Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

June 5, 2024

ADDENDUM NO. 11

To: ALL DESIGN BUILD FIRMS

FINANCIAL ITEM NUMBER: 44266715201, 44266715202, 44266715601
CONTRACT NUMBER: E3W23
DESCRIPTION: Design Build for SR 30 (US 98) over St. Andrews Bay ICWW (Bridge No. 460019) in Bay County

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PROPOSALS RECEIVED: May 30, 2024

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

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

Cover

- **Document denoted as Final RFP. Addendum 11.**

II. Introduction, Schedule of Events

- **Revise the remaining schedule dates**

All PROPOSAL HOLDERS please acknowledge receipt of the addendum in the space provided.

Sincerely,

Ranae Dodson

Digitally signed by: Ranae Dodson
DN: CN = Ranae Dodson email = ranae.dodson@dot.state.fl.us C = US O = FDOT OU = Procurement
Date: 2024.06.05 09:40:32 -05'00'

Ranae Dodson
Procurement Manager

cc: Kerrie Harrell, Alaina Webb, John Whittington, File

Please sign below to acknowledge receipt of Addendum No. 11.

Acknowledged by:_____

Florida Department of Transportation
District 3

FINAL
DESIGN-BUILD
REQUEST FOR PROPOSAL
for
SR 30 (US 98) OVER ST ANDREWS BAY ICWW
BRIDGE NO. 460019
Bay County, FL

Financial Projects Number(s): 442667-1-52-01, 442667-1-52-02, & 442667-1-56-01
Federal Aid Project Number(s): D323-054-B
Contract Number: E3W23

Addendum No. 1 – July 24, 2023
Addendum No. 2 – August 1, 2023
Addendum No. 3 – September 6, 2023
Addendum No. 4 – September 26, 2023
Addendum No. 5 – December 11, 2023
Addendum No. 6 – January 10, 2024
Addendum No. 7 – January 29, 2024
Addendum No. 8 – March 1, 2024
Addendum No. 9 – May 8, 2024
Addendum No. 10 – May 30, 2024
Addendum No. 11 – June 5, 2024

Table of Contents

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

ATTACHMENTS

Project Advertisement

Design Build Division I Specifications

Award and Execution of Contract – Public Records (SP0030900DX)
Legal Requirements and Responsibility to the Public – Laws to be Observed (Compliance with FHWA 1273) (SP0070101)
Legal Requirements and Responsibilities to the Public – Laws to be Observed – Compliance with Federal Endangered Species Act and Other Wildlife Regulations (Bear) (SP0070104-1)
Legal Requirements and Responsibilities to the Public – Laws to be Observed – Compliance with Federal Endangered Species Act and Other Wildlife Regulations (Manatee) (SP0070104-4)
Legal Requirements and Responsibilities to the Public – Laws to be Observed – Compliance with Federal Endangered Species Act and Other Wildlife Regulations (Sawfish) (SP0070104-5)
Legal Requirements and Responsibilities to the Public – Laws to be Observed – Compliance with Federal Endangered Species Act and Other Wildlife Regulations (Sea Turtle) (SP0070104-6)
Legal Requirements and Responsibilities to the Public – Laws to be Observed – Compliance with Federal Endangered Species Act and Other Wildlife Regulations (Indigo Snake) (SP0070104-7)
Legal Requirements and Responsibilities to the Public – Laws to be Observed – Compliance with Federal Endangered Species Act and Other Wildlife Regulations (Sturgeon) (SP0070104-8)
Legal Requirements and Responsibilities to the Public – Laws to be Observed – Compliance with Federal Endangered Species Act and Other Wildlife Regulations (Seagrass Beds) (SP0070104-9)
Legal Requirements and Responsibilities to the Public – Marine General Liability Insurance (SP0071300)
Legal Requirements and Responsibilities to the Public – Wage Rates for Federal-Aid Projects (SP0071600)
Legal Requirements and Responsibilities to the Public – E-Verify (SP0072900)
Legal Requirements and Responsibilities to the Public – Scrutinized Companies (SP0073000)
Legal Requirements and Responsibilities to the Public – Title VI Assurance – DOT 1050.2, Appendix A and Appendix E (SP0073100)
Prosecution and Progress – Prosecution of Work – Partnering (SP0080306)
Prosecution and Progress – Prosecution of Work – Disputes Review Board (SP0080307DRB)
Prosecution and Progress – Limitations of Operations – Night Work Along Coastal Roads (SP0080401)
Prosecution and Progress – Limitations on Operations – Contaminated Material (Mercury Containing Devices and Lamps) (SP 0080409)
Prosecution and Progress – Damage Recovery (SP0081200)

Division 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)
Value Added Bridge Component (DEV475)
Road Weather Information System (RWIS) (DEV 688)
Duplex Coating for Structural Steel (DEV 564)

Permit Applications
FDEP ERP – ~~*To be provided at a later date*~~
USACE 404 Application - ~~*To be provided at a later date*~~

PD&E Documents
FONSI and Environmental Assessment (August 2021)
Contamination Screening Evaluation Report (March 2020)
Natural Resources Evaluation Report (June 2020)
Location Hydraulics Technical Memorandum (July 2019)
Project Analysis Traffic Report (January 2019)
Pond Siting Report (February 2020)
Preliminary Engineering Report
Noise Study Report (Draft August 2020)
Navigation Study (March 2020)
Cultural Resources Assessment Survey (March 2020)
Air Quality Technical Memorandum (March 2020)
Airspace Study (September 2020)

PD&E Reevaluation (2023)
FDOT Environmental Certification (2023)

Structures
Combined Bonded and Unbonded Flexural Strength PT Tendon Requirement

Utilities
UWHC – AT&T
UWHC – Uniti Fiber
UWHC – Bay County Public Utilities

Concept Plans and Design Documentation
Dupont Bridge Concept Plans REVISED
Dupont Bridge Concept CADD Files (Dupont Concept CADD.zip)
Typical Section Package (Approved October 2022)
Pond Siting Report Technical Memorandum
Drainage Design Documentation (April 2022)
Drainage Models (Dupont Drainage Models.zip)
Location Hydraulics Technical Memorandum (July 2019)
Bay County Utility Relocation Plans
Report of Geotechnical Investigation (Dupont Bridge) (March 2022)
Report of Geotechnical Investigation (Pond Site W1) (October 2021)
Report of Geotechnical Investigation (Updated Roadway) (February 2022)
Dupont Bridge BDR

Bridge Hydraulics Report (August 2022) ***(file provided on OneDrive folder 8-22-23)***

General

~~**Pavement Design**~~ **Pavement Design (Signed and sealed 3-29-23)**
Right of Way Maps with CADD files
Right of Way Commitments – ***To be provided at a later date***
Preliminary Utility Information Package (conceptual utility adjustment plans, SUE, utility matrix and utility mark ups)
Bay County Subaqueous Water Main plans ***(file provided on OneDrive folder 8.25.23)***
Dupont Bridge Utility Mapping CADD (UTEXRD01.dgn)
~~**Tyndall Airforce Base Sign Standards**~~
Tyndall AFB Gate Monument ***(file provided in the Original RFP advertisement Attachments)***
Unified Facilities Criteria – Design: Sign Standards
Bay County Graphic Information System (GIS) ITS Map
TIITF Sketch
Bay County Artificial Reef Information

Existing Bridge Plans and Inspection Reports

Bridge Inspection Report (January 2018)
Existing Bridge Plans (1963)
Fender Replacement (2016)
Dupont Bridge Plans - Dolphin (1994) ***(file provided on OneDrive folder 9-8-2023)***
FPID 421245-1 As-Built – bridge demolition (2008)
FPID 417677-2 As-Built – shore protection (2011)
FPID 417677-5 As-Built – repair/scour protection (2019)

Bid Price Proposal Forms

Bid Blank (375-020-17) REVISED
Design Build Proposal of Proposer (375-020-12) REVISED
Design Build Bid Proposal Form (700-010-65) REVISED
Bid or Proposal Bond (375-020-34)
DBE Forms (as applicable)

Other Contract Forms

Design Build Contract Bond (No, 375-20-14)
Contract Affidavit (No. 375-20-30)
Design Build Contract (No. 375-020-13)
Vendor Certification Regarding Scrutinized Companies List (No. 375-030-60)
Stipend Agreement

I. Introduction.

The Florida Department of Transportation (Department) has issued this Request for Proposal (RFP) to solicit competitive bids and proposals from Proposers for the replacement of Dupont Bridge (Bridge No. 460019) over St. Andrews Bay (ICWW) in Bay County, Florida. This project will also include roadway, reconstruction, milling and resurfacing within the limits of SR 30 (US 98) from north of Oakshore Drive to south of Fam Camp Road. Work will include intersection reconstruction, side road reconstruction, stormwater management facility construction, storm drainage systems, intelligent transportation systems, signing and pavement marking, construction of two new bridges and a new fender system.

For the purpose of Project Specific Liability Insurance coverage, the Department has determined this project to have low complexity.

It is the Department's intent to promote the use of innovative design concepts, components, details, and construction techniques for bridge structures as discussed in Part 1, Chapter 121 of the FDOT Design Manual (FDM). The Design-Build Firm may submit a Technical Proposal that includes innovative concepts if they are discussed with the Department and approved in accordance with Part 1, Chapter 121 of the FDM using the Alternative Technical Concept (ATC) process.

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

Description of Work

The Design-Build Firm will be required to design and ~~**reconstruct**~~ **construct** the roadway on SR 30 (US 98) from south of Jefferson Blvd (within Tyndall Air Force Base) to north of Oakshore Drive and two new bridges spanning St. Andrews Bay. The project includes bridge replacement, roadway reconstruction, milling, resurfacing, new roadway connections, side street ~~**reconstruction**~~ **construction**, intersection ~~**reconstruction**~~ **construction**, stormwater ponds, storm drain, ITS, signing, pavement marking and fender system replacement.

On the north (Parker) side of the bridge, side street work includes ~~**reconstruction**~~ **construction** of the intersection with Oakshore Drive.

