440-1-56-05 (Sewer)
 - 220440-1-56-06 (Gas)

Should out of service facilities not require removal, then Design-Build Firm shall cap them or grout fill and place them out of service in accordance with FDOT Specifications with costs being covered under FPID:

220440-1-56-04 (Water)

220440-1-56-05 (Sewer)

220440-1-56-06 (Gas)

- e. All work described above for the City of Gulf Breeze utility relocations shall be bid under the appropriate FPID described below:

220440-1-56-04 (Water)

220440-1-56-05 (Sewer)

220440-1-56-06 (Gas)

2.) Midway Water System

The Design-Build Firm shall be required to design, construct, and prepare as-built plans for the Midway Water System water adjustment/relocation work as approved by the Midway Water System and the Department. The Design-Build Firm will be responsible for acquiring all permits required for the utility work. All water design, construction, tie-ins to existing water system, service connections and resolution of conflicts with existing water system shall be in accordance with the current Midway Water System standards and shall be scheduled with and coordinated through the Midway Water System. The Design-Build Firm shall copy the Department on all correspondence with the Midway Water System related to schedule and coordination efforts. This work is subject to the timely deposit of necessary funds by the Midway Water System to the Department and may be removed from the contract if funds are not received. An Addendum to this RFP will be issued before January 1, 2020 if this utility work is removed due to lack of funding.

Design of Utility Work

- a. The Design-Build Firm shall prepare the final engineering design, plans, technical special provisions, permit applications (including, but not limited to, FDEP and the FDOT) for the utility work for Midway Water System Water in accordance with Midway Water System' standards. In the event of a conflict between Midway Water Systems requirements and any FDOT governing Regulations, the Department shall determine which provisions apply based on the intent and purpose of the Utility Work.
- b. The Plans Package shall be in the same format as the Department's contract documents for the Project and shall be suitable for reproduction.
- c. Unless otherwise specifically directed in writing, the Plans Package shall include any and all activities and work effort required to perform the utility work, including, but not limited to, all clearing and grubbing, permitting, survey, subsurface engineering (as required), utility coordination (telephone, fiber, cable, electrical, gas, etc.) and shall include a traffic control plan.
- d. Construction costs for mobilization, clearing and grubbing and maintenance of traffic for this utility work are to be included in the main project and not in the utility relocations cost.
- e. The Plans Package shall be prepared in compliance with the FDOT Utility Accommodation Manual and the FDOT Design Manual, and this RFP. If the FDOT Design Manual conflicts with the FDOT Utility Accommodation Manual, the Utility Accommodation Manual shall apply where such conflicts exist.
- f. The Design-Build Firm shall prepare the Utility Work's technical special provisions, which are a part of the Plans Package, in accordance with the Department's guidelines on preparation of technical special provisions and shall not duplicate or change the general contracting provisions of

the FDOT Standard Specifications for Road and Bridge Construction and any Supplemental Specifications for the Project.

- g. The Design-Build Firm shall provide a copy of the proposed Plans Package to the Department and Midway Water System for review at the following stages: 90% and 100% plans.
- h. The Design-Build Firm shall at all times be and remain solely responsible for proper preparation of the Plans Package and for verifying all information necessary to properly prepare the Plans Package, including survey information as to the location (both vertical and horizontal) of the Utility.
- i. The utility work will include all utility facilities of Midway Water System which are located within the limits of the Project.
- j. The Design-Build Firm shall fully cooperate and coordinate the utility work with all other right of way users in the preparation of the Plans Package.
- k. Upon completion of the utility work, the facilities shall be deemed to be located on the Department's right-of-way under and pursuant to the Utility Permit to be issued by the Department. The Design-Build Firm shall facilitate and comply with all permit conditions, and provide all disinfection, pressure testing, laboratory tests, permit certifications, record drawings, etc. to obtain regulatory approval and clearance to place the utilities in service.

Performance of Utility Work

- a. The Department shall perform all engineering inspection, and monitoring of the Utility Work to insure it is properly performed in accordance with the Plans Package. Midway Water System shall have representation on site periodically for consultation as necessary.
- b. Testing, monitoring and reporting shall be performed by the Design-Build Firm in accordance with standard industry practices for water and in accordance with Midway Water System's standards.
- c. The Design-Build Firm shall coordinate with Midway Water System during construction and schedule any necessary temporary utility interruptions, in advance with the City.
- d. All out of service Midway Water System mains, services, and appurtenances that are in conflict with the Design-Build Firm's Project design shall be removed and cost of removal be covered under FPID:
220440-1-56-01 (Water)
Should out of service facilities not require removal, then Design-Build Firm shall cap them or grout fill and place them out of service in accordance with FDOT Specifications with costs being covered under FPID:
220440-1-56-01 (Water)
- e. All work described above for the Midway Water System utility relocations shall be bid under the FPID described below:
220440-1-56-01 (Water)

The Design-Build Firm shall minimize and, to the greatest extent possible, avoid impacts to existing landscaping or future landscaping opportunities associated with utility relocations.

Advance utility coordination information is provided in RFP – Reference Documents for information only.

During the Design-Build procurement process for this contract, the Design-Build Firm shall NOT coordinate directly with Midway Water Systems or the City of Gulf Breeze Utilities due to their work being a requirement of this RFP. The Design-Build Firm may request a Utility ATC Meeting to communicate with Midway Water Systems or the City of Gulf Breeze Utilities. After the ATC process is concluded, all questions related to their utility work requirements will be required to go through the FDOT Bid Question website.

A. Design-Build Responsibility

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

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

The Design-Build Firm shall be responsible for reviewing the approved Environmental Document of the PD&E Study and all subsequent environmental document reevaluations.

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

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

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

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

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

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

B. Department Responsibility

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

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

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

II. Schedule of Events.

Below is the current schedule of the remaining events that will take place in the selection 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
09/30/2019	Planned Advertisement
11/13/2019	Official Advertisement
11/20/2019	Mandatory Pre-Proposal meeting at 1:30 pm local time at FDOT, 1074 Highway 90, Chipley, FL. 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.
11/22/2019	Deadline for Design-Build Firm to request participation in One-on-One Alternative Technical Concept Discussion Meeting No. 1
12/06/2019	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
12/11/2019	One-on-One Alternative Technical Concept Meeting No. 1
12/13/2019	Deadline for Design-Build Firm to request participation in One-on-One Alternative Technical Concept Discussion Meeting No. 2
<u>01/04/2020</u>	<u>Deadline for Design-Build Firm to request participation in One-on-One Utility Alternative Technical Concept Discussion Meeting – Meeting will include Midway Water Systems and the City of Gulf Breeze only</u>
<u>01/07/2020</u>	<u>Utility One-on-One Alternative Technical Concept Meeting – Midway Water Systems and the City of Gulf Breeze only</u>
01/15/2020	One-on-One Alternative Technical Concept Meeting No. 2
01/22/2020	Deadline for submittal of Alternative Technical Concept Proposals 2:00 pm local time
01/22/2020	Deadline for submission of requests for Design Exceptions or Design Variations 2:00 pm local time

02/19/2020	Deadline for submittal of questions, for which a response is assured, prior to the submission of the Technical and Bid Price Proposals. All questions shall be submitted to the Pre-Bid Q&A website.
02/26/2020	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 Proposal.
03/04/2020	Technical Proposals and Price Proposals due in District Office by 10:00 am local time
03/04/2020	Public announcing of Price Proposals at 10:30 am local time at FDOT, 1074 Highway 90, Chipley, FL
03/11/2020	Public Meeting of Technical Review Committee to determine Responsiveness of Technical Proposals at 10:00 am local time at FDOT, 1074 Highway 90, Chipley, FL
03/16/2020	Public Meeting of Selection Committee to determine intended Award (Final Selection Posting) at 9:00 am local time at FDOT, 1074 Highway 90, Chipley, FL
03/16/2020	Posting of the Department's intended decision to Award
03/23/2020	Anticipated Award Date
04/06/2020	Anticipated Execution Date

III. Threshold Requirements.

A. Qualifications

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

B. Joint Venture Firm

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

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 Proposer failing to attend will be deemed non-responsive and eliminated from further consideration. The purpose of this meeting is to provide a forum for the Department to discuss with all concerned parties the proposed Project, the design and construction criteria, contract procurement schedule, 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, in the Department's opinion, official additions, deletions, or clarifications of the Request for Proposal, or any other document, the Department will issue a written addendum to this Request for Proposal 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 Interests (PoDIs), in order to discuss the Project in detail and to clarify any concerns. Proposers shall direct all questions to the Department's Question and Answer website:

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

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

During and after the meeting, it is the responsibility of the Contracting Unit to ensure that each Proposer develops their Technical Proposal with the same information. If a Proposer receives information from the Department relating to the Project, the Department will ensure that all Proposers receive the same information in a timely fashion. The Project file will clearly document all communications with any Firm regarding the design and construction criteria by the Contracting Unit or the Project Manager.

E. Question and Answer

The Design-Build Firm shall submit questions to the Departments Q&A website in accordance with section 2-4 of the Division I Design-Build Specifications.

F. 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.

G. 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.

H. 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 RFP.
3. In no event will any such elections by the Department be deemed to be a waiving of the RFP.

4. The Proposer who is selected for the Project will be required to fully comply with the RFP for the Price Bid, regardless that the Proposal may have been based on a variation from the RFP.
5. The Proposer shall obtain any necessary permits.

I. Modification or Withdrawal of Proposal

Proposers may modify or withdraw previously submitted Proposals at any time prior to the Proposal due date. Requests for modification or withdrawal of a submitted Proposal shall be in writing and shall be signed in the same manner as the Proposal. Upon receipt and acceptance of such a request, the entire 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 Proposal provided the change is submitted prior to the Proposal due date.

J. Department's Responsibilities

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

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

K. 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 on the bid blank/contract front page under "% DBE Availability Goal". The Department has determined that this DBE percentage can realistically 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 all of our Design-Build Firms to actively pursue obtaining bids and quotes from Certified DBE's.

The Department is reporting to the Federal Highway Administration the planned commitments to use DBE's, as well as actual dollars paid to DBE's. This information is being collected through the Department's Equal Opportunity Compliance (EOC) system. Additional requirements of the Design-Build Firm may be found in Chapter 2 of the FDOT Equal Opportunity Construction Contract Compliance Manual.