On the south (Tyndall Air Force Base) side of the bridge, side street work includes ~~**reconstruction**~~ **construction** of the Bonita Bay Drive, Jefferson Blvd. and Fam Camp Road intersections.

Roadway Widening, Milling, Resurfacing and Reconstruction

The required design speed for SR 30 (US 98) is 45 mph **throughout the limits of the project.** ~~**from the northern limit of construction to Oakshore Drive. The required design speed is 50 mph from Oakshore Drive to the southern project limit.**~~ The Design speed for Oakshore Drive is 30 mph. The design speed for Jefferson Boulevard is 15 mph.

The Design-Build Firm shall design and construct SR 30 (US 98) from north of Oakshore Drive to Fam Camp Road. The typical section will consist of **11-foot travel lanes** ~~**12-foot travel lanes**~~, medians, shared use paths (SUP) or sidewalks in accordance with the following table.

SR 30 (US 98) Roadway								
From	**To**	**Travel Lanes***	**Outside Shld**	**Inside Shld**	**Sidewalk (both sides)**	**Median width and type**	**Curb Inside**	**Curb Outside**
Begin Project Limit	Oakshore Dr	4	N/A	N/A	6' min	30’	Type E	Type F
Oakshore Dr.	Begin Bridge	4	6.5' min	6.5' min	12' SUP**	30’-43’	Type E	Type E
End Bridge	End Project Limit	4	6.5' min	6.5' min	12' SUP	31’-43’	Type E	Type E

Jefferson Blvd								
From	**To**	**Travel Lanes**	**Outside Shld**	**Inside Shld**	**Sidewalk (both sides)**	**Median width and type**	**Curb Inside**	**Curb Outside**
20+83	22+41	2	2' min	N/A	None	N/A	N/A	N/A

*All travel lanes are **11’ min** ~~**12' min**~~
**Shared use path on left reduced to 10' from Oakshore Dr to Station 126+77 (CL Const. SR 30 (US 98))

All other side road connections, other than Jefferson Blvd., will be tied in as appropriate with resurfacing extending to the right-of-way line. Jefferson Blvd. shall be reconstructed as identified in the table above and resurfaced to the right-of-way line.

The Design-Build Firm will be required to resurface SR 30 (US 98) at the northern and southern terminus of the project as required to facilitate pavement marking transitions and removal of temporary traffic control markings.

SR 30 (US 98) Bridge Replacement of St. Andrews Bay

The existing SR 30 (US 98) bridge spanning St Andrews Bay shall be replaced with two **– two-lane** ~~**three-lane**~~ parallel bridges on independent foundations. Each bridge will consist of **two** ~~**three**~~ **11 ft travel lanes** ~~**12 ft travel lanes**~~, 10 ft inside shoulders, 10 ft outside shoulders and a barrier separated 12 ft shared use path with a **minimum height** 3.5 ft ped./bridge railing. **The pedestrian railing shall be curb mounted with a curb height a maximum of nine (9) inches. All four bridge barrier walls shall include three – 2” conduits as detailed in Standard Plans 630-010.** Two overlooks shall be incorporated on each bridge at the main span piers to provide a viewing location of the bay.

The shared use path material type along the roadway (i.e. areas not on the bridges) may either be asphalt or concrete, but in certain areas, concrete will be required depending on the specific roadway design. If the shared use path is located in a way that obstructs future milling and resurfacing

operations, the path shall be concrete. For instance, a shared use path located immediately behind a barrier wall restricts the ability to mill the full limits of the asphalt, therefore a concrete shared use path will be required in a situation like this. The minimum requirements for a concrete shared use path are to design and construct in accordance with Standard Index 522-001. The minimum requirements for an asphalt shared use path are to design and construct with 12" Stabilized Subgrade, Optional Base Group 1 and 1 ½" of Type SP, TL B. Only static compaction will be allowed. PG 76-22 asphalt biner is not required for the shared use path.

The abutment and seawall protection for the bridges shall be provided for the appropriate design life per Department criteria. The limits of any additional seawall and riprap protection shall be provided within the limits of the Design-Build Firm's reconstruction along the coastline.

Roadway retaining walls are required and shall be provided to a minimum distance of 20 feet prior to begin approach slab and 20' after end approach slab along the approach roadway. The retaining wall shall be located along the sides of the approach slabs and extend around the front of the endbents. MSE walls shall NOT be permitted for any areas of the project.

Turn Lanes, Median Openings and Driveways

A summary of the required turn lanes is listed below. Turn lane widths and lengths shall be determined by applicable criteria, but shall at a minimum meet the requirements below:

Mainline	Direction	Cross Street	Width (Ft.)	Total Length including Taper (Ft.)
SR 30 (US 98)	Northbound Left	Wood Ave.	**11 ~~12~~**	265
SR 30 (US 98)	Southbound Left	Oakshore Dr.	**11 ~~12~~**	350
SR 30 (US 98)	Northbound Right	Oakshore Dr.	**11 ~~12~~**	245
SR 30 (US 98)	Southbound Right	Bonita Bay Dr.	**11 ~~12~~**	376
SR 30 (US 98)	Northbound Left	Bonita Bay Dr.	**11 ~~12~~**	305
SR 30 (US 98)	Southbound Left	Jefferson Ave.	**11 ~~12~~**	345
SR 30 (US 98)	Southbound Right	Fam Camp Road	**11 ~~12~~**	328

All median locations (type, length and width) identified in the Concept plans shall be designed and constructed.

The Design-Build Firm shall provide permanent driveway access to all properties and businesses better than or equal to existing access regarding width and alignment. All driveway types shall be asphalt or concrete and concrete shall be provided if concrete was the existing type. The temporary construction easement locations require the connection to be fully tied in with asphalt or concrete at commercial grades.

Drainage

~~**The Design-Build Firm will design and construct a drainage system to convey runoff from the project. The Design-Build Firm will provide compensatory stormwater treatment at a site identified by the Department. The treatment facility shall consist of a treatment berm with broad weirs at the discharge locations noted in permit drawings. The Design-Build Firm shall provide access to the treatment facility via one 15-foot minimum width stabilized access road.**~~

~~**The stormwater pond originally shown in the concept plans and right-of-way maps will not be utilized for the project. The right-of-way maps have been modified to remove the acquisition for the previously depicted stormwater pond site. The intent is to utilize compensatory treatment site as described above.**~~

~~***The Department is currently working to identify and obtain the right of way for the offsite compensatory treatment area. Additional requirements and identification of that site will be provided at a later date.***~~

The Design-Build Firm will develop a drainage system to convey and treat runoff from the project. This requirement specifically includes conveyance and treatment on one end of the bridge and only conveyance on the other end of the bridge. The Design-Build Firm will provide stormwater treatment. One stormwater pond is anticipated within the project limits. The pond is located adjacent to the corridor along the northern bridge approach. The intent is to treat all stormwater runoff from SR 30 (US 98) from the northern terminus of the project to the crest of the new bridges within this pond. The Design-Build Firm shall provide access to the pond via one 15-foot minimum width curb cut concrete driveway adjacent to the pond and located along the east side of SR 30 so as to provide safe ingress and egress by maintenance vehicles and equipment. Access to the pond shall be stabilized to withstand maintenance vehicles and equipment. Drainage design on the other end of the bridge is to be designed to safely remove stormwater from the bridge.

Utilization of linear ponds adjacent to SR 30 (US 98) will not be allowed.

Within the project limits, the Design-Build Firm shall replace the existing drainage system with a new drainage system. No existing drainage structures/pipes will be allowed to remain (i.e. no grout filling allowed) within the project limits upon final acceptance. **Temporary drainage will be required to be removed as well within the project limits.**

A box culvert (approx. 8'x10') located at approximately Sta. 802+60 will require removal. This box culvert does not appear to provide a drainage function so replacement is not required. The Design-Build Firm shall remove the box culvert and regrade slopes as appropriate for the location in relation to their final design.

Signing and Pavement Marking

The Design-Build Firm shall evaluate and provide guide signs, regulatory signs, warning signs, and pavement markings for all roads and driveways within the project limits. Pavement subject to temporary striping for maintenance of traffic beyond the limits of construction or widening shall be milled and resurfaced. All signs shall be new in conformance with MUTCD, TEM and Standard Plans and all applicable design bulletins.

Tyndall AFB has a base entrance sign at the southeast corner of the Dupont Bridge. The Design-Build Firm shall design and construct a **two-sided** replacement sign **using the newly constructed sign at the Tyndall Airey Gate as a reference model.** ~~**with similar message**~~. ~~**Due to ongoing coordination with Tyndall AFB, the specific sign material and layout will be provided at a later date.**~~ Final design**, messaging** and final location of the sign shall be coordinated and approved by Tyndall AFB. The Design-Build Firm

shall design and install lighting at the new sign location providing full illumination of each sign face. The Design-Build Firm shall provide power for the lighting system which will require power to be billed to Tyndall AFB. The Design-Build Firm shall coordinate the lighting design with Tyndall AFB for approval. **See the attached "Unified Facilities Criteria – Design: Sign Standards" for Air Force sign standard requirements. Also, see the attached Tyndall AFB Gate Monument as a sign reference of what was constructed at the Airey Gate Entrance.** ~~**See Tyndall Air Force Base Sign Standard Attachment for examples of the design construction.**~~ Proposed final sign designs shall be reviewed and approved by Tyndall Airforce Base Representatives prior to fabrication.

Bicycle keyhole lanes will be required for the right turn lanes at Bonita Bay Dr. and Fam Camp Rd.

Intelligent Transportation Systems

The Design-Build Firm shall design and construct new fiber optic communication infrastructure as part of the Intelligent Transportation System (ITS) along the new bridge and tying into the existing ITS system at the termini of the project limits. The fiber optic work includes backbone and lateral fiber optic cable (FOC) and locate wire. The Design-Build Firm will be responsible for providing Maintenance of Communication (MOC) Plans to detail how the existing ITS system will be maintained, relocated, or replaced during construction to minimize downtime.

The Design-Build Firm shall design and construct a new Dynamic Message Sign (DMS) to replace the existing DMS located on the north end of the project in the vicinity of Oakshore Drive. The new DMS shall be located in the same general vicinity as the existing DMS. A suitable DMS location shall be determined by the Design-Build Firm and approved by Bay County and the Department. The Design-Build Firm shall coordinate with Bay County, the Department, and the Project Construction Engineering Inspection (CEI) team prior to any disposal of any existing DMS equipment (including sign, structure, and cabinet) to allow Bay County and the Department to salvage existing ITS infrastructure as spare parts. Bay County shall have the first right of refusal to salvage any existing ITS infrastructure. The Design-Build Firm shall transport any salvaged ITS infrastructure to Bay County Signal and Sign Shop, 4740 Fire Tower Road, Panama City, FL 32404 after calling (850) 248-8740 to schedule delivery. For whatever items that Bay County may choose not to salvage, the Department shall have the next right of refusal; the Design-Build Firm shall transport any salvaged ITS infrastructure to a location designated by the Department. The Design-Build Firm shall be responsible for the disposal of any existing equipment not deemed required by Bay County and the Department.

The Design-Build Firm shall design and construct three standalone closed-circuit television (CCTV) cameras, each equipped with Camera Lowering Devices (CLD). One CCTV camera shall be located on both north and south ends of the bridge on the roadway approach-departure portion for a total of two CCTV cameras, and one CCTV camera shall be located in advance of the new DMS to allow verification of posted messages. CCTV camera on the south bridge end shall be positioned with orientation restricted such that only the roadway and bridge right-of-way (ROW) are available for viewing; at no time will any CCTV camera view of military facilities be allowed. Suitable CCTV camera locations shall be determined by the Design-Build Firm and approved by the Bay County, Tyndall AFB and Department.

The Design-Build Firm shall design and construct a Bluetooth Travel Time System (BTTS) Vehicle Detection System (VDS) using BlueTOAD® in the vicinity of the new DMS which may be co-located on the CCTV camera pole at the location used for DMS message confirmation. If co-located on the CCTV camera pole, the BTTS shall at no time interfere with the ability to lower the CCTV camera via the CLD or inhibit or complicate maintenance of the CCTV camera. A suitable BTTS location shall be determined by the Design-Build Firm and approved by Bay County and the Department.

The Design-Build Firm shall design and construct a fully automated Road Weather Information System

(RWIS) located near the midpoint of the bridge where weather and visibility information can be detected. A suitable RWIS location that does not interfere with any bridge element's structural integrity shall be determined by the Design-Build Firm and approved by Bay County and the Department.

These DMS, CCTV camera, BTTS, and RWIS systems shall be connected via fiber optic-based communications to the Bay County Traffic Management Center (TMC).

These deployments will expand Bay County's and the Department's established Advanced Transportation Management Systems (ATMS) in Bay County to actively monitor, manage, and improve arterial operations in the region. All new ITS infrastructure and devices shall be integrated into the existing Bay County TMC and District Three Regional Traffic Management Center (RTMC) networks, with all devices being compatible and configurable with Bay County and SunGuide® equipment. Both facilities shall have the ability to control all new ITS infrastructure and devices.

The Design-Build Firm shall design, construct, operate, and maintain a smart work zone (SWZ) to include CCTV cameras maintaining full coverage to monitor traffic conditions and inform travelers via Portable Changeable Message Sign (PCMS) displays throughout the duration of construction. Any CCTV camera associated with the SWZ shall be positioned with orientation restricted such that only the roadway and bridge right-of-way (ROW) are available for viewing; at no time will such CCTV camera view of military facilities be allowed. The work zone CCTV cameras shall be connected to the Department's DIVAS system. CCTV camera view is subject to approval by Tyndall AFB.

In accordance with Department specifications for documentation related to ITS devices, the Design-Build Firm shall perform all ITS Facility Management (ITSFM) asset management data collection and provide all project data necessary including global positioning system (GPS) data to populate the District Three ITSFM database. The Design-Build Firm is responsible for obtaining all permissions, training, and access to use the ITSFM database.

Subsystems shall include:

- Communications subsystem
  - ~~o~~ Provide and install Single Mode (SM) FOC backbone that will be connected to the existing Bay County fiber backbone. Conduit for the fiber backbone shall be underground **along the side of the mainline or installed inside the bridge barrier.** ~~**or bridge-attached. Only conduit for the drop fiber to the RWIS may be considered for installation inside the interior bridge rail.**~~
  - o Provide and install SM FOC lateral to connect to ITS cabinets.
  - o Provide and install locate wire for backbone and lateral FOC.
  - o Provide and install a new air-conditioned cabinet near the new DMS location to serve as a communications hub.
  - o Provide and install all Managed Field Ethernet Switches (MFES), drop fibers, underground and bridge-attached conduits, splices, splice vault and pull box system, ITS cabinets, patch panels, fiber jumpers, connectors, and other accessories for a complete communications system.
- Electrical Power Distribution subsystem
  - o Provide and install independent power conduit for all proposed ITS devices consisting of underground, above ground, and bridge-attached conduit. Power lines may not be co-located in the conduits for any FOC.
  - o Provide and install electrical pull boxes, power conductors, disconnect switches, circuit breakers, panelboards, electrical service points and meters, grounding and surge protective devices, Uninterruptible Power Supply (UPS) systems, batteries, and other equipment in all ITS cabinets for a fully operational electrical system.

  - New power infrastructure shall be installed. Power calculations will be required to validate the new power infrastructure enhancements and shall be included with the submittal packages.
- DMS subsystem
  - Provide and install DMS on a new structure to provide real-time traffic information such as lane-blocking events, scheduled lane closures during construction or maintenance, weather information, and other traveler information.
  - Provide and install new ground-mount DMS cabinet, cabling between the cabinet and DMS, UPS and batteries, and other equipment as necessary for a fully operational DMS.
  - Perform the geotechnical investigation, develop the structural design plans and documentation, and install the new DMS structure.
  - Perform evaluation of the existing conditions including utility coordination, review of any existing structural plans, review ROW constraints, review constructability issues, investigate design exceptions and variation needs, investigate permits needs, and review location with respect to Bay County TMC operations prior to selecting the final DMS location.
- CCTV Camera subsystem
  - Provide and install CCTV cameras with Pan-Tilt-Zoom (PTZ) for real-time traffic monitoring and verification for the operation of other ITS subsystems.
  - All CCTV cameras shall be installed on a pole with a CLD.
- VDS subsystem
  - Provide and install BTTS equipment to provide real-time traffic data such as travel time, speed, volume, and occupancy. This information will be used for both traffic data collection and reporting.
- RWIS subsystem
  - Provide and install RWIS near the bridge midpoint to detect weather and visibility information.
- SWZ subsystem
  - Provide and install, maintain, adjust, and repair SWZ to monitor conditions and inform travelers throughout the entire duration of Project construction activities.
- District Three RTMC central system and equipment modification/expansion
  - Integrate all installed DMS, CCTV camera, BTTS, and RWIS subsystems into the Bay County TMC and District Three RTMC SunGuide® central systems. Develop, test, integrate, and install any and all new software and/or device drivers for ITS devices which are not currently supported by SunGuide® in District Three, including all development and testing for integration into SunGuide®.
  - Provide and install all additional equipment, including modification and expansion, to fully develop, test, integrate, and install any and all new software and or/device drivers into SunGuide®.
  - Coordinate any and all software and/or device driver development with District 3 Traffic Operations Office.

Lighting

~~**Roadway lighting shall be installed on SR 30 (US 98) from Begin Project to End project. The locations outside the limits of the bridge and retaining walls on the west end of the project shall be designed by the Design-Build Firm and constructed by Florida Power and Light (during the project). FDOT will pay Florida Power and Light through a separate agreement for the construction.**~~ The Design-Build Firm shall design and construct roadway lighting along SR 30 (US 98) **from begin project to end project.** ~~**within the limits of the new bridges, bridge approaches within limits of retaining wall,**~~

~~**and eastern portion of the roadway lighting.**~~

The existing lighting in conflict with the proposed design shall be removed. Temporary lighting shall be provided if existing lighting is removed prior to installation of proposed lighting.

In addition, the Design-Build Firm shall provide the following as part of its Lighting design and construction:

- Lighting Design Analysis Report (LDAR)
- Power Design Analysis Report (PDAR)
- All new LED highway lighting system on SR 30 (US 98) (Begin to End Project)
- Navigational lighting
- Shared use path lighting on bridges
- Overlook Platforms
- Aesthetic lighting
- Base Entrance Sign Lighting

Ongoing Right of way Acquisition Process

Right of way acquisition is currently ongoing to acquire the needed right of way for the project as depicted by the latest right of way maps. The anticipated right of way clear date for the Project is **December 16, 2024** **with the exception of the submerged TIITF**. **The submerged TIITF can be obtained by the Department when the FDEP permit is issued.** This right-of-way clear date has been utilized to determine the maximum contract duration established in this RFP by the Department. The Design-Build Firm shall utilize this date in determining their schedule for the Project that will be submitted in accordance with the Design-Build Division I Specifications. The Design-Build Firm will be required to obtain a right of way certification from the Department for ANY construction activities prior to commencing work.

The Department's Right of Way Office is acquiring the necessary Right of Way for the project either by negotiated settlement or by the exercise of eminent domain (condemnation). The right of way requirements for the Project are based on the maps as developed from the requirements of the conceptual plans included as an Attachment in this RFP. Construction activities cannot occur on acquired property until it has been certified as "clear" by the Department's Right of Way Office and a right of way certification has been issued by the Department.

During the right of way acquisition process there are often instances where design commitments are made based on agreements with owners during settlement negotiations or as part of final negotiated settlements. Such agreements are required to enable successful negotiations with property owners. Oftentimes, these agreements are of benefit to both the property owner and the Department. These agreements include, but are not limited to profile grade, driveway connections, culverts, ditch profiles, median openings, etc. Any design commitments made in settlement must be incorporated in the design and construction of the Project to not only function as a safe and efficient roadway, but for it to also consider the desires and needs of adjoining property owners. Any right of way Commitments for these specific items are included as Attachments to this RFP.