B. DBE Supportive Services Providers:

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

C. Bidders Opportunity List:

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

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

V. Project Requirements and Provisions for Work

A. Governing Regulations:

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

1. Florida Department of Transportation Design Manual (FDM)
<http://www.fdot.gov/roadway/FDM/>
2. Florida Department of Transportation Specifications Package Preparation Procedure

- <http://www.fdot.gov/programmanagement/PackagePreparation/Handbooks/630-010-005.pdf>
3. Florida Department of Transportation Standard Plans for Road and Bridge Construction
<http://www.fdot.gov/design/standardplans/>
 4. Standard Plans Instructions (Refer to Part I, Chapter 115, FDM)
<http://www.fdot.gov/roadway/FDM/>
 5. Florida Department of Transportation Standard Specifications for Road and Bridge Construction (Divisions II & III), Special Provisions and Supplemental Specifications
<http://www.fdot.gov/programmanagement/default.shtm>
 6. Florida Department of Transportation Surveying Procedure 550-030-101
<http://fdotwp1.dot.state.fl.us/ProceduresInformationManagementSystemInternet/FormsAndProcedures/ViewDocument?topicNum=550-030-101>
 7. Florida Department of Transportation EFB User Handbook (Electronic Field Book)
http://www.fdot.gov/geospatial/doc_pubs.shtm
 8. Florida Department of Transportation Drainage Manual
<http://www.fdot.gov/roadway/Drainage/ManualsandHandbooks.shtm>
 9. Florida Department of Transportation Soils and Foundations Handbook
<http://www.fdot.gov/structures/Manuals/SFH.pdf>
 10. Florida Department of Transportation Structures Manual
<http://www.fdot.gov/structures/DocsandPubs.shtm>
 11. Florida Department of Transportation Computer Aided Design and Drafting (CADD) Manual
<http://www.fdot.gov/cadd/downloads/publications/CADDManual/default.shtm>
 12. AASHTO – A Policy on Geometric Design of Highways and Streets
https://bookstore.transportation.org/collection_detail.aspx?ID=110
 13. MUTCD - 2009
<http://mutcd.fhwa.dot.gov/>
 14. Safe Mobility For Life Program Policy Statement
<http://www.fdot.gov/traffic/TrafficServices/PDFs/000-750-001.pdf>
 15. Traffic Engineering and Operations Safe Mobility for Life Program
<http://www.fdot.gov/traffic/TrafficServices/SafetyisGolden.shtm/>
 16. Florida Department of Transportation American with Disabilities Act (ADA) Compliance – Facilities Access for Persons with Disabilities Procedure 625-020-015
<https://fdotwp1.dot.state.fl.us/ProceduresInformationManagementSystemInternet/?viewBy=0&procType=pr>
 17. Florida Department of Transportation Florida Sampling and Testing Methods
<http://www.fdot.gov/materials/administration/resources/library/publications/fstm/disclaimer.shtm>
 18. Florida Department of Transportation Flexible Pavement Coring and Evaluation Procedure
<http://www.fdot.gov/materials/administration/resources/library/publications/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 innovative technical solutions for the Department's approval which meet or exceed the goals of the project. The process involves the submission of an Alternative Technical Concept (ATC) as outlined below. This process has shown to be very cost effective in providing the best-value solution which often times is a result of the collaborative approach of the contractor and their designer which is made possible with the Design Build project delivery method and the ATC process.

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

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
- Changes to the minimum pavement design requirements
- Median opening access management modifications
- 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.

- Any RFP requirement other than the items included in the previous paragraph's bulleted list

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 Department 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 8½" x 11" paper, or plan sheets or on roll plots no wider than 36" and shall be sequentially numbered and include the following information and discussions:

- a) Description: A description and conceptual drawings of the configuration of the ATC or other appropriate descriptive information, including, if appropriate, product details and a traffic operational analysis as applicable;
- b) Usage: The locations where and an explanation of how the ATC would be used on the Project;
- c) Deviations: References to requirements of the RFP which are inconsistent with the proposed ATC, an explanation of the nature of the deviations from the requirements and a request for approval of such deviations along with suggested changes to the requirements of the RFP which would allow the alternative proposal;

- d) **Analysis:** An analysis justifying use of the ATC and why the deviation, if any, from the requirements of the RFP should be allowed;
- e) **Impacts:** A preliminary analysis of potential impacts on vehicular traffic (during construction), environmental impacts, community impacts, safety, and life-cycle Project and infrastructure costs, including impacts on the cost of repair, maintenance, and operation;
- f) **Risks:** A description of added risks to the Department or third parties associated with implementation of the ATC;
- g) **Quality:** A description of how the ATC is equal or better in quality and performance than the requirements of the RFP including the traffic operational analysis if requested by the Department;
- h) **Operations:** Any changes in operation requirements associated with the ATC, including ease of operations;
- i) **Maintenance:** Any changes in maintenance requirements associated with the ATC, including ease of maintenance;
- j) **Anticipated Life:** Any changes in the anticipated life of the item comprising the ATC;

4. Review and Approval of ATC Submittals

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

Approved Design Exceptions required as part of an approved ATC submittal will result in the issuance of an addendum to the RFP notifying all Design-Build Firms signed in at the mandatory Pre-Proposal Meeting 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.

C. Geotechnical Services:

1. General Conditions:

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

D. Department Commitments:

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

1. All right-of-way commitments, agreements and stipulated final judgements.
2. Median opening locations
3. All environmental commitments.

E. Environmental Permits:

The Design-Build Firm shall be responsible for obtaining all applicable permits for this project.

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. Preparation of all documentation related to the acquisition of all applicable permits will be the responsibility of the Design-Build Firm. Preparation of complete permit packages will be the responsibility of the Design-Build Firm. The Design-Build Firm is responsible for the accuracy of all information included in permit application packages. As the permittee, the Department is responsible for reviewing, approving, and signing, the permit application package including all permit modifications, or subsequent permit applications. This applies whether the Project is Federal or state funded. Once the Department has approved the permit application, the Design-Build Firm is responsible for submitting the permit application to the environmental permitting agency. A copy (electronic and hard copy) of any and all correspondence with any of the environmental permitting

agencies shall be sent to the District Environmental Permits Office. If any agency rejects or denies the permit application, it is the Design-Build Firm's responsibility to make whatever changes necessary to ensure the permit application is approved. The Design-Build Firm shall be responsible for any necessary permit 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 extensions, for review and approval by the Department prior to submittal to the agencies.

The Design-Build Firm will be required to pay all permit and public notice fees. Any fines levied by permitting agencies shall be the responsibility of the Design-Build Firm. The Design-Build Firm shall be responsible for complying with all permit conditions. The Design-Build Firm will be required to file any public notices required by the permits, in a publication selected by the Department, and will be responsible for payment of all fees associated with the filing the public notice.

The Department is responsible for providing mitigation of all wetland impacts identified in the conceptual plans, if any exist. If any design modifications the Design-Build Firm propose ~~to~~ increase the amount of wetland impacts, 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 agencies.

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 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 agencies. 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 – N/A

G. Survey

If the Design-Build Firm chooses to utilize the existing survey, the Design-Build Firm shall be responsible for verifying the accuracy of the information being provided and for providing all other surveys necessary for the Project.

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

H. Verification of Existing Conditions:

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

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

I. Submittals:

1. Component Submittals:

The Design-Build Firm may submit components of the contract plans set instead of submitting the entire contract plan set; however, sufficient information from other components must be provided to allow for a complete review. In accordance with the FDOT Design Manual, components of the contract plans set are roadway, signing and pavement marking, signalization, ITS, lighting, landscape, architectural, structural, and toll facilities. The Department will designate in the review comments if the next submittal will be a resubmittal of the 90% phase submittal or if the plans and supporting calculations are significantly developed to proceed to the Final Submittal.

The Design-Build Firm may divide the Project into separate areas and submit components for each area; however, sufficient information on adjoining areas must be provided to allow for a complete review.

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".

One (1) month prior to the 90% submittal listed below, the Design-Build Firm will be required to prepare and submit to the Department for review phase submittal notification draft email for distribution to Local Governments to obtain comments from the respective entity. The Design-Build Firm may obtain an example of a sample distribution email from the Department's Project Manager. The Design-Build Firm will provide a list of proposed recipients, such as City and/or County Commissioners, TPO, appropriate public officials, etc., and submit this list to the District Public Information Office for review and approval prior to submitting the draft email for distribution by the Department. Along with the draft email, a PDF of the plans (without structures included) shall be provided for distribution. Exempt structural information shall not be distributed. A sample distribution list can be obtained from the Department's Project Manager.

The draft email distribution shall include the following information:

- FPID Number
- State Road Number and Local Road Name
- Project limits
- Type of work
- Anticipated construction start date
- Estimated duration of construction
- Department contact persons
- A fourteen (14) calendar day deadline for providing comments

Each comment or request provided by the local government or entity reviewing the submittal shall be evaluated by the Design-Build Firm and discussed with the Department's Project Manager. Responses will be prepared by the Design-Build Firm for the District Secretary (i.e. for elected officials) or District Consultant Project Management Engineer's signature. All comments or requests shall be responded to in writing within thirty (30) days of receipt of comments.

The Design-Build Firm shall pay postage for these notifications or comment responses as necessary. They will also be responsible for the mail-out effort.

90% Phase Submittal

- 2 copies of 11" X 17" plans (all required components)
 - 2 signed and sealed geotechnical report
 - 1 copy of Settlement and Vibration Monitoring Plan (SVMP) for Department acceptance and update throughout the construction period
 - 1 copy of design documentation
 - 1 copy of Technical Special Provisions, if applicable
 - 2 copies of Landscape Opportunity Plans
 - 1 copy of Concept of Operations (ITS)
 - 1 copy of Project System Engineering Management Plan (ITS)
 - 1 copy of Requirement Traceability Verification Matrix (ITS)
 - 1 copy existing Signalization and Intelligent Transportation System equipment report
 - 1 copy of each completed Structural Number Request Form
- All of the information above shall also be submitted electronically in .pdf format. All QC plans and documentation for each component submittal shall be electronic in .pdf format

The Department will designate in the review comments if the next submittal will be a resubmittal of the 90% phase submittal or if the plans and supporting calculations are significantly developed to proceed to the Final Submittal. If the Department requires more than 2 resubmittals a submittal workshop between the Department and the Design-Build Firm must be held to resolve any outstanding issues or comments.