There will likely be agreements with property owners made during remaining right of way acquisition negotiations. As the right of way process progresses there may be commitments that will be forthcoming. Any right of way commitments made by the Department and subsequently issued to the awarded Design-Build Firm after contract execution shall be incorporated into the plans and design documents for the Project and be constructed as part of the Project. After Contract execution, if additional installations/modifications are required, the Department will negotiate with the Design-Build Firm on an appropriate supplemental agreement for the required work or in the Department's discretion pay for such work pursuant to Subarticle

4-3.2, Division I, Design-Build Specifications for this contract.

As the negotiation phase of any right of way parcel acquisition comes to a close there will likely be a need for one or more parcels that have not been acquired by negotiation to be condemned. Any such condemnation action will be initiated by the Department and will immediately require assistance and court testimony from the Engineer of Record for the Design-Build Firm regarding both public purpose and the reasonable necessity of specific parcels for the project. The Design-Build Firm will be required to provide any and all documentation immediately as may be requested by the Department to aid in the Right of Way acquisition process. The Design-Build Firm's Engineer of Record is required to be available as needed by the Department to assist in the Right of Way acquisition process. If the Design-Build Firm's Engineer of Record is required to act as an expert witness (i.e. for deposition or court testimony) the Department will enter into a separate contract with the Design-Build Firm's Engineer of Record for this effort.

After right of way acquisitions are complete, the Department will have its demolition contractor (under a separate contract) remove all building, concrete slabs, concrete driveways, signs, 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. All design and construction activities for the project will be required to remain within the Department's right of way. The Department Right of Way Maps are available on the internet. These maps are the controlling document in reference to right of way line location. The concept plans may or may not accurately depict the right of way being acquired by the Department.

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 concepts plans.

Portions of the right of way being acquired by the Department are owned by Tyndall Air Force Base. The Department will not consider proposed design changes which require additional Tyndall Air Force Base property.

Right of way requirements if the Design-Build Firm chooses to acquire right of way.

It is the Department's intent that all Project construction activities be conducted within the Right of Way being obtained or having already been acquired by the Department. 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. No additional Tyndall AFB property requests will be allowed due to the length of time required to obtain a new or modified easement.

If a Design-Build Firm intends to submit a Technical Proposal that requires the acquisition of additional Right of Way, the Design-Build Firm shall discuss such a proposal with the Department as part of the ATC process. If a Design-Build Firm submits a Technical Proposal that requires the acquisition of additional Right of Way and the Design-Build Firm fails to obtain Department approval as part of the ATC process, then the Department will not consider such aspects of the Proposal during the Evaluation process. If the Design-Build Firm's Technical Proposal requires additional Right of Way approved by the ATC process, the additional Right of Way will be required to be directly acquired by the Department. The Design-Build

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

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

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

The Design-Build Firm shall provide to the Department an estimate of the purchase price of the land from the property owner and any conditions related to the purchase. The Department will provide 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 and/or a Letter of Credit meeting the requirements of Section 14-116.002, Florida Administrative Code, and approved by the Department's Comptroller in an amount equal to 100% of the Department's estimate. If additional funds beyond the Department's estimate are anticipated, the Design-Build Firm shall be solely responsible for all such costs and provide the same to the Department upon ten (10) days written notice from the Department. The funds and/or Letter of Credit is for the purpose of securing the obligations of the Design-Build Firm with respect to the acquisition and use of additional Right-of-Way. The Letter of Credit will be released upon the Department's determination that all costs related to the acquisition of and making ready for use of the additional Right-of-Way have been satisfied. Any remaining funds provided will be returned to the Design-Build Firm.

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

If the Department's attempt to acquire the additional Right of Way is unsuccessful, then the Design-Build Firm shall provide a design of the Project within existing Right of Way and be required to complete the Project solely for the Lump Sum Price Bid, with no further monetary or time adjustments arising therefrom. Under no circumstances will the Department be liable for any increase in either time or money impacts the Design-Build Firm suffers due to the Design-Build Firm's proposed acquisition of additional Right of Way,

whether or not the acquisition is successful.

Aesthetics

The Design-Build Firm shall be responsible for design and construction of aesthetic features that will complement the Dupont Bridge. Key features to be incorporated include:

- Overlooks: Two overlooks shall be incorporated on each bridge at the main span piers to provide a viewing location of the bay. These overlook areas shall be an extension of the shared use path and have a minimum area of 200 square feet with a minimum 5' width in addition to the 12' path width. No shade structures or benches are to be incorporated.
- Bridge Aesthetic Lighting: Include aesthetic lighting that will highlight the structure such as down cast lighting at the bridge piers. Lighting should blend into the structure and highlight the bridge's form. Programmable systems and necklace lighting are not allowed. Color changing capability is not allowed. The required lighting colors for the Dupont Bridge shall be blue. **Department approval of the Design-Build Firm's blue color scheme of lighting will be required before installation.** Ease of maintenance and light spill minimization shall be important factors for consideration in the design. The design shall provide for illumination levels that are not too bright in order to minimize sky glow. **Provide a lighting system that utilizes photocell technology to turn the lights on/off at dusk/dawn automatically.**
- ~~**MSE Walls: MSE Wall panels shall incorporate a raised motif featuring the logo of the United States Air Force. A minimum of 40 special panels shall be provided. The locations of the panels within the MSE wall shall be proposed by the Design-Build Firm for final Department approval. In addition to the specialty Air Force panels, the Design-Build Firm shall provide fractured fin surface treatment for all remaining wall panels to match the SR 30 (US 98) Bridge at Tyndall Air Force Base Main Gate.**~~
- Piers: The top of each column (column capital) shall incorporate a curved or parabolic flare at the transition to the bottom of the pier cap.
- **United States Air Force logo: The Design-Build Firm shall incorporate the Air Force logo along the pedestrian path on the bridge or approach slab barrier wall visible to pedestrians. The logo shall be installed at eight locations total (i.e. four on each pedestrian path). One location shall be at the overlooks. Final location and logo approval is subject to Department and Tyndall Air Force Base approval.**

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. All necessary utility relocations required to construct the project shall be completed within the contract duration for this contract. Existing utility location information is provided in the RFP and Attachments. The Design-Build Firm shall avoid utility impacts as much as possible. Avoidance techniques, such as utility conflict structures shall be used to avoid impacts.

Bay County is installing a new subaqueous watermain in the project limits. All efforts shall be made to avoid impacting this line during design and construction.

Along with coordinating utility relocations for the project, the Design-Build Firm is required to perform Utility Work by Highway Contractor (UWHC) for the following UA/O's.:

1. AT&T – 4" ~~**Innerduct**~~ **Conduit** to be located on the reconstructed bridge. **Pull boxes shall be**

constructed ~~will be provided~~ at ~~each~~ bridge end abutments ~~of the duct~~ with 2 additional pull boxes placed 1200' feet apart in the conduit ~~duct. Ducts~~ Conduit shall be located in an interior beam bay so that they are not visible to the traveling public. The cost of this work to be bid under 442667-1-52-02. **Threaded inserts and rods that may be necessary to attach the utilities to the under deck of the bridge shall be included in the UWHC bid price. Pull box dimensions for fiber optic cable applications shall be pull boxes with nominal cover dimensions of 24 inches wide by 36 inches long or larger and no less than 24 inches deep shall be provided.**

2. Uniti Fiber – **~~144 count and 288 count Fiber to be relocated~~ 4" conduit ~~innerduct~~ to be located** on the reconstructed bridge **~~(4" Conduit)~~**. **Pull boxes shall be constructed ~~will be provided~~ at ~~each~~ bridge end abutments ~~of the duct~~ with 2 additional pull boxes placed 1200' feet apart in the duct.** Conduits shall be located in an interior beam bay so that they are not visible to the traveling public. The cost of this work to be bid under 442667-1-52-02. **Threaded inserts and rods that may be necessary to attach the utilities to the under deck of the bridge shall be included in the UWHC bid price. Pull box dimensions for fiber optic cable applications shall be pull boxes with nominal cover dimensions of 24 inches wide by 36 inches long or larger and no less than 24 inches deep shall be provided.**
3. **Bay County Utility (Public Utility) – Removal of existing 16" Ductile Iron water main throughout the limits of the project upon Bay County's completion of relocation. The cost of this work to be bid under 442667-1-56-01.**

~~Two (2) spare 4" Innerduct are to be located on the reconstructed bridge. Pull boxes will be provided at each end of the duct with 2 additional pull boxes placed 1200' feet apart in the duct. Ducts shall be located in an interior beam bay so that they are not visible to the traveling public. The cost of this work to be bid under 442667-1-52-02. Threaded inserts and rods that may be necessary to attach the utilities to the under deck of the bridge shall be included in the UWHC bid price. Pull Box Dimensions for fiber optic cable applications shall be pull boxes with nominal cover dimensions of 24 inches wide by 36 inches long or larger and no less than 24 inches deep shall be provided.~~

Although at this time no known impacts are anticipated to Tyndall AFB utilities, the preliminary utility coordination indicates Tyndall AFB utilities are located within the project limits include water, sewer and communications maintained by Tyndall AFB and the remaining Tyndall AFB utilities are maintained by private or public utility companies. Any impacts to Tyndall AFB water, sewer and communication will require the Design-Build Firm to design and construct any necessary relocation or protection. Extensive coordination will be required with Tyndall AFB to determine locations of utilities that require protection and/or relocation. This effort may include other types of utilities not solely water, sewer and communications. This contract will use the Contingency Pay Item (Do Not Bid Item) to fund the costs of any necessary design and construction or extensive protection necessary for Tyndall AFB utilities that are currently maintained by Tyndall AFB. This work may include protection, design, permitting and construction of encountered utilities. The Tyndall AFB utility work will be tracked, invoiced and paid through a force account processed per Article 4-4 Unforeseeable Work in the Division I Design-Build Specifications. The Design-Build Firm shall plan to commence any necessary utility work immediately when the specific work effort is known to ensure schedule delays do not occur on the project.

~~ADDITIONAL REQUIREMENTS FOR UWHC WORK WILL BE ADDED AT A LATER DATE.~~

Demolition of the Existing Bridge Superstructure and Substructure

The Design-Build Firm shall demolish and remove the existing bridge, fender system and dolphins. The

existing bridge substructure was not designed to resist vessel collision. It is the responsibility of the Design-Build Firm to protect the existing bridge from vessel collision during all phases of construction. The capacity of the existing bridge shall not be considered to resist vessel impact. External protection is required.

Bulkheads, rubble, and embankment shall be removed. Existing bridge approaches shall be regraded to harmonize with adjacent property. **Regrading shall be as flat as possible within the Department's right of way, but no steeper than 1:2 in consideration of maintenance.**

The Design-Build Firm shall be responsible for development of demolition plans outlining details for the work. Demolition plans must include at a minimum, but are not limited to the following: specific requirements pertaining to the demolition work, specific requirements and notes for the relocation (disposal) of the superstructure and substructure, miscellaneous shoreline and approach work, utility identification, maintenance of traffic (MOT) that will ensure all existing lanes remain open, storm water control, sedimentation control, and requirements pertaining to the protection of endangered species.

The Department has obtained a Hydrographic Conditions Survey for the project area. The Design-Build Firm shall review and evaluate findings of the survey in conjunction with their proposed design. The Design-Build Firm will be required to remove any debris that may still be located under water (i.e. old piles from previously removed structures, footings from previously removed structures, portions of old marine vessels, etc.) that are in conflict with the new bridge and fender construction. The existing bridge shall be removed in accordance with FDOT Specifications.

The concrete debris from the existing bridge will become the responsibility of the Design-Build Firm.

Bay County currently has permitted artificial reef sites in the area. The Department's preference is to dispose of any feasible bridge debris in these permitted artificial reef sites. The Bay County artificial reef information is included in the Attachments of this RFP. The artificial reef site permit does expire in 2027, but Bay County intends to seek an extension to keep this permit active.

Tyndall AFB Requirements

Due to this project's location within Tyndall AFB property, coordination with Tyndall AFB will be critical to the project's success. This coordination shall occur during the design and construction phases. Tyndall Air Force Base may participate during design reviews and will likely be in attendance during design and construction meetings. The Design-Build Firm will be required to work closely with the Department's CEI and Tyndall AFB representatives to ensure all appropriate Tyndall AFB approvals are obtained.

Due to this project's proximity to the Tyndall AFB Flightline, the Design-Build Firm will be required to adhere to Federal Aviation Administration (FAA) and Tyndall AFB restrictions related to imaginary airspace elevation and any height restrictions on the new bridge, elevated roadway and lighting as well as any vertical limitations for crane heights to be utilized during construction. A rule exists for the approach departure surface that describes a location in space that should not be occupied by an obstruction. If an obstruction exists, a waiver must be submitted to the Base to assess the hazard and define mitigations. The approach departure surface is basically a planer surface from the end of the runway that slopes up at 50h:1v. Any obstruction that penetrates that surface requires a waiver. For the purposes of the Dupont Bridge, it is about 10,000 to 11,000 ft away from the runway which gives 200'. The runway is at 17' AMSL which means that an obstruction that reaches up to 217' AMSL would necessitate the need for a waiver. The Design-Build Firm must coordinate closely with the FAA and Tyndall to comply with any restrictions and obtain waivers when necessary.

The Design-Build Firm will be required to obtain any necessary FAA Aeronautical Studies for the project.

If entry is necessary inside Tyndall AFB, the Design-Build Firm will be required to complete a security screening and be badged prior to entry on Tyndall AFB.

Within 30 days before any ground disturbing activity, the Design-Build Firm must secure an approved Tyndall AFB Base Civil Engineer Work Order Clearance Request, also known as a Dig Permit (TAFB IMT 103A), completed by coordinating with Tyndall AFB Customer Service~~; (850) 283-4949.~~ The Tyndall dig permit may require periodic updating by the Design-Build Firm with Tyndall AFB. The latest contact information for 325 CES Customer Service is as follows:

Email: 325ces.ceo.csuworkflow@us.af.mil
Comm: (850) 283-3000
325 CES Customer Service
101Mississippi Road, B36233
Tyndall Air Force Base, FL 32403

All equipment that emits or operates on a Radio Frequency used in connection with this project must operate on only frequencies approved by Tyndall Air Force Base. Equipment that emits or operates on a Radio Frequency used on site must be approved by Tyndall Installation Spectrum Manager, (850) 283-4764. A Frequency Manager clearance must be obtained by the Design-Build Firm and is required before operating equipment and instrumentation.

Tyndall Installation Spectrum Manager
555 W Suwannee Rd, B817
Tyndall Air Force Base, FL 32403

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

Existing Vegetation Preservation and Exotic Vegetation Removal.

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

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

A. Design-Build Responsibility

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

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

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

The Design-Build Firm shall be responsible for reviewing the approved PD&E Study, Technical Documents supporting the PD&E Study, and subsequent re-evaluations included in the Attachments. The Design-Build Firm may propose changes which differ from the approved PD&E Study and/or re-evaluation(s). An approved re-evaluation to document changes proposed by the Design-Build Firm is required prior to construction of the specific activity as required in Section V.I.3

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

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

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

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

The Design-Build Firm will provide litter removal and mowing within the project limits in accordance with Specification Section 107 with a 30-day mowing frequency and a bi-weekly litter removal. This includes debris on bridge deck which shall be removed within 30 minutes of notification. Monthly bridge sweeping is required.

B. Department Responsibility

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

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

The Department will determine the environmental impacts and coordinate with the appropriate agencies during the preparation of PD&E Study re-evaluations. For federal projects, re-evaluations will be processed by the District Environmental Management Office for approval by the Department's Office of Environmental Management pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated March 26, 2022 and executed by the FHWA and the Department.

II. Schedule of Events.

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

Date	Event
08/29/2022	Planned Advertisement
06/05/2023	Current Advertisement
06/26/2023	Letters of Interest for Phase I of the procurement process due in District Office by 4:00pm local time
07/24/2023	Proposal Evaluators submit Letter of Interest Scores to Contracting Unit 10:00 am local time
07/27/2023	Contracting Unit provides Letter of Interest scores and Proposal Evaluators comments to Selection Committee 9:00 am local time
~~07/31/2023~~ 08/01/2023	Public Meeting of Selection Committee to review and confirm Letter of Interest scores ~~9:00~~ 8:00 am local time
~~07/31/2023~~ 08/01/2023	Shortlist Posting Date
~~07/31/2023~~ 08/01/2023	Final RFP provided to Design-Build Firms continuing to Phase II of the procurement process by 4:00pm local time
08/10/2023	Mandatory Pre-Proposal meeting at 9:00 am local time in 1074 Hwy 90, Chipley, FL 32428. 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.
08/10/2023	Utility Pre-Proposal Meeting at 1:30pm local time at 1074 Highway 90, Chipley, Florida.
08/14/2023	Deadline for Design-Build Firm to request participation in Risk Register and One-on-One Alternative Technical Concept Discussion Meeting No. 1 by 4:00pm local time. Please email Ranae.Dodson@dot.state.fl.us to submit your request.
08/21/2023	Deadline for Design-Build Firm to submit preliminary list of Risk Register Items and Alternative Technical Concepts prior to Risk Register and One-on-One Alternative Technical Concept Discussion Meeting No. 1, 4:00pm local time.
~~08/29/2023~~	~~Risk Register and One-on-One Alternative Technical Concept Discussion Meeting No. 1. Ninety (90) Minutes will be allotted for this Meeting.~~

~~08/29/2023~~	~~Deadline for Design-Build Firm to request participation in Risk Register and One-on-One Alternative Technical Concept Discussion Meeting No. 2, 4:00pm local time.~~
~~09/05/2023~~	~~Deadline for Design-Build Firm to submit preliminary list of Risk Register items and Alternative Technical Concepts prior to Risk Register and One-on-One Alternative Technical Concept Discussion Meeting No. 2, 4:00pm local time.~~
09/12/2023	Risk Register and One-on-One Alternative Technical Concept Discussion ~~Meeting No.~~ ~~2~~ **Meeting No. 1**. Ninety (90) Minutes will be allotted for this Meeting.
09/12/2023	**Deadline for Design-Build Firms to request participation in Risk Register and One-on-One Alternative Technical Concept Discussion Meeting No. 2, 4:00pm local time.**
09/19/2023	**Deadline for Design-Build Firm to submit preliminary list of Risk Register items and Alternative Technical Concepts prior to Risk Register and One-on-One Alternative Technical Concept Discussion Meeting No. 2, 4:00pm local time.**
~~09/27/2023~~ **10/09/2023 & 10/11/2023**	**Risk Register and One-on-One Alternative Technical Concept Discussion Meeting No. 2 Ninety (90) Minutes will be allotted for this Meeting.**
~~09/26/2023~~ ~~10/04/2023~~ **10/25/2023**	Deadline for submittal of Risk Register items and Alternative Technical Concept Proposals 4:00 pm local time.
~~09/26/2023~~ ~~10/04/2023~~ **10/25/2023**	Final deadline for submission of requests for Design Exceptions or Design Variations. 4:00 pm local time
~~10/31/2023~~ **11/15/2023**	Addendum issued for approved Design Exceptions. 4:00pm local time
11/29/2023	**Optional One-on-One Utility Meetings. Meeting location – FDOT Panama City Operations, 3633 SR 390, Panama City, FL 32405.**
~~01/04/2024~~ ~~01/18/2024~~ ~~02/15/2024~~ **03/08/2024**	Deadline for submittal of questions, for which a response is assured, prior to the submission of the Technical Proposal. All questions shall be submitted to the Pre-Bid Q&A website.
~~01/11/2024~~ ~~01/25/2024~~ ~~02/22/2024~~ **03/14/2024**	Deadline for the Department to post responses to the Pre-Bid Q&A website for questions submitted by the Design-Build Firms prior to the submittal of the Technical Proposal.
~~01/18/2024~~ ~~02/01/2024~~ ~~02/29/2024~~ **03/21/2024**	Technical Proposals due in District Office by 12:00pm local time
~~01/18/2024~~ ~~02/01/2024~~ ~~02/29/2024~~	Deadline for Design-Build Firm to “opt out” of Technical Proposal Page Turn meeting.