Final Submittal

1 set of signed and sealed 11" X 17" plans (all required documents)
1 set of signed and sealed Landscape Opportunity Plans
1 signed and sealed Construction Specifications Package
1 signed and sealed Technical Special Provisions, as applicable
1 set of signed and sealed design documentation
1 copy of Settlement and Vibration Monitoring Plan (SVMP)
1 copy of Concept of Operations (ITS)
1 copy of Project System Engineering Management Plan (ITS)
1 copy of Requirement Traceability Verification Matrix (ITS)
1 copy existing Signalization and Intelligent Transportation System equipment report
All of the information above shall also be submitted electronically in .pdf format.
All QC plans and documentation for each component submittal shall be electronic in .pdf format

The Design-Build Firm shall provide a list of all changes made to the plans or specifications that were not directly related to the 90% plans review comments. Significant changes (as determined by the Department) made as a part of the Final submittal, that were not reviewed or provided in response to the 90% submittal comments, may require an additional review phase prior to stamping the plans or specifications "Released for Construction." The Design-Build Firm shall provide a signed certification that all Electronic Review Comments (ERC) have been resolved to the Department's satisfaction as a requirement before obtaining "Released for Construction" plans.

All signed and sealed documents will be signed and sealed by hand (not electronically).

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 shall correct any constructed element that is not in compliance with the contract at no

additional cost to the Department.

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

As-Built Set:

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

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

As-Built Plans shall include Global Positioning System (GPS) data utilizing the criteria set forth in the ITS Facility Management (ITSFM) Implementation Guidelines and Minimum Requirements provided as an Attachment to this RFP. The Design-Build Firm shall be responsible for providing data as necessary for populating ITSFM based on the Implementation Guidelines and Minimum Requirements with all new and existing equipment that the ITS and traffic elements interacts with. This will include, but not be limited to; all new conduit runs, pull boxes, cabinets, field equipment, ADMS, networking devices, wireless sensors, cellular devices, CCTV, MVDS, cabinet equipment and others. Attached with this RFP is the ITSFM Implementation Guidelines and Minimum Requirements describing the procedures and amount of detail required to efficiently and accurately complete this task.

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 (including Landscape Opportunity Plans)
- 1 set of 11 "X 17" copy of the signed and sealed As-Built plans, drawings and Certified Surveys
- 1 set of final documentation (if different from final component submittal)

- 1 set of survey information, including electronic files and field books
- CADD Files
- ITSFM import templates, ITSFM master code lists applicable to this project.
- Provide all project data necessary to populate the District ITSFM database.
- 1 Final Project DVD 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.

- Typical Section package
- Utility Clearance Certification
- Permit applications for Department review
- Responses to Request for Additional Information's (RAIs) from permitting agencies for Department review
- Approved permits package
- Pavement Design Package, if different than the minimum pavement design included as an Attachment to the RFP
- Information necessary to complete any NEPA Reevaluations

J. Contract Duration:

The Department has established a **Contract Duration of 1385 calendar days** for the subject Project. Due to the magnitude of utility relocations anticipated for the project, 365 days for utility relocations have been allocated in the contract duration listed above that would cause reduced productivity for construction activities. The Design-Build Firm shall schedule the Project appropriately to include the work included in this contract along with utility owners relocating their facilities for the 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.

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:

- Blue Angel Air Show in July
- Double Bridge Run in July
- Bands on the Beach from April to October (Tuesday evenings)

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

- Anticipated Contract Execution Date

- Anticipated Notice to Proceed Date
- Design Submittals
- Shop Drawing Submittals
- Other Contractor-Initiated Submittals including RFM's, RFC's, and NCR's
- Design Survey
- Submittal Reviews by the Department
- Design Review / Acceptance Milestones
- Materials Quality Tracking
- Geotechnical Investigation
- Start of Construction
- Clearing and Grubbing
- Construction Mobilization
- Embankment/Excavation
- Environmental Permit Acquisition
- Walls Design
- Walls Construction
- Roadway Design
- Roadway Construction
- Signing and Pavement Marking Design
- Signing and Pavement Marking Construction
- Signalization and Intelligent Transportation System Design
- Signalization and Intelligent Transportation System Construction
- Lighting Design
- Lighting Construction
- Maintenance of Traffic Design
- Landscape Opportunity Plans
- Permit Submittals
- Maintenance of Traffic Set-Up (per duration)
- Erosion Control
- Holidays and Special Events (shown as non-work days)
- Maintenance of Communication (MOC) Plan
- Existing Signalization and Intelligent Transportation System equipment report
- Equipment Testing and Commissioning; System Testing, Standalone
- Equipment Testing and Commissioning; System Testing, Network Communication
- Equipment Testing and Commissioning; System Testing, Central Test End-User
- Equipment Submittals (Prior to Start of Construction)
- Test Plan Submittal to FDOT
- Field Device Deployment
- System Integration (District Coordination, County Coordination, Meetings, Field Work, Acceptance)
- As-Built Plan Preparation and Submittal
- RTVM Updates
- Additional Construction Milestones as determined by the Design-Build Firm
- Final Completion Date for All Work

L. Key Personnel/Staffing:

The Design-Build Firm's work shall be performed and directed by key personnel identified in the 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 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 Technical Proposal 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 Technical Proposal.

N. Meetings and Progress Reporting:

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

- Department technical issue resolution
- Local government agency coordination
- Maintenance of Traffic Workshop
- Pavement Design Meeting, as appropriate
- Permit agency coordination
- Scoping Meetings
- System Integration Meetings
- Post Submittal Design Review Meetings

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

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

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

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

termination/patch panels; performance criteria; and details relating to interfaces to other ITS subsystems. If, for any reason, planned network or signal operation outages are to occur, the Design-Build Firm shall submit to the Department for approval a Maintenance of Communication (MOC) Plan in advance of the planned network or signal operation outage detailing work to be performed and a strategy for minimizing the outage.

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.

The Design-Build Firm shall provide weekly advance MOT changes for roadways to the Department's Project Manager no later than noon each Thursday. For the upcoming week (Sunday through Saturday) which will be used to notify the public of impacts.

2. Community Awareness:

The Design-Build Firm will review and comment on a Community Awareness Program if requested by the Department.

3. Public Meetings:

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

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

The Design-Build Firm shall include attendance at two meetings per month for the term of the contract to support the public involvement program. The Department anticipates having one Construction Public Meeting for the Project.

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 provide display boards using aerials for the Construction Public Meeting to the same level of quality or better than the Graphics for access management changes included in this RFP. The Design-Build Firm shall provide information for the various public meetings at a minimum one (1) month prior to the meeting for Department review and approval.

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 public meetings. 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 or social media platforms up to date.

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

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

P. Quality Management Plan (QMP):

1. Design:

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

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

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

2. Construction:

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

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

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

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

Q. Liaison Office:

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

R. Engineers Field Office – 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 estimates requesting payment, the Department's Project Manager will make judgment on whether or not work of sufficient quality and quantity has been accomplished by comparing the reported percent complete against actual work accomplished.

T. Computer Automation:

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

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

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

U. Construction Engineering and Inspection:

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

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

V. Testing:

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

W. Value Added:

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

- Roadway features
- Roadway drainage systems,
- Concrete defects
- And any other products or features the Design-Build Firm desires.

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

The Design-Build Firm shall provide at a minimum the three (3) year warranty period as defined by Article 338, Value Added Asphalt Pavement, Division II, Standard Specifications. The Design-Build Firm may provide a longer warranty period than the three (3) year minimum.

X. Adjoining Construction Projects:

The Design-Build Firm shall be responsible for coordinating all design, permitting, and construction activities with other construction Projects that are impacted by or impact this Project. This includes Projects under the jurisdiction of local governments, the Department, other regional and state agencies, or private entities. Adjoining construction projects include, but are not limited to:

1. FPID 220426-2-22-01 SR 30 (US 98) Multilane reconstruction from Portside Drive to Okaloosa County Line. This project is currently in PD&E.
2. FPID 220426-3-32-01 SR 30 (US 98) Multilane reconstruction from Portside Drive to Bergen Road. This project is scheduled for design in FY 23.

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

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

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

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

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

C. Geotechnical Services:

Drilled Shaft Foundations for Bridges and Miscellaneous Structures

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

1. Evaluating geotechnical conditions to determine the drilled shaft diameter and length and construction methods to be used.
2. Performing the subsurface investigation in accordance with the Soils and Foundations Handbook.
3. Preparing and submitting a Drilled Shaft Installation Plan for the Department's acceptance.
4. Determining the production shaft lengths.
5. Constructing all drilled shafts to the required tip elevation and socket requirement in accordance with the plans, specifications, and standard plans.
6. Inspecting and documenting the construction of all drilled shafts in accordance with the specifications.
7. Performing Cross-Hole Sonic Logging (CSL) or Thermal Integrity tests on any shafts for all miscellaneous structures suspected of containing defects.
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, if necessary

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

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

Auger Cast Piles for Sound Barrier Walls

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

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

Specialty Geotechnical Services Requirements

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

- Criteria of measurable parameters to be met in order to accept the specialty geotechnical work,
- A field testing and instrumentation program to verify design assumptions and performance,
- A quality control program to be performed by the Design-Build Firm that includes sampling and testing to ensure the material quality, products, and installation procedures meet, requirements,
- A verification testing program to be performed by the Geotechnical Foundation Design Engineer of Record (GFDEOR) that includes inspection, sampling, and testing to verify the material, products, and procedures meet requirements. The TSP shall include language providing separate lab samples to be used for the Department's independent verification.
- A certification process

After construction of the specialty geotechnical work, the Design-Build Firm shall submit a certification package for Department's review within 15 business days. The certification package shall include the results of all the field testing, instrumentation and lab testing performed and a signed and sealed letter by the GFDEOR certifying that the specialty geotechnical work meets the requirements. The Department may issue comments and require additional verification testing.