03/21/2024	
~~**01/25/2024**~~ ~~**02/08/2024**~~ ~~**03/07/2024**~~ **03/28/2024**	Technical Proposal Page Turn Meeting. Thirty (30) Minutes will be allotted for this Meeting.
04/04/2024	**Final deadline to submit any additional Risk Register items. Deadline 4:00pm local time**
~~**02/23/2024**~~ ~~**03/08/2024**~~ ~~**03/28/2024**~~ **04/22/2024**	Question and Answer Written Reponses. Deadline for the Department to provide a list of questions/clarifications for the Design-Build Firm to answer.
~~**03/01/2024**~~ ~~**03/15/2024**~~ ~~**04/04/2024**~~ **04/29/2024**	Deadline for submittal of Question and Answer Written Responses to the Department's questions/clarifications from the Design-Build Firm. 4:00pm local time
~~**03/01/2024**~~ ~~**03/15/2024**~~ ~~**04/04/2024**~~ **04/29/2024**	Deadline for the Department to provide the individual Schedule of Risk Values to each Design-Build Firm
~~**03/08/2024**~~ ~~**03/27/2024**~~ ~~**04/16/2024**~~ **05/06/2024**	Deadline for submittal of follow up questions to previously submitted Question and Answer Written Responses to the Department's questions/clarifications from the Design-Build Firm. 4:00pm local time
~~**03/15/2024**~~ ~~**04/03/2024**~~ ~~**04/22/2024**~~ **05/09/2024**	Deadline for submittal of Question and Answer Written Responses to the Department's follow up questions. 4:00pm local time.
~~**03/15/2024**~~ ~~**04/05/2024**~~ ~~**05/02/2024**~~ **05/20/2024**	Deadline for submittal of questions, for which a response is assured, prior to the submission of the Price Proposal. All questions shall be submitted to the Pre-Bid Q&A website.
~~**03/19/2024**~~ ~~**04/11/2024**~~ ~~**05/09/2024**~~ **05/24/2024**	Deadline for the Department to post responses to the Pre-Bid Q&A website for questions submitted by the Design-Build Firms prior to the submittal of the Price Proposal.
~~**03/19/2024**~~ ~~**04/23/2024**~~ ~~**05/14/2024**~~ **05/27/2024**	Deadline for the Design-Build Firm to submit a written statement per Section III. Threshold Requirements, F. Question and Answer Written Responses.
~~**03/21/2024**~~ ~~**04/25/2024**~~ ~~**05/16/2024**~~ **05/30/2024**	Price Proposals due in District Office by 10:00 am local time.
~~**03/21/2024**~~ ~~**04/25/2024**~~ ~~**05/16/2024**~~ **05/30/2024**	Public announcing of Technical Scores and opening of Price Proposals at ~~10:00~~ **10:30** am local time in District Office; 1074 Highway 90, Chipley, FL 32428
~~**03/25/2024**~~ ~~**04/29/2024**~~ ~~**05/20/2024**~~	Public Meeting Date of Selection Committee to determine intended Award

~~06/03/2024~~ ~~06/10/2024~~ 06/17/2024	
~~03/25/2024~~ ~~04/29/2024~~ ~~05/20/2024~~ ~~06/03/2024~~ ~~06/10/2024~~ 06/17/2024	Final Selection Posting Date
~~04/08/2024~~	~~FHWA Concurrence to Award~~
~~04/09/2024~~ ~~05/03/2024~~ ~~05/24/2024~~ ~~06/07/2024~~ ~~06/14/2024~~ 06/21/2024	Anticipated Award Date
~~04/29/2024~~ ~~05/24/2024~~ ~~06/17/2024~~ ~~06/26/2024~~ ~~07/09/2024~~ 07/15/2024	Anticipated Execution Date

III. Threshold Requirements.

A. Qualifications

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

B. Joint Venture Firm

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

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

C. Price Proposal Guarantee

A Price Proposal guaranty in an amount of not less than five percent (5%) of the total bid amount shall accompany each Proposer's Price Proposal. The Price Proposal guaranty may, at the discretion of the Proposer, be in the form of a cashier's check, bank money order, bank draft of any national or state bank, certified check, or surety bond, payable to the Department. The surety on any bid bond shall be a company recognized to execute bid bonds for contracts of the State of Florida. The Price Proposal guaranty shall

stand for the Proposer's obligation to timely and properly execute the contract and supply all other submittals due therewith. The amount of the Price Proposal guaranty shall be a liquidated sum, which shall be due in full in the event of default, regardless of the actual damages suffered. The Price Proposal guaranty of all Proposers' shall be released pursuant to 3-4 of the Division I Design-Build Specifications.

D. Pre-Proposal Meeting

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

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

E. Technical Proposal Page-Turn Meeting

The Department will meet with each Proposer, formally for thirty (30) minutes, for a page-turn meeting. The purpose of the page-turn meeting is for the Design-Build Firm to guide the Technical Review Committee through the Technical Proposal, highlighting sections within the Technical Proposal that the Design-Build Firm wishes to emphasize. The page-turn meeting will occur between the date the Technical Proposal is due and the Question and Answer Written Response occurs, per the Schedule of Events section of this RFP. The Department will terminate the page-turn meeting promptly at the end of the allotted time. The Department will record all of the page-turn meeting. All recordings will become part of the Contract Documents. The page-turn meeting will not constitute discussions or negotiations. The Design-Build Firm will not be permitted to ask questions of the Technical Review Committee during the page-turn meeting. Roll plots submitted with the Technical Proposal and an unmodified aerial or map of the project limits provided by the Design-Build Firm is acceptable for reference during the page-turn meeting. The unmodified aerial or map may not be left with the Department upon conclusion of the page turn meeting. The use of the electronic screen will be permitted for display of the Technical Proposal, roll plots, and unmodified aerial or map of the project limits. Upon conclusion of the thirty (30) minutes, the Technical Review Committee is allowed five (5) minutes to ask questions pertaining to information highlighted by Design-Build Firm. Participation in the page-turn meeting by the Design-Build Firm shall be limited to eight (8) representatives from the Design-Build Firm. Design-Build Firms desiring to opt out of the page-turn meeting may do so by submitting a request to the Department.

F. Question and Answer Written Responses

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

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

Design-Build Firm includes additional information in the written response which was not discussed as part of the Department's questions and is otherwise not included in the Technical Proposal, such additional information will not be considered by the Department during the evaluation of the Technical Proposal.

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

G. Protest Rights

Any person who is adversely affected by the specifications contained in this Request for Proposal must file a notice of intent to protest in writing within seventy-two hours of the posting of this Request for Proposal. Pursuant to Sections 120.57(3) and 337.11, Florida Statutes, and Rule Chapter 28-110, F.A.C., any person adversely affected by the agency decision or intended decision shall file with the agency both a notice of protest in writing and bond within 72 hours after the posting of the notice of decision or intended decision, or posting of the solicitation with respect to a protest of the terms, conditions, and specifications contained in a solicitation and will file a formal written protest within 10 days after the filing of the notice of protest. The formal written protest shall be filed within 10 days after the date of the notice of protest if filed. The person filing the Protest must send the notice of intent and the formal written protest to:

Clerk of Agency Proceedings
Department of Transportation
605 Suwannee Street, MS 58
Tallahassee, Florida 32399-0458

Failure to file a notice of protest or formal written protest within the time prescribed in section 120.57(3), Florida Statutes, or failure to post the bond or other security required by law within the time allowed for filing a bond shall constitute a waiver of proceedings under Chapter 120 Florida Statutes.

H. Non-Responsive Proposals

Proposals found to be non-responsive shall not be considered. Proposals may be rejected if found to be in nonconformance with the requirements and instructions herein contained. A proposal may be found to be non-responsive by reasons, including, but not limited to, failure to utilize or complete prescribed forms, conditional proposals, incomplete proposals, indefinite or ambiguous proposals, failure to meet deadlines and improper and/or undated signatures.

Other conditions which may cause rejection of proposals include evidence of collusion among Proposers, obvious lack of experience or expertise to perform the required work, submission of more than one proposal for the same work from an individual, firm, joint venture, or corporation under the same or a different name (also included for Design-Build Projects are those proposals wherein the same Engineer is identified in more than one proposal), failure to perform or meet financial obligations on previous contracts, employment

of unauthorized aliens in violation of Section 274A (e) of the Immigration and Nationalization Act, or in the event an individual, firm, partnership, or corporation is on the United States Department of Labor's System for Award Management (SAM) list.

The Department will not give consideration to tentative or qualified commitments in the proposals. For example, the Department will not give consideration to phrases as "we may" or "we are considering" in the evaluation process for the reason that they do not indicate a firm commitment.

Proposals will also be rejected if not delivered or received on or before the date and time specified as the due date for submission.

I. Waiver of Irregularities

The Department may waive minor informalities or irregularities in proposals received where such is merely a matter of form and not substance, and the correction or waiver of which is not prejudicial to other Proposers. Minor irregularities are defined as those that will not have an adverse effect on the Department's interest and will not affect the price of the Proposals by giving a Proposer an advantage or benefit not enjoyed by other Proposers.

1. Any design submittals that are part of a proposal shall be deemed preliminary only.

2. Preliminary design submittals may vary from the requirements of the RFP. The Department, at their discretion, may elect to consider those variations in awarding points to the proposal rather than rejecting the entire proposal.

3. In no event will any such elections by the Department be deemed to be a waiving of the 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. Proposers shall identify separately all innovative aspects as such in the Technical Proposal. An innovative aspect does not include revisions to specifications or established Department policies. Innovation should be limited to Design-Build Firm's means and methods, roadway alignments, approach to Project, use of new products, new uses for established products, etc.

6. The Proposer shall obtain any necessary permits or permit modifications not already provided.

7. Those changes to the Design Concept may be considered together with innovative construction techniques, as well as other areas, as the basis for grading the Technical Proposals in the area of innovative measures.

J. Modification or Withdrawal of Technical Proposal

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

K. Department's Responsibilities

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

L. Design-Build Contract

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

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

IV. Disadvantaged Business Enterprise (DBE) Program.

A. DBE Availability Goal Percentage:

The Department of Transportation has an overall, race-neutral DBE goal. This means that the State's goal is to spend a portion of the highway dollars with Certified DBE's as prime Design-Build Firms or as subcontractors. Race-neutral means that the Department believes that the overall goal can be achieved through the normal competitive procurement process. The Department has reviewed this Project and assigned a DBE availability goal shown in the Project Advertisement and on the bid blank/contract front page under "% DBE Availability Goal". The Department has determined that this DBE percentage can be achieved on this Project based on the number of DBE's associated with the different types of work that will be required.

Under 49 Code of Federal Regulations Part 26, if the overall goal is not achieved, the Department may be required to return to a race-conscious program where goals are imposed on individual contracts. The Department encourages Design-Build Firms to actively pursue obtaining bids and quotes from Certified DBE's.

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

B. DBE Supportive Services Providers:

The Department has contracted with consultants, one is referred to as DBE Supportive Services provider

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

C. Bidders Opportunity List:

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

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

V. Project Requirements and Provisions for Work.

A. Governing Regulations:

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

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

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

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

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

5. Florida Department of Transportation Standard Specifications for Road and Bridge Construction (Divisions II & III), Special Provisions and Supplemental Specifications
https://www.fdot.gov/programmanagement/Implemented/SpecBooks/default.shtm

6. Florida Department of Transportation Surveying Procedure 550-030-101
http://fdotwp1.dot.state.fl.us/ProceduresInformationManagementSystemInternet/FormsAndProcedures/ViewDocument?topicNum=550-030-101

7. Florida Department of Transportation EFB User Handbook (Electronic Field Book)
http://www.fdot.gov/geospatial/doc_pubs.shtm

8. Florida Department of Transportation Drainage Manual
http://www.fdot.gov/roadway/Drainage/ManualsandHandbooks.shtm

9. Florida Department of Transportation Soils and Foundations Handbook
Soils and Foundation Handbook (windows.net)

10. Florida Department of Transportation Structures Manual
http://www.fdot.gov/structures/DocsandPubs.shtm

11. Florida Department of Transportation Computer Aided Design and Drafting (CADD) Manual
http://www.fdot.gov/cadd/downloads/publications/CADDManual/default.shtm

12. AASHTO – A Policy on Geometric Design of Highways and Streets
https://bookstore.transportation.org/collection_detail.aspx?ID=110

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

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

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

16. Florida Department of Transportation American with Disabilities Act (ADA) Compliance – Facilities Access for Persons with Disabilities Procedure 625-020-015
https://fdotwp1.dot.state.fl.us/ProceduresInformationManagementSystemInternet/?viewBy=0&procType=pr

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

18. Florida Department of Transportation Flexible Pavement Coring and Evaluation Procedure
http://www.fdot.gov/materials/administration/resources/library/publications/materialsmanual/documents/v1-section32-clean.pdf

19. Florida Department of Transportation Design Bulletins and Update Memos
http://www.fdot.gov/roadway/Bulletin/Default.shtm

20. Florida Department of Transportation Utility Accommodation Manual
https://fdotwww.blob.core.windows.net/sitefinity/docs/default-

source/programmanagement/programmanagement/utilities/docs/uam/uam2017.pdf?sfvrsn=d97fd3dd_0

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

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

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

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

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

26. Florida Department of Transportation Traffic Engineering Manual
http://www.fdot.gov/traffic/TrafficServices/Studies/TEM/tem.shtm

27. Florida Department of Transportation Intelligent Transportation System Guide Book
http://www.fdot.gov/traffic/Doc_Library/Doc_Library.shtm

28. Federal Highway Administration Checklist and Guidelines for Review of Geotechnical Reports and Preliminary Plans and Specifications
http://www.fhwa.dot.gov/engineering/geotech/pubs/reviewguide/checklist.cfm

29. AASHTO Guide for the Development of Bicycle Facilities
https://bookstore.transportation.org/collection_detail.aspx?ID=116

30. Federal Highway Administration Hydraulic Engineering Circular Number 18 (HEC 18).
http://www.fhwa.dot.gov/engineering/hydraulics/library_arc.cfm?pub_number=17

31. Florida Department of Transportation Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways
http://www.fdot.gov/roadway/FloridaGreenbook/FGB.shtm

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

33. Florida Department of Transportation Driveway Information Guide
http://www.fdot.gov/planning/systems/programs/sm/accman/pdfs/driveway2008.pdf

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

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

36. Florida Department of Transportation Equal Opportunity Construction Contract Compliance Manual
http://www.fdot.gov/equalopportunity/contractcomplianceworkbook.shtm

B. Innovative Aspects:

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

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

1. Alternative Technical Concept (ATC) Proposals

The Department has chosen to incorporate in the Design-Build method of project delivery the process whereby Design-Build Firms may propose alternative innovative technical solutions for the Department's approval which meet or exceed the goals of the project. Alternative Technical Concepts (ATC) may include but are not limited to: alternative geometric designs, foundation types, materials or alternative solutions. The process involves the submission of an ATC as outlined below. This process has shown to be very cost effective in providing the best-value solution which often times is a result of the collaborative approach of the contractor and their designer which is made possible with the Design Build project delivery method and the ATC process.

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

The following are not permitted to be changed by the Design-Build Firms:

- Items that require Design Exceptions as defined in FDM 122.
- Submittal and review duration requirements of RFP Sections V.I. and V.K.
- Requirements of the FDOT Structures Manual;
- Shallow foundations will not be allowed on bridges;
- Deck girders with longitudinal deck joints for bridges with two or more spans;
- Incorporation of pier mounted fender systems will not be allowed;
- Incorporation of struts between Northbound and Southbound SR 30 (US 98) footings will not be allowed;
- Modification of past point vessel group traffic data;
- Full-depth precast deck panels for bridges.
  ATC proposals for full-depth precast deck panels on non-interstate bridges shall include detailed connection details, step-by-step construction sequences, grout/UHPC material requirements, connection mock-up requirements including mock-up acceptance criteria.
- Partial-depth precast deck panels will not be allowed;
- Reinforcing steels other than allowed by SDG 1.4.1.B except in drilled shafts and auger-cast piles. This is not intended to preclude non-corrosive materials that are allowed for by the RFP.
- Elimination of deck grooving;

- Replacing transverse bridge deck grooving with longitudinal bridge deck grooving;
- Elimination of deck planing;
- The elimination of cross frames in bays of steel bridges that are phase constructed;
- Non-framed, non-integral straddle pier caps that are not permanently anchored or stabilized on one end (e.g. pinned bolsters, sole plate and anchor bolts, pot or disc bearings etc.).
- Full height MSE Wall panels (piano walls).
- Auger Cast Piles will not be allowed
- Changes resulting in the need for additional Right of Way from Tyndall Air Force Base will not be considered due to the time it would take for an easement modification.

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:

- Horizontal or vertical clearance of structure at channel
- Design speeds
- Pavement Design
- New Design Exceptions required or modifications to Department approved Design Exceptions already provided in the Attachments.
- Typical section elements – specifically number of lanes, lane widths, shoulder widths and lane and their subsequent cross slopes.
- 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.

- RFP requirements other than the items 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 District/Central Office staff as needed to provide feedback on the ATC proposal. FHWA should be invited to ATC meetings for all PoDI projects. Immediately prior to the conclusion of the One-on-One ATC discussion meeting, the Department will advise the Design-Build Firm as to the following related to the ATC proposals which were discussed:

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

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

3. Submittal of ATC Proposals

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

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

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

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

c) Deviations: References to requirements of the RFP which are inconsistent with the proposed ATC, an explanation of the nature of the deviations from the requirements and a request for approval of such deviations along with suggested changes to the requirements of the RFP which would allow the alternative proposal;

d) Analysis: An analysis justifying use of the ATC and why the deviation, if any, from the requirements of the RFP should be allowed;

e) Impacts: A preliminary analysis of potential impacts on vehicular traffic (during construction), environmental impacts (including social, cultural, natural and physical) which outline the requirements to address the PD&E Study re-evaluation and any effects on previously issued environmental permits, mitigation requirements or environmental commitments, community impacts, safety, and life-cycle Project and infrastructure costs, including impacts on the cost of repair, maintenance, and operation;

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

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

h) Operations: Any changes in operation requirements associated with the ATC, including ease of operations;

i) Maintenance: Any changes in maintenance requirements associated with the ATC, including ease of maintenance;

j) Anticipated Life: Any changes in the anticipated life of the item comprising the ATC;

4. Review and Approval of ATC Submittals

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

Approved Design Exceptions required as part of an approved ATC submittal will result in the issuance of an addendum to the RFP notifying all Shortlisted Design-Build Firms of the approved Design Exception(s). Such a change will be approved by FHWA, as applicable. Prior to approving ATC's which would result in the issuance of an Addendum as a result of a Design Exception, the Design-Build Firm will be given the option to withdraw previously submitted ATC Proposals.

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

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

ATC's are accepted by the Department at the Department's discretion and the Department reserves the right to reject any ATC submitted. The Department reserves the right to issue an Addendum to the RFP based upon a previously denied ATC Proposal, without regard to the confidentiality of the denied ATC Proposal. All Department approvals of ATC submissions are based upon the known impacts on the Project at the time of submission. The Department reserves the right to require a modification or amendment to a previously approved ATC as a result of a contract change which is issued by an addendum subsequent to the Department's initial approval of the ATC.

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

The Design-Build Firm will have the option to include any Department Approved ATC's in the Technical

Proposal. The Proposal Price should reflect any incorporated ATC's. All approved ATC's that are incorporated into the Technical Proposal must be clearly identified in the Technical Proposal Plans and/or Roll Plots. The Technical Proposal shall also include a listing of the incorporated, approved ATCs.