D. Utility Coordination

The Design-Build Firm shall utilize a single dedicated person responsible for managing all utility coordination. This person shall be contractually referred to as the Utility Coordination Manager and shall be identified in the Design-Build Firm's Proposal. The Design-Build Firm shall notify the Department in writing of any change in the identity of the Utility Coordination Manager (UCM). 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.
4. Ability to physically reach the project site within three (3) hours.

The Design-Build Firm's Utility Coordination Manager shall be responsible for managing all utility coordination, including, but not limited to, the following:

1. Ensuring that all utility coordination and activities are conducted in accordance with the requirements of the Contract Documents.
2. Identifying all existing utilities and coordinating any new installations.
3. Reviewing proposed utility permit application packages and recommending approval/disapproval of each permit application based on the compatibility of the permit as related to the Design-Build Firm's plans.

4. Scheduling and conducting utility meetings, preparing and distributing minutes of all utility meetings, and ensuring expedient follow-up on all unresolved issues. The utility meetings shall be monthly during the design phase, but once construction commences (any element of construction), the meetings shall be held biweekly. Meetings will be required to remain on biweekly status until all conflicts are resolved and utilities are fully relocated.
5. Distributing all plans, conflict matrices and changes to affected Utility Agency/Owners and making sure this information is properly coordinated.
6. Identifying, preparing, reviewing and facilitating any agreement required for any utility work needed through final approval and execution. The UCM shall also be responsible for monitoring and reporting the performance of all involved parties under said agreement.
7. Preparing, reviewing, approving, signing, coordinating the implementation of and submitting to the Department for review, all Utility Agreements. Provide copies to the Department Area Utility Manager.
8. Resolving utility conflicts.
9. Obtaining and maintaining all appropriate “Sunshine State One Call of Florida” tickets.
10. Performing Constructability Reviews of plans prior to construction activities with regard to the installation, removal, temporary removal, de-energizing, deactivation, relocation, or adjustment of utilities.
11. Providing periodic Project updates to the Department Project Manager and District Utility Office as requested. Copy the Department Area Utility Manager on all correspondence regarding utilities.
12. Coordination with the Department on any issues that arise concerning reimbursement of utility work costs between the Department and the utility.

The following Utility Agency/Owners (UA/O’s) have been identified by the Department as having facilities within the Project corridor for which the Department contemplates an adjustment, protection, or relocation is possible. Also provided below is a determination made by the Department as to the eligibility of reimbursement for each UA/O. The UA/O’s will be responsible for any necessary relocations for the project except where a UA/O is specifically identified in this RFP for the Design-Build Firm to perform the design and construction of the UA/O’s relocation. The Department will pay and handle all reimbursable agreements outside of the Design-Build contract if the UA/O is deemed eligible for reimbursement. The Design-Build Firm is responsible for all other coordination and agreements indicated in this document with the exception of reimbursable agreements.

Table A – Summary of Department Contemplated Adjustment, Protection, or Relocation

<u>UA/O</u>	<u>Utility Relocation Type</u>	<u>Budget</u>	<u>Lump Sum Bid</u>	<u>Eligible for Reimbursement</u> <u>Y/N</u>
AT&T Florida	UA/O performing utility work	N/A	N	N

Cox Southeast	UA/O performing utility work	N/A	N	N
Fairpoint Regional Utilities	UA/O performing utility work	N/A	N	N
Gulf Breeze, City of (Gas)	D-B Performing utility work	\$832,004	Y	N
Gulf Breeze, City of (Water)	D-B Performing utility work	\$227,749	Y	N
Gulf Breeze, City of (Sewer)	D-B Performing utility work	\$875,526	Y	N
Gulf Power (Distribution)	UA/O performing utility work	N/A	N	N
Gulf Power (Transmission)	UA/O performing utility work	N/A	N	Y
Mediacom	UA/O performing utility work	N/A	N	N
Midway Water System	D-B Performing utility work	\$1,144,921	Y	N
Uniti Fiber	UA/O performing utility work	N/A	N	N
Verizon Business (MCI)	UA/O performing utility work	N/A	N	N
FDOT ITS	D-B Performing work	N/A	Y	N

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

Utility Owners			
Company	Contact Person	Contact Number	Email Address
AT&T Florida	Rob St. Pierre	(850) 436-1701	rs634y@att.com
Cox Southeast	Troy Young	(850) 232-5044	troy.young@cox.com
Fairpoint Regional Utilities	Rob Williamson	(850) 939-2427 ext. 229	robwilliamson@hnws-fl.com
	Dale Long	(850) 939-5732 ext. 225	dlong@mesi-fl.com
Gulf Breeze, City of (Gas)	Thomas Lambert	(850) 934-4094	tlambert@gulfbreezefl.gov
	Roger Jackson	(850) 934-5130	rjackson@gulfbreezefl.gov
Gulf Breeze, City of (Water & Sewer)	Jeremy Norris	(850) 232-4370	jnorris@gulfbreezefl.gov

Gulf Power Company (Distribution)	Chad Swails	(850) 429-2446	chad.swails@nexteraenergy.com
Gulf Power Company (Transmission)	Jason Benton	(850) 444-6374	jason.benton@nexteraenergy.com
Mediacom	Tommy Green	(850) 934-2564	tgreen@mediacomcc.com
Midway Water Systems	Greg DeLapp	(850) 932-5188	gdelapp@midwaywater.com
	Mike Bobick	(850) 932-5188	mbobick@midwaywater.com
	Jody Anderson	(850) 932-5188	janderson@midwaywater.com
Uniti Fiber (formerly Southern Light)	Kyle Hill	(850) 544-1400	james.hill@uniti.com
Verizon Business (MCI)	Chuck Brunick	(407) 257-6135	chuck.brunick@verizon.com
FDOT ITS	Mark Nallick	(850) 330-1785	mark.nallick@dot.state.fl.us

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 UA/O or the Design-Build Firm for the utility relocation work regardless of the UA/O's eligibility for reimbursement.

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

DEVIATION FROM THE CONCEPTUAL UTILITY RELOCATION PLAN: If the Design-Build Firm chooses to deviate from the conceptual plans and the scope of the impact to a utility depicted in the Reference Document section of the RFP, and thereby causes a greater impact to a utility, the Design-Build Firm shall be solely responsible for all increased costs incurred by the utility owner associated with the increase in the scope of the impact to a utility from that depicted in the conceptual plans. The Design-Build Firm shall obtain an agreement from the utility owner being impacted which outlines the changes to the scope of the impact to a utility from that depicted in the conceptual plans. The agreement shall also address the Design-Build Firm's obligation to compensate the utility owner for the additional costs above the costs which would have been incurred without the Design Build Firm's increase in the scope of the impact to a utility from that depicted in the conceptual plans. The Design-Build Firm shall also provide a draft utility permit application acceptable to the Department for the placement of the utility owner's facilities based on the final design. The Department shall not compensate or reimburse the Design-Build Firm for any cost created by a change in scope of the impact to a utility from that depicted in the conceptual plan, or be liable for any time delays caused by a change in scope of the impact to a utility from that depicted in the conceptual plans.

The relocation agreements, plans, work schedules and permit application are to be forwarded to the Department for review by the District Utility Office (DUO) and the Department's Project Manager. The DUO and the Department's Project Manager will review the documents. Once reviewed, the utility permit application will be forwarded to the District Maintenance office for the permit to be signed and recorded or submitted through the One Stop (OSP) system.

E. Roadway Plans:

General:

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

Design Analysis:

The Design-Build Firm shall develop and submit a signed and sealed Typical Section Package, Pavement Design Package (if changed from minimum pavement design in this RFP), and design documentation for review and concurrence by the Department and FHWA on Projects of Division Interest (PoDIs).

Any deviation from the Department's design criteria will require a Design Variation and any deviation from AASHTO will require a Design Exception. If a Design-Build Firm requests a Design Variation or Design Exception, it must be discussed prior to the submission of the Proposal. All such Design Variations and Design Exceptions must be approved or disapproved prior to the submission of the Proposal. Design Exceptions will be disclosed to all the Design-Build Firms via an Addendum.

These packages shall include the following:

F. Roadway Design:

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

1. Typical Section Package:

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

2. Pavement Design Package:

The recommended pavement design attached to this document is the minimum required pavement design for the contract. The pavement designs detailed in the conceptual plans may NOT be accurate and are overruled by the recommended pavement designs included in this RFP. If alternate pavement designs are proposed, the following submittal requirements should be provided to the Department for review.

- Pavement Design
 1. Minimum design period
 2. Minimum ESAL's
 3. Minimum design reliability factors

4. Resilient modulus for existing and proposed widening (show assumptions)
5. Roadbed resilient modulus
6. Minimum structural asphalt thickness
7. Cross slope
8. Identify the need for modified binder
9. Pavement coring and evaluation
10. Identify if ARMI layer is required
11. Minimum milling depth

3. **Drainage Analysis:**

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

The exact number of drainage basins, outfalls and water management facilities (retention/detention areas, weirs, etc.) will be the Design-Build Firm's responsibility. The Department has developed preliminary pond designs as depicted in the conceptual plans. The Design-Build Firm shall complete the design and permitting for any required pond locations and for the full project. The objective is to obtain approved stormwater treatment/attenuation design. The drainage design shall ensure that no adverse impacts occur to adjacent properties as a result of the design. The drainage design detailed in the conceptual plans may be modified by the Design-Build Firm.

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

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

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

Prior to proceeding with the Drainage Design, the Design-Build Firm shall meet with the District Drainage Engineer and District Environmental Permits Coordinator. The purpose of this meeting is to provide information to the Design-Build Firm that will better coordinate the Preliminary and Final Drainage Design efforts. This meeting is Mandatory and is to occur fifteen (15) calendar days (excluding weekends and

Department observed holidays) prior to any submittals containing drainage components.

The assumed velocity method will NOT be allowed for crossdrain analysis. The Design-Build Firm shall provide the Department's District Drainage Engineer a signed and sealed Drainage Design Report. It shall be a record set of all drainage computations, both hydrologic and hydraulic. The engineer shall include all necessary support data.

G. Geometric Design:

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

The design elements shall include, but not be limited to, the horizontal and vertical alignments, lane widths, 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". At the Project completion, a final set of design notes and computations, signed by the Design-Build Firm, shall be submitted with the record set of 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 roadway alignments
3. Vertical geometry calculations
4. Documentation of decisions reached resulting from meetings, telephone conversations or site visits
5. Design Standards and criteria used for the Project
6. Power service voltage drop calculations to verify proper wire size for an electrical circuit based on voltage drop and current carrying capacity is sufficient at all proposed new equipment locations.
7. CCTV citing survey video files and pictures.

Prior to final acceptance, furnish the District with two copies of the following documentary items obtained from the manufacturer for all of the electronic equipment:

1. Operation Manual
2. Troubleshooting and Service Manual
3. Assembly and installation instructions
4. Pictorial layout of components and schematics for circuit boards
5. Parts list

6. Diagram of the field installation wiring
7. Warranty information

I. Structure Plans:

1. Structure Design Analysis:

- a. The Design-Build Firm shall submit to the Department final signed and sealed design documentation prepared during the development of the plans.
- b. The Design-Build Firm shall insure that the final geotechnical recommendations and reports required for structure design are submitted with the 90% plans.

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. Critical Temporary Retaining Walls: Whenever the construction of a structural component (such as a wall, footing, or other such 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. When required to be submitted to the Department, Shop Drawings shall bear the stamp and signature of the Design-Build Firm's Engineer of Record (EOR), and Specialty Engineer as appropriate. All "Approved" and "Approved as Noted" Shop Drawings submitted to the Department for review shall also include Engineer of Record QA/QC Shop Drawing check prints along with the EOR stamped set(s). The Department shall review the Shop Drawing(s) to evaluate compliance with Project requirements and provide any findings to the Design-Build Firm. The Department's procedural review of Shop Drawings is to assure that the Design-Build Firm's EOR has approved and signed the drawing, the drawing has been independently reviewed and is in general conformance with the plans. The Department's review is not meant to be a complete and detailed review. Upon review and approval of the Shop Drawing, the Department will initial, date, and stamp the drawing "Released for Construction" or "Released for Construction as Noted".

Shop Drawing submittals 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.

L. Sequence of Construction:

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

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

M. Stormwater Pollution Prevention Plans (SWPPP)

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

obtained prior to beginning construction activities.

N. Transportation Management Plan:

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

1. Traffic Control Restrictions:

There will be NO LANE CLOSURES allowed between the hours of **5:30 AM to 9:00 PM**. A lane may only be closed during active work periods. 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.

NO LANE CLOSURES are allowed on the Project during the times shown below so as to minimize potential impacts to the following events:

- Blue Angel Air Show in July
- Double Bridge Run in July
- Bands on the Beach from April to October (Tuesday evenings)

SPRING BREAK	
YEAR	MARCH
2021	12-28
2022	11-27
2023	10-26
2024	08-24
2025	07-23
2026	13-29
2027	12-28

Side roads, business access, and driveways shall remain open at all times. Side roads can NOT be closed unless approval from the District Secretary and any applicable local government is obtained. Local government approval is required to be provided via County Commission resolution.

O. Environmental Services/Permits/Mitigation:

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

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

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

1. Noise walls shall be installed in accordance with the requirements of this RFP and the 2014 Noise Study Report Addendum. In case of discrepancy between the RFP and the 2014 Noise Study Report Addendum, the RFP will govern.
2. Construction noise and vibration will be minimized to the greatest practical extent through compliance with any local ordinances and adherence to controls listed in the latest edition of the FDOT's Standard Specifications for Road and Bridge Construction.
3. Wetland impacts and mitigation will be determined by the permitting process. An individual ERP is anticipated to be required for the Project.
4. An updated review was performed April 2019 to refresh the discussion on the previously-identified Medium and High sites. District Contamination Impacts Coordinator (DCIC) concurrence received April 1, 2019. There was one previously-identified Medium site: 9046588 Fill-Ups Food Stores #1083, 2901 Gulf Breeze Parkway. A Site Rehabilitation Completion Order / No Further Action was issued by FDEP on April 1, 2011. Monitoring wells were abandoned September 2011. Underground tanks were replaced in September 2009. Groundwater samples were below target cleanup levels. The facility is currently in compliance for one underground storage tanks as of April 2018 (which is the most recent inspection report on files in the FDEP Oculus system). There was one previously-identified High site: 8521098, Circle K#4388, 3414 Gulf Breeze Parkway. The Florida Department of Health approved a Well Abandonment Report (April 2012). The FDEP issued a Site Rehabilitation Completion Order / No Further Action (March 2012). A Close Assessment Report letter was issued December 5, 2017.
5. Any profile deficiencies will be verified and addressed during the final design phase.
6. Avoid the Forest Lawn cemetery. The typical section change evaluated in the 2008 reevaluation (which removed the frontage roads) allows for reduction of the required right-of-way along SR 30 (US 98) which essentially eliminates required right-of-way along SR 30 (US 98) including the need for any additional right-of-way at the cemetery.
7. Every effort should be made during the design stage to salvage or reuse as much of the existing base and pavement as possible. It is anticipated that with the typical section change evaluated in the 2008 reevaluation, the existing roadway will be widened and resurfaced. This will allow for maximum reuse of the existing base and pavement. The roadway will be modified from a rural section with ditches to a curb and gutter section.
8. Traffic signals are expected to require provisions for pedestrians (including, as a minimum, pedestrian push buttons) where warranted based on future studies. During the final design, the signal systems will be developed to include accommodations for pedestrians.
9. Consistent with the Final June 27, 2012 Florida Fish and Wildlife Conservation Commission (FWC) Black Bear Management Plan, the contractor shall properly remove garbage and food debris from the construction site daily to eliminate possible sources of food that could encourage and attract bears. The contractor shall report nuisance black bears to the FWC at the Wildlife Alert Hotline at 1-888-404-3922.
10. Within the National Park Service Gulf Islands National Seashore Naval Live Oaks area, no overhead street lighting shall be provided.
11. The Design-Build Firm will conduct surveys for gopher tortoises and burrows within the right-of-way along US 98 within the National Park Service Gulf Islands National Seashore Naval

Live Oaks Area, and for pond sites 3A and 3B, no more than 90 days prior to the start of land clearing/construction. Prior to construction, the Design-Build Firm will relocate any tortoises found within the construction area or less than 25 feet outside the construction area. For gopher tortoise or burrows that appear after construction has begun, the FDOT will ensure that the Design-Build Firm shall follow direction provided in Spec 7-1.4:Legal Requirements and Responsibility to the Public – Laws to be Observed – Compliance with Federal Endangered Species Act and Other Wildlife Regulations, which includes procedures for avoidance.

The Design-Build Firm will be required to coordinate with DEMO and the CEI as necessary to ensure compliance of the specific requirements listed above along with any other NEPA requirements for the project.

P. Signing and Pavement Marking Plans:

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

The Design-Build Firm shall be responsible for the design of all new or retrofit sign supports (post, overhead span, overhead cantilever, and any applicable foundations). The Design-Build Firm shall show all details (anchor bolt size, bolt circle, bolt length, etc.) as well as all design assumptions (wind loads, support reactions, etc.) used in the analysis.

All existing signs shall be removed and new signs designed and installed within the project limits.

Q. Lighting Plans:

The Design-Build Firm is expected to coordinate closely with the Department's Area Utility Manager and the area power provider (Gulf Power) in order to maximize the use of the UAO's poles and service. Typically, the most cost-efficient solution is for the UAO to install and maintain the necessary lights required for the Project. The Design-Build Firm may design the lighting and utilize the UAO for the required lighting installations for the project or the Design-Build Firm may design and construct standard FDOT lighting poles or a combination of both methods. If the Design-Build Firm determines new lighting installations can be done by Gulf Power on their utility poles, these specific lighting installations will be paid by the Department directly to Gulf Power. The Design-Build Firm shall include the cost for any lighting NOT being installed on Gulf Power poles and the cost of design (for any method) in their bid for the Project – FPID 220440-1-52-01. The Design-Build Firm shall include the cost for either process in their bid for the Project – FPID 220440-1-52-01. If the Design-Build Firm chooses to utilize the UAO to install lighting, the Design-Build Firm shall pay for the installation cost and the Department will pay for future maintenance costs. The Design-Build Firm shall coordinate with the Department in design to insure all appropriate agreements are executed.

New lighting installations are required at signalized intersection and anywhere existing roadway lighting that is impacted by the Design-Build Firm's design and construction for the Project. The existing lighting is maintained by Gulf Power. For any necessary relocations to existing lighting, the Design-Build Firm shall coordinate and pay Gulf Power to relocate lighting as necessary.

The Design-Build Firm shall prepare lighting plans in accordance with Department criteria.

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

those connected to traffic signals). Determine appropriate party to coordinate with during the utility coordination process.

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

If the Design-Build Firm chooses to design and construct utilizing FDOT poles for the new signalized intersections requiring lighting, the following criteria shall apply:

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

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

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

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

Where new electrical services are required, the Design-Build Firm shall coordinate the final locations of distribution transformer and service pole to minimize service and branch circuit conductors and conduit lengths. Separate power service meter to be provided for lighting infrastructure.

R. Signalization and Intelligent Transportation System Plans

1. General

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

The Design-Build Firm shall prepare design plans and provide necessary documentation for the procurement and installation of the Signalization and 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 structure, CCTV attachment, CCTV operation/layout
 - MVDS structure, MVDS attachment, MVDS operation/layout
 - Bluetooth structure, Bluetooth attachment, Bluetooth operation/layout
 - Managed Field Ethernet Switches (MFES)
 - Fiber optic cables, conduit, pull boxes, splice vault, splice enclosures
 - Grounding and Grounding Array details
 - Surge Protection
 - Lightning protection, air terminals and dissipation
 - Directional Bore Details
 - System Overview Sheets of District and fiber Ring
 - Commercial electric power service
 - Connection to existing ITS electrical services
 - Overall Power Service Distribution Diagram
 - Wiring and connection details
 - Power conduit, pull box, and cable installation
 - Communication Hub and Field Cabinets
 - System-level block diagrams
 - Device-level block diagrams
 - Device and facility access plans
 - Field hub/router cabinet configuration details
 - Fiber optic splicing diagrams
 - System configuration/Wiring diagram/Equipment Interface for field equipment at individual locations and communications hubs.
 - Maintenance of Communications (MOC) Plan

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

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

2. Design and Engineering Services:

The Design-Build Firm shall be responsible for all Signalization and ITS design and engineering services relating to the Project. All signalization and ITS system components shall be new unless otherwise identified for relocation. No mounting, installing or integrating of ITS, traffic and signalization components to existing or new light poles, lighting structures, sign structures, etc. shall be permitted. Do not mix ITS, signalization and lighting infrastructure.

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

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

- The Design-Build Firm shall replace existing traffic controller cabinet assemblies with new traffic controllers and cabinet assembly compatible with Escambia County computerized traffic system. The proposed traffic controller cabinet assembly shall be approved by maintaining agency. Provide fiber optic drops at the new signal cabinets at Gondolier Blvd. / Kelton Blvd., Whisper Bay Blvd., Oriole Beach Rd. / Shopping Center (Breeze Plaza), College Pkwy., Country Club Rd. / Green Briar Pkwy., Shopping Center / SR 281 (Avalon Blvd. Frontage Rd.), Tiger Park Ln. / Portside Dr.
- Video cameras - The Design-Build Firm shall upgrade the existing detection at the signalized intersection to video detection. At minimum each traffic signal intersection shall have one (1) fish-eye traffic detection camera. **Each fish-eye traffic detection camera shall be mounted at a height as per camera manufacturer mounting height recommendation. Each fish-eye camera shall provide accurate traffic detection at each detection zone for safe and effective traffic signal operation.**
- Overhead street name signs – The Design-Build Firm shall design, **furnish, install and test** Signal Mounted Overhead Illuminated Street Name Signs
- ~~**Mast Arms – The Design-Build shall design mast arm signal structures including arms, upright, arm/upright connection(s), baseplate, backplates, anchor bolts, foundation and any other details necessary for fabrication and construction. The design shall be based on Department Cantilever Signal Structure Standards using standard Department plan sheets. Calculations for the structure shall be performed using Department approved software.**~~
- **Mast Arms - The Design-Build Firm shall design, furnish and install all mast arm assemblies, mast arm mounting assemblies and pedestrian poles or pedestals. The Design-Build Firm shall design, furnish and install mast arm signal structures including but not limited to arms, upright, arm/upright connections(s), baseplate, cover plates, caps, clamps, blank sign panel, luminaire bracket, anchor bolts, foundation, and any other details necessary for fabrication and construction and shall provide all labor, equipment, miscellaneous materials and hardware necessary for a complete and acceptable installation. The design shall be based on Department Cantilever Signal Structure Standards using standard Department plan sheets. Calculations for the structure shall be performed using Department approved software. The Design-Build Firm shall design, furnish, install, and test the traffic signal and pedestrian signal and all components necessary to make a complete unit, including mounting assemblies, backplates, visors, LED modules, labor and materials necessary for a complete and acceptable installation.**
- The Design-Build Firm shall design and implement the Project to keep the Department’s standard Traffic Signal Maintenance and Compensation Agreement in good standing.

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

- Replacement/recovery of all ITS System components that are impacted by the Design-Build Firm’s scope of work as approved by the Department. All equipment shall be new unless otherwise specified.
- ITS Cabinet Installation – All new ITS cabinets shall be mounted at a maximum of 72” from top of the cabinet **to** finish grade or technician pad. Provide safe and efficient accessibility to each device cabinet and device for built condition and for construction duration. Submit device and cabinet accessibility plan for approval of the Department. This cabinet shall meet the technical requirements of FDOT. Separate breakers shall be installed for the new equipment and not piggybacked off the existing ITS system power configuration. Breakers, grounding and other

electrical connections shall comply with all applicable standards including the National Electric Code (NEC). A concrete technician or service pad shall be provided and spare conduit installed as required. The technician or service pad shall extend at least 30" from each cabinet door and from each side of the cabinet to provide adequate space for maintenance technician to stand and perform maintenance activity safely. Existing Arterial Dynamic Message Sign (ADMS) cabinets shall be furnished with concrete service pad. Two (2) cabinets placed side by side shall be separated at minimum by 6 feet. The Design-Build Firm shall install a Uninterruptible Power Supply (UPS) at each ITS device cabinet and traffic signal cabinet as required in the RFP document. At minimum, each UPS shall be sized according to the maximum expected load for each cabinet plus 50 additional watts. The service outlets shall not be connected to the UPS. The UPS shall provide commercial power pass through during all failures of UPS. The Design-Build Firm shall ensure that the UPS is generator compatible to ensure clean, uninterrupted power to protected equipment when generator power is used. The UPS shall be environmentally rated for the environment that the UPS is installed in. The recharging of all the UPS batteries which may be drained shall be included within the power design calculations. The Design-Build Firm shall supply a Simple Network Management Protocol (SNMP) network management interface to determine the operational status of the UPS, the internal UPS temperature, the external temperature as recorded by a remote sensor mounted elsewhere in the cabinet, the state of the cabinet door switch(es) (open or closed), and surge protection device (SPD) failures (open or closed SPD alarm contacts). All UPS shall be designed and integrated to email events over the ITS and traffic engineering ethernet network, such as: power loss, battery levels, and alarms. Any software required to monitor the UPSs shall be furnished, configured, and integrated into the TSOC monitoring computer.

- Conduit and Pull Boxes – No existing conduit shall be used on this project. Use cap and seal and abandon existing conduit in place. Any existing copper cable inside the conduit shall not be removed without the advanced approval from the Department. Any removed copper cable shall be inventoried and delivered to the Department with a transmittal letter. The transmittal letter shall be signed by a minimum of two stakeholders. All new underground and directional bored communications conduit shall be HDPE SDR 11 rated or thicker and smooth wall interior. A spare conduit shall be provided for each newly installed conduit. There shall be a separate spare conduit each for communication and power. Open trench and bored communication conduit consists of a 4" gray outer duct, one 1 ¼" white innerduct, one 1 ¼" orange innerduct, and one 1" gray innerduct. Install locate wire inside the outer duct, but outside the innerducts. Open trench and bored power conduit consists of two 2-inch gray conduit. Every drop or laterals, new conduit runs shall have two 2-inch conduit runs. All conduits shall have "jet-line" or equal pull string installed in each spare conduit run for future use. Electrical pull boxes shall not be spaced further than 500 feet apart in any power run. All pull boxes shall be a minimum Tier 15 and rated at 20K or more test static load. A splice vault shall be provided at each signalized intersection along the corridor. Provide safe and efficient accessibility to each facility for built condition and for construction duration. Submit facility accessibility plan for approval of the Department.
- Single Mode Fiber Optic Cable (SMFOC) – All new 144 count SMFOC backbone fiber shall be installed and tested on entire project corridor on SR 30 (US 98). Use 24 count SMFOC drop cable to connect each signalized intersection cabinet and ITS device cabinet on entire project corridor on SR 30 (US 98). Test all fiber strands before installation and after delivery to the project site or yard or staging area and submit the test results for the Department to review. The SMFOC backbone fiber shall be efficiently designed to have minimum splices to SMFOC backbone fiber and each lateral fiber drop cable shall have at least four (4) live fiber strands.
- Arterial Dynamic Message Sign (ADMS) Integration – Perform complete integration of existing two (2) ADMS in the project corridor to accommodate roadway widening activities. The Design-

Build Firm shall verify current working condition of the ADMS and submit the report to the Department for verification. Each ADMS shall have its own splice vault for connection to the fiber trunk line. Two (2) ADMS cater to eastbound and westbound traffic of SR 30 (US 98). These ADMS are located on SR 30 (US 98) prior to intersection of SR 30 (US 98) and SR 281 (Avalon Blvd. Frontage Rd.). Any equipment, device(s), cabinet(s), ADMS and structure(s) damaged during integration process shall be replaced in kind with new materials. Remove and deliver fixed ADMS verification camera and camera attachment arm as directed by the Regional Transportation Management Center in Chipley, FL. Integrate ADMS sign communication with proposed fiber optic and cellular communication system. Extreme care shall be taken not to damage ADMS equipment, device, cabinet and structure during integration process. Protect all ADMS device, cabinets, equipment and items from theft and vandalism until project completion. ADMS signs shall be operational for the project duration. Any operation downtime of the ADMS operation shall be approved in writing from the RTMC Manager in Chipley, FL.

- CCTV – Proposed cameras must demonstrate 100% visual coverage of the project corridor. In addition, the existing ADMSs shall be verified with the proposed cameras. CCTV Cameras shall be 1080p High Definition (HD), embedded encoder, H.264 stream, Pan, Tilt and Zoom (PTZ) IP-enabled. Provide 100% camera coverage areas using the SunGuide software and TSOC operating software. Submit the camera siting survey of each proposed camera to the Department or its designated representative for approval. CCTV siting shall include local agency coordination to verify current and proposed landscaping, land development, lighting and signalization plans do not impact CCTV view, maintenance and operation. The Department approval of the CCTV siting survey does not exempt the Design-Build Firm from meeting the RFP requirements. Minimum mounting height of CCTV shall not be less than 30 feet. Each CCTV camera shall have a lowering device. CCTV cameras shall be mounted at the following intersections: 1) SR 30 (US 98) and SR 281 (Avalon Blvd. Frontage Rd.), 2) SR 30 (US 98) and Oriole Beach Rd./FL 191A, and 3) SR 30 (US 98) and Kelton Blvd.
- CCTV Prestressed Concrete Pole – Provide concrete poles, camera lowering device, mountings, and concrete pad. All prestressed concrete poles shall be backfilled with FDOT approved Class I nonstructural concrete. The distance between a device cable weather head and the device shall not be more than four (4) feet. No steel CCTV poles are allowed on the project.
- MVDS – Includes concrete poles and mountings to detect all travel lanes and auxiliary lanes along the project corridor. In the project corridor, at a minimum, two (2) MVDS devices shall be installed with minimum two (2) mile intervals. **Provide each MVDS** on one side of the roadway to measure traffic traveling on both directions of the roadway. Do not install traffic speed measuring MVDS at signalized intersections.
- Bluetooth – Co-locate Bluetooth with other ITS device location. Bluetooth device shall detect traffic on entire project corridor. At minimum, install two (2) Bluetooth devices in the project corridor. **At minimum, Bluetooth devices shall be spaced ¼ mile intervals.** Bluetooth devices shall be mounted at the following intersections: 1) SR 30 (US 98) and SR 281 (Avalon Blvd. Frontage Rd.) and 2) SR 30 (US 98) and Kelton Blvd.
- Grounding, Surge Suppression, Lightning Protection – Protection shall be provided for all ITS field elements and ITS Field Cabinets. A surge suppression shall be provided on both sides of **the each** circuit.
- ITS Communication – The Design-Build Firm shall design, furnish, install, integrate and test a new ITS Field Cabinet and new traffic signal cabinets with power supply, Managed Field Ethernet Switch (MFES), communication cable connection to the 144-count single mode fiber optic cable.

- **Connection to Existing Electrical Systems:** The Design-Build Firm shall perform power calculations and install connections to existing electrical services, to the extent possible. When connecting to existing electrical systems, the Design-Build Firm shall verify that the additional equipment will not overload the existing circuits. If the additional load required by this project overloads the existing circuit, the Design-Build Firm shall modify the power distribution as necessary. The Design-Build Firm shall submit the load calculation for Department approval before finalizing the power design. The new circuit shall utilize an existing spare branch circuit breaker. If no spare breaker is available, then a new branch circuit breaker shall be provided. At a minimum, all affected ITS field cabinets shall be calculated for 125% over peak electrical draw. Mixing of power circuit to lighting/signal circuits is not allowed.
- **New Electrical System –** Where new electrical service points are required, the Design-Build Firm shall coordinate final locations of the distribution transformer and service pole to minimize the service and branch circuit lengths. The Design-Build Firm shall provide a new load center per current codes and all applicable criteria. The Design-Build Firm shall verify and comply with the requirements of each jurisdictional authority within the Project limits. Compliance with the jurisdictional authority includes, but is not limited to: field reviews, technical meetings, special deliverable, etc. Separate power service meter shall be provided for the ITS infrastructure.
- **Removal of any ITS System components –** Existing ITS System components shall not be removed without the advanced approval from the Department/maintaining agency. Any removed devices shall be verified, inventoried and delivered to the Department with a transmittal letter. The transmittal letter shall be signed by a minimum of two stakeholders.
- **Testing of fiber optic backbone and lateral drops furnished and installed or modified by the Design-Build Firm –** If a backbone fiber is modified, bi-directional testing shall occur to/from the nearest fiber hub shelter/cabinet, or current splice point upstream and downstream from the point of modification. Modification includes, but is not limited to, fiber splices, terminations, or relocations.
- **New fiber optic cable shall not be run in any conduit with energized (low or high voltage) conductors.** New fiber optic cable shall be installed in its own pull box and its pull box shall only be shared with other di-electric fiber optic cables. Only di-electric, loose tube, non-gel single mode fiber optic cable shall be used to interface with the system fiber optic patch panels.
- **Locate wire or tone wire shall not be placed in a conduit with communications or power, but shall be furnished and installed inside the outer duct and shall be placed outside of any inner ducts.** At all lateral or drop cable conduit locations, the locate wire shall be furnished and installed as per FDOT design standards conduit installation details.
- **A Maintenance of Communication Plan (MOC) shall be presented in writing to the Department fourteen (14) days prior to any planned network outages and construction activities.** Down time is permitted for network splicing or maintenance as approved by the Department. Part of the MOC plan will include a CEI present to witness the procedure and document start time and end time of any network outage. The MOC shall include repair procedures in the event the existing ITS network or power service is damaged.
- **ITS System Access –** Any project(s) for construction and/or maintenance requiring access to the existing ITS system including, but not limited to, fiber optic cable (handholes and pull boxes); ITS equipment control cabinet(s); ITS power facilities; ITS specific equipment (CCTV, MVDS, etc.); and/or the RTMC and TSOC will require a submitted and approved access schedule. This document will identify access necessities, schedule expectation(s), specific ITS facilities to be accessed, and an action plan for potential failure. **This document will be submitted thru District 3 Traffic Operation's ITS Program Manager for approval within 60 days of project**

construction start or 90 days prior to system access for long duration project(s). In the event this document is not properly filed with the ITS Department and project CEI, the Department will invoke the damage recovery detail for damages incurred by said project.

- Gathering all new infrastructure information by GPS (sub-foot accuracy) and providing the information necessary for populating the ITSFM GIS informational map. The Design-Build Firm shall be responsible for providing the information necessary to populate all new and existing equipment.
- Cellular wireless communication device and service – Provide cellular wireless communication service **in addition to SMFOC connection mentioned above** to traffic signal cabinets of three (3) intersections, namely:
 - 1) SR 30 (US 98) and SR 281 (Avalon Blvd. Frontage Rd.),
 - 2) SR 30 (US 98) and Oriole Beach Rd./FL 191A, and
 - 3) SR 30 (US 98) and Kelton Blvd.

Also, provide cellular service to the ADMS and corresponding verification CCTV cameras. The ADMS and corresponding verification cameras shall communicate with the Escambia County Traffic Signal Operation Center (TSOC).

The cellular wireless communication device shall meet the following criteria:

1. The cellular wireless communication device, hereinafter referred to as the MODEM, shall include the design, furnishing, and installation of equipment; integration; testing; for the full system and subsystems including conduit, riser and weatherhead, mounting assembly, antenna, MODEM, power over Ethernet cables, and any other incidentals for successful installation of wireless communication. The objective of the Department is to have a fully operative **and hardened** MODEM, which shall accurately and automatically transmit data packets wirelessly through a cellular network. The MODEM Frequency Band and Network shall be of fourth generation (4G) Long-Term Evolution (LTE) multi-band to support for 700/850/1700/1900/2100Mhz. It shall be Compatible with High Speed Packet Access (HSPA), Evolved High Speed Packet Access (HSPA+), Global System for Mobile communications (GSM), General Packet Radio Service (GPRS), Enhanced Data rates for GSM Evolution (EDGE), Evolution-Data Optimized Revision A (EVDO (Rev A)) and shall have Wi-Fi compatibility with 802.11 b/g/n.
2. Ensure that along with Governing standards, the MODEM shall comply with all applicable Institute of Electrical and Electronics Engineers (IEEE) networking standards communications including but not limited to:
 - IEEE 802.3 standard for local area network (LAN) and metropolitan area network (MAN) access and physical layer specifications.
 - IEEE 802.11b Enhancements to 802.11 to support 5.5 Mbit/s and 11 Mbit/s.
 - IEEE 802.11g 54 Mbit/s, 2.4 GHz standard (backwards compatible with b).
 - IEEE 802.11n Higher-throughput improvements using MIMO (multiple-input, multiple-output antennas).
 - IEEE 802.1x Port-based Network Access Control (PNAC).
 - In the case of conflict between Governing Regulations and above mentioned standards, Governing Regulations shall only be considered.

3. The Design-Build Firm shall provide a Technical Special Provision (TSP) for the wireless communications device. Test procedures shall be part of the TSP. The Design-Build Firm shall conduct a cellular site survey prior to procurement of materials that measures the signal strength and throughput of cellular coverage at each MODEM location. The MODEM and antenna shall have a small form factor and be manufactured for outdoor use. The MODEM shall be static IP addressable. The MODEM shall support real-time two-way communications for remote management and shall include vendor supplied management software. The MODEM shall be fully compatible with the ITS network. All ITS devices connected to the MODEM shall communicate to District Three RTMC in Chipley, FL and TSOC. Furnish, install, integrate and test all necessary equipment to transmit and receive data at the District Three RTMC in Chipley, FL and the TSOC. The MODEM shall have a SIM-based auto carrier selection for all North American carriers. The MODEM antenna shall be able to connect to networks for all North American carriers.
4. Subject the MODEM to field acceptance tests (FATs). Develop and submit a test plan for FATs to the Department for approval. The Department or its designated representative reserves the right to witness all FATs. Once the MODEM has been installed, conduct local FATs at the field sites according to the submitted and approved test plan. At minimum perform the following:
 - Verify that physical construction has been completed as detailed in the Plans.
 - Inspect the quality and tightness of ground and surge protector connections.
 - Verify proper voltages for all power supplies and related power circuits.
 - Connect devices to the power sources.
 - Verify all connections, including correct installation of communication and power cables.
 - Verify the configuration of the MODEM IP addresses and subnetwork mask.
 - Verify the network connection to the MODEM through ping and telnet sessions from a remote personal computer (PC).
5. The Design-Build Firm shall provide the final antenna location for each antenna in the design plan.
6. Install MODEM using settings approved from design plan or as approved by the Department or its designated representative to ensure interoperability and security, including VPN settings, local IP address, port forwarding and Network Address Translation (NAT), and IP-based filtering.
7. The MODEM must carry a manufacturer standard warranty (software updates and hardware repair or replacement) of 3 years from the date of final acceptance.
8. The Design-Build Firm shall coordinate and seek approval from the Department of Defense (DoD) for any communication medium used in the Project.
9. The Design-Build Firm shall provide at least one (1) MODEM and Antenna for each Cellular wireless connected cabinet. If a cabinet is connected to more than one (1) CCTV, provide MODEM and Antenna at least equal to the number of CCTVs connected to the cabinet. At minimum, the Design-Build Firm shall provide 10 GB per month machine to machine cellular data service for each MODEM and Antenna for

the minimum duration of 24 months (2 years). The Design-Build Firm shall use Florida Department of Management of Services Mobile Communication Services (MCS) Contract to provide such a service to the Department.

- Removal of any ITS System components that are impacted by the Design-Build Firm's scope of work as approved by the Department.
- Removal of the existing lateral drops from the backbone to the existing mainline toll facilities and from the existing ramp toll facilities that will or may be removed as part of this project. The lateral drops disconnected from the backbone shall be re-spliced "in-kind" to match respective fiber strand(s) and buffer tube(s) as approved by the Department.
- Bi-directional testing of fiber optic backbone and active lateral drops furnished and installed or modified by the Design-Build Firm. The Design-Build Firm to perform bi-directional test dark lateral drops furnished and installed or modified by the Design-Build Firm.
- Testing of the Intelligent Transportation System.
- Coordinate with the Design-Build Firm to avoid conflicts with landscape plans within the Department Right of Way. While procedures are being revised to facilitate this increased collaboration and cooperation, the Design-Build Firm is required to ensure that the design and construction of each ITS project and each landscape project is entirely coordinated with existing and proposed ITS facilities and landscapes. Both programs have been determined to be important components of the state transportation system.

3. Construction and Integration Services:

The Design-Build Firm shall be responsible for all Signalization and ITS construction and integration services as described in this RFP as a part of the Project.

4. Testing and Acceptance:

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

Final acceptance of the project as determined by the Department will be made after satisfactory completion of the following:

- Stand-alone, sub system and system tests
- 30-Day Burn-In Period of ITS and traffic signal devices
- Department approval of all test reports and results
- Approval of all delivered project submittals, including documentation final field inspection
- All the cellular communication documents
- Assignment of all warranties to the Department and delivery of warranty documentation
- Approval and delivery of all documentation required under this contract including as-built documentation.

- Demonstration that the system is stable and any failures are within predicted mean time between failures and no intermittent operational conditions.
- All spares parts ordered by the Department under this contract that have not been installed shall be turned over to the Department's representative.
- All testing to be completed after construction is complete. No access to system during burn-in test is allowed.

Upon completion of successful final acceptance testing, document the acceptance date and project identification information and provide two (2) copies to the Department. Final acceptance notification shall be provided in writing from the Department.

5. Existing Conditions

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

The existing ITS components shall be defined as follows:

- Closed Circuit Television (CCTV) Camera System – The CCTV Camera System consists of fixed cameras to verify existing ADMS signs along the corridor.
- Arterial Dynamic Message Sign (ADMS) – The ADMS provide roadway information and travel times. The ADMS are located at select locations along the corridor. The ADMS are located on an approach of select major arterials of the roadway system.

S. Landscape Opportunity Plans:

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

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

The Opportunity Plans shall include the following:

1. Proposed improvements and existing elements to remain as associated with the Project.
2. Vegetation disposition depicting existing plant material to be removed, relocated or to remain.
3. Wetland jurisdictional lines

4. Proposed drainage retention areas and easements
5. Proposed utilities and existing utilities to remain
6. Graphically depicted on-site and off-site desired or objectionable views.
7. Locations of landscape opportunity planting areas in a bubble format which identifies various vegetation groupings in a hatched or colorized manner. Examples are: “trees/palms/shrubs”, “shrubs only”, “buffer plantings”, etc.
8. Provided and labeled applicable clear zone, horizontal clearance, setback dimensions on the plans and in chart form which reflect AASHTO, FDOT and Department guidelines for landscape installation and maintenance operations, including those that have been coordinated with other disciplines
9. Identified outdoor advertising locations, owners and contacts and shown 1000 ft. view zone.
10. Indicated potential area(s) for wildflower plantings.
11. Identify existing and proposed ITS infrastructure.
12. Identify proposed signalization elements.
13. Identify roadway and pedestrian lighting locations.

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

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

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

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

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

The DBLA shall meet with the District Landscape Architect prior to the beginning of work for the purposes of coordination and to discuss adherence to the Highway Beautification Policy. No proposed planting areas indicated on the Opportunity Plan can occur in: federal and/or state jurisdictional wetlands or other surface waters; within open water bodies; in the bottom of stormwater management facilities; or use obligate wetlands or facultative wetland species within 25 feet of the seasonal high water of wetlands or other surface waters. Limited plantings may occur on the slopes and bottom of stormwater management facilities once

coordinated with the DEMO, District Drainage Engineer and the District Landscape Architect. Trees may not be planted within 5 feet of storm sewer pipes and utilities.

VII. Technical Proposal Requirements:

A. General:

Each Design-Build Firm being considered for this Project is required to submit a Technical Proposal. The Proposal shall include sufficient information to enable the Department to evaluate the capability of the Design-Build Firm to provide the desired services for the Project.

B. Submittal Requirements:

The Technical Proposal shall be submitted using Form 700-010-21 Low Bid Design-Build Technical Proposal.

The Technical Proposal shall be submitted electronically and attached to a single email. The Department has a 10MB limit on email. Emails that exceed this 10MB email server limit may be rejected by the Department's email server. It is solely the Design Build Firm's responsibility to ensure that the Technical Proposal is received by the Department's server by the due date and time. 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.

The maximum number of pages shall be two (2), single-sided, typed pages including text, graphics, tables, charts, and photographs. Double-sided 8½" x 11" sheets will be counted as 2 pages. Larger sheets are prohibited.

Submit the Technical Proposal to: d3.designbuild@dot.state.fl.us

The minimum information to be included:

Section 1: Written Technical Proposal

• **Approach and Understanding of the Project:**

Present a plan for completing the specified work. The plan should address all significant design and construction issues and constraints and should demonstrate efficient use of manpower, materials, equipment, construction schemes, and techniques for completing the project. Coordination with the Department on public involvement, and affected utilities shall also be discussed in this section.

Describe changes that are anticipated from the conceptual plans.

If specialty geotechnical applications are to be utilized in your design, please describe the specialty application and the measurable parameters.

Describe proposed MOT plan.

• **Staffing:**

- Contractor Name & Applicable Prequalification Work Classes:

- Construction Project Manager:
 - Construction Superintendent:
 - Consulting Engineer Name and Applicable Prequalified Work Types:
 - Subconsultant Name(s) and Applicable Prequalified Work Types:
 - Design Project Manager:
 - Design Engineer of Record:
 - MOT Certified Designer:
 - Specification Package Technician
 - Utility Coordination Manager
- **Responsible Office:**

Design-Build Firms being considered for this Project may have more than one office location. The office assigned responsibility for the work shall be identified in the Technical Proposal. If different elements of the work will be done at different locations, those locations shall be listed.

Utility Coordinator's proposed office location.

C. Evaluation Criteria:

The Department shall open all Bids received at a public Bid opening on the date found in Section II of this RFP. The Technical Review Committee will review the Technical Proposal of the Lowest Bidder. The Technical Review Committee will then establish if the Technical Proposal of the Lowest Bidder is responsive or non-responsive based on the criteria described in this RFP. If the Proposal is responsive, that Design-Build Firm will be awarded the Project. If the Proposal is found to be non-responsive, the Technical Review Committee will review the Technical Proposal of the next Lowest Bidder and establish if the Technical Proposal is responsive or non-responsive based on the criteria described in this RFP, and so on.

D. Final Selection Process:

The Project shall be awarded to the responsive Bidder with the lowest Price Proposal.

VIII. BID PROPOSAL REQUIREMENTS.

A. Bid Price Proposal:

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

Steve Thames
FDOT D3 Professional Services Administrator

1074 Highway 90
Chipley, FL 32428

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

E3S76 Pre-Proposal Meeting Questions and Responses

November 20, 2019

Question: Do Low Bid Design Build Qualification Verification Forms have to be submitted on February 20, 2020 or can they be submitted prior to that date.

Response: The Low Bid Design Build Qualification Verification Form is due no later than 10:00 a.m. (local time) on February 20, 2020, but may be submitted at any time prior to the due date.

Question: Page 44 of the RFP 3rd large paragraph states that the design-build firm shall verify that all existing cross drains and storm sewers that are to remain have adequate hydraulic capacity and design like. However, the RFP also states that no existing drainage structures shall be used for this project. Please clarify.

Response: An addendum will be forthcoming to clarify the intent regarding removing existing drainage.

Question: Has any discussion been had about a stipend for this project?

Response: Stipends were considered prior to this advertisement, but it was determined that they would not be utilized for this contract.

Question: What do we do with the Gulf Breeze utilities between now and January 1? Without the stipend, any work we do is subject to being thrown out if this work is removed from the contract.

Response: We will notify the design-build teams via addendum as soon as a funding decision is reached.

Question: What makes up the actual budgetary number associated with the utility relocations? Without knowing how the number was derived, how do we know whether impacts to utilities in the concept plans are increased by our design?

Response: Regarding the RFP language on page 42, the intent of the language is that if the design-build team does greater impact than the concept plans, the design-build team would pay for the new relocation. For this project, the "impact" is determined by the Department when comparing the physical impact of the engineering plans, not the total cost of the relocation.

Question: If the cost to relocate the utilities is greater than what the Department has budgeted, what happens then?

Response: The utility can decide at that point to pay the additional cost or perform the work themselves.

Question: So the 365 days for utility relocation in the contract comes out of the 1385 calendar day contract time after everything has been designed?

Response: The Department is reviewing the contract time as requested during the meeting. An addendum will be issued at a later date if any changes are made to the contract time.

Question: Just to clarify the wetland mitigation cost, if there is some, the responsibility falls on the Department or the design-build firm?

Response: The Department will pay mitigation for the design contemplated by the RFP. If the design-build firm proposes additional work beyond these requirements, the design-build firm will then pay for that additional mitigation for the impacted area.

Question: What about temporary construction easements in the concept plans? Can we still assume we have those easements?

Response: Yes, the temporary construction easements included in the right of way maps for the project are still in effect with one exception. On page 2 of the RFP, the temporary construction easement for Tires Plus (Parcel 702) will not be available for use.

Question: Are any specialized graphics required for the noise walls?

Response: There was a right of way commitment that we would consider sea oats. However, sea oats are not specifically required. If you need more specific direction, please submit a bid question requesting the information you need.

Question: Are there any restrictions on communications directly with utilities?

Response: We will clarify in a forthcoming addendum. FDOT staff may NOT be contacted as detailed in the contract advertisement, with the exception of the Procurement Office. The City of Gulf Breeze and Midway Water System will require strict coordination only through the Department, due to the utility work by highway contractor agreements currently contemplated. The design-build firms may contact any other utility.

Question: Since communications with Midway Water and the City of Gulf Breeze utilities is not allowed, can we request that they be a part of the ATC meetings?

Response: We will need to make the utility portion of the meeting separate from the regular ATC meetings. A different day will be established for Utility ATC meetings. More information will be provided in a forthcoming addendum.

Questions: Are there specific materials required by the utilities for relocation and installation of their facilities?

Response: The specifications for each utility are included in the RFP document.