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

6. Risk Register submittal with ATCs

Based on their review of the scope of work and concept plan, the Design-Build Firm may submit a list of risk register items at the time identified in the Schedule of Events. Risk register items are project specific issues of concern the Design-Build Firm would like the Department to review and discuss potential ways to mitigate those risks as the job moves forward. Risk Register submittals should include:

a) Description: A description of the project specific risk item and conceptual drawings of the risk element if applicable;

b) Impacts: A preliminary analysis of potential impacts of the risk element on design costs, construction costs, construction time impacts, environmental impacts, safety, and life-cycle Project and infrastructure costs, including impacts on the cost of repair, maintenance, and operation;

c) Analysis: A detailed recommendation of measures available to the Department to mitigate the risk element to a level acceptable to the Design-Build firm or eliminate the risk completely.

7. Review and Approval of Risk Register Submittals

After receipt of all the Risk Register submittals from all Design Build Firms pursuing the project, 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, to determine whether or not the Department will pursue risk mitigation efforts. If the DDE, or designee, determines that more information is required for the review of the submittals, questions should be prepared by the DDE, or designee, to request and receive responses from the Design-Build Firm.

Risk Register submittal reviews and Department initiated risk mitigation efforts, if any, will be completed and incorporated into the RFP via Addendum prior to the Price Proposal submittal deadline. Risk Register submittals are accepted by the Department at the Department's discretion and the Department reserves the right to reject a Risk Register submittal or undertake mitigation efforts as the result of a Risk Register submittal.

Risk Register Submittals Schedule of Values

The Department will develop a Schedule of Risk Values (SORV) for each Design-Build Firm based on their Risk Register submittals. Firms will submit this SORV with their bid price proposals.

C. Geotechnical Services:

1. **General Conditions**:

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

D. Department Commitments:

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

1. Any right of way commitments, agreements, and stipulated final judgements provided as an Attachment to the RFP.

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

E. Environmental Permits:

1. Storm Water and Surface Water:

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

2. Permits:

The Department will submit Florida Department of Environmental Protection Individual Environmental Resource Permitting, Florida Department of Environmental Protection State 404 General Permit and US Army Corps of Engineers Section 404 Nationwide permit applications based on the concept plans. The Department does not anticipate receiving the permits prior to this Design-Build contract's letting date. The Design-Build Firm will be responsible for submitting the USCG Bridge Permit and completing, modifying and obtaining the Florida Department of Environmental Protection Environmental Resource Permitting and Florida Department of Environmental Protection State 404, and US Army Corps of Engineers permits based on the final design plans.

The Design-Build Firm shall be responsible for obtaining all permits as necessary to complete the project. The Design-Build Firm shall be responsible for any necessary permit time extensions or re-permitting in order to keep the environmental permits valid throughout the construction period. The Design-Build Firm shall provide the Department with draft copies of any and all permit applications, including responses to agency Requests for Additional Information, requests to modify the permits and/or requests for permit time extensions, for review and approval by the Department prior to submittal to the agencies. The Department will have up to 15 calendar days (excluding weekends and Department observed holidays) to review and comment on the draft permit application package, including modified permit applications. The Design-Build Firm will address all comments by the Department and obtain Department approval, prior to submittal of the permit application package. The Design-Build Firm shall be solely responsible for all time and costs associated with providing the required information to the Department, as well as the time required by the Department to perform its review of the permit application package, prior to submittal of the permit application(s) by the Design-Build Firm to the regulatory agency(ies). The Design-Build Firm shall be solely responsible for all cost associated with permitting activities and shall include all necessary permitting activities in their schedule.

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

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

The Department is responsible for providing mitigation of all wetland impacts identified in the Concept Plans. If any design modifications by the Design-Build Firm propose to increase the amount of wetland impacts such that mitigation is required, the Design-Build Firm shall be responsible for providing the Department information on the amount and type of wetland impacts as soon as the impacts are identified (including temporary impacts and/or any anticipated impacts due to construction staging or construction methods). Prior to submitting a permit modification to a regulatory agency, the Design-Build Firm shall provide the Department a draft of all supporting information. The Department will have up to 15 calendar days (excluding weekends and Department observed holidays) to review and comment on the draft permit application package. The Design-Build Firm will address all comments by the Department and obtain Department approval, prior to submittal of the draft permit application package. The Design-Build Firm shall be solely responsible for all time and costs associated with providing the required information to the Department, as well as the time required by the Department to perform its review of the permit application package, prior to submittal of the permit application(s) by the Design-Build Firm to the regulatory agency(ies).

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

For this project, the Department will be responsible for mitigation to Seagrass Impacts (i.e. submerged resources). Similar to wetland mitigation, the Design-Build Firm will be required to provide all information necessary for the Department complete the mitigation for seagrass impacts.

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:

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 inaccuracies in the preliminary information.**

I. Submittals:

The Department will perform an Independent Department Review (IDR) of all Category 2 bridge structures. The Design-Build Firm shall submit 60% structures plans for the Department to begin developing the modeling for the design review. The 60% Structures Plans shall contain sufficient information for each structure to begin developing the model for the Category 2 element(s) under consideration. For Category 2 bridges, each structure submission (60%, 90%, Final) can be broken down into "units" (defined as a stand-alone set of combined foundation, substructure and superstructure sheets) with each unit containing sufficient information to develop the models for the Category 2 element under consideration. The 60% Structures Plans submittal is not intended to be an ERC design review by the Department and formal review comments will not be provided at this stage. Lack of formal review comments at this stage should not be construed as acceptance or approval. When 90% plans are submitted, the Department will verify that the information contained in the 90% plans is consistent with the models that were developed based upon 60% plans and the model will be updated, as required, and the actual design

review performed. The results of the review will be forwarded to the Design-Build Firm for review and response. The Department will resolve all conflicts arising between the Design-Build Firm and Department's IDR reviewer during the Independent Department Review process. The Department's disposition of any such conflicts will be final.

1. Component Submittals:

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

The Design-Build Firm may divide the Project into separate areas and submit components for each area; however, sufficient information on adjoining areas must be provided to allow for a complete review. Submittals for Category 1 bridges are limited to foundation, substructure, and superstructure. For Category 2 structures, submittals for bridges are limited to "units" as previously described, or a complete bridge submittal.

For projects involving Category 2 structures, the Design-Build Firm shall submit a Category 2 Submittal Report summarizing the Category 2 elements included in the project as part of the Technical Proposal. Within fifteen (15) calendar days following Notice to Proceed, submit a prioritized preliminary submittal schedule for the plans including Category 2 structure elements. This submittal shall take place prior to the Independent Design Review Kickoff Meeting.

Category 1 and 2 bridge submittals shall contain the following:

- Plan sheets for the submittal under review developed to the specified level of detail (i.e. 90% plans, Final plans, etc.) as outlined in the FDM. Note for the 60% submittal on Category 2 Structures, provide the relevant sheets in accordance with the "60% Structures Plans" column of FDM Table 121.14.1. For the 90% and Final Submittals on Category 2 Structures, combine the required sheets for Foundation, Substructure, and Superstructure listed in FDM Table 121.14.3 to form the "unit" submittal.
- A complete set of the most developed plan sheets for all other major elements of the bridge. These sheets shall be marked "For Information Only" on the index sheet. In no case shall a plan sheet be less than 30% complete.
- Design documentation including a complete set of calculations, geotechnical reports, pertinent correspondence, etc. in support of the 90% and final component submittals.

2. Phase Submittals:

The Design-Build Firm shall provide the documents for each phase submittal listed below to the Department's Project Manager. The particular phase shall be clearly indicated on the documents. The Department's Project Manager will send the documents to the appropriate office for review and comment. Once all comments requiring a response from the Design-Build Firm have been satisfactorily resolved as determined by the Department, the Department's Project Manager will initial, date and stamp the signed

and sealed plans and specifications as "Released for Construction".

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

The Design-Build Firm shall coordinate with the Department's Project Manager to allow for a 90% Phase Submittal to the local government. The local government shall have 21 calendar days for the review (excluding weekends and holidays). Each comment or request by the local government 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 District Consultant Project Management Engineer signature. All comments or requests shall be responded to in writing within 30 days of receipt of comment.

60% Phase Submittal (Required for Category 2 structures)

1 copy of 11" x 17" Structures plans meeting the requirements of FDM Tables 121.14.1 and 121.14.2 for 60% Structures Plans
1 copy of draft geotechnical report documenting the FB Multi Pier input parameters and FB Deep Capacity Curves, at a minimum
1 copy of draft Bridge Hydraulic Report
1 copy of design documentation (calculations not required)
1 copy of draft Technical Special Provisions
1 copy of Roadway Project Layout and TTCP plans
Any other information required for the Department to perform an Independent Department Review as discussed in the Independent Design Review Kickoff Meeting

90% Phase Submittal

1 copy of 11" X 17" plans (all required components)
1 signed and sealed geotechnical report
1 copy of Settlement and Vibration Monitoring Plan (SVMP) for Department acceptance and update throughout the construction period
1 signed and sealed Bridge Hydraulic Report
1 copy of design documentation
1 copy of Technical Special Provisions
1 copy of Landscape Opportunity Plans
1 copy of Bridge Load Rating Calculations
1 copy of Completed Bridge Load Rating Summary Detail Sheet
1 copy of Load Rating Summary Form
1 copy of all design changes introduced since the 60% plan submittal that affect the modeling or component design of various bridge components
1 copy of Project ITS Architecture
1 copy of Concept of Operations (ITS)
1 copy of Maintenance of communication (MOC) plans
1 copy of Project System Engineering Management Plan (ITS)
1 copy of Requirement Traceability Verification Matrix (ITS)
1 copy existing Intelligent Transportation System equipment report
1 copy of power design analysis report (PDAR)
1 copy of Utility Conflict Matrix

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 design documentation
1 copy of Settlement and Vibration Monitoring Plan (SVMP)
1 copy of Landscape Opportunity Plans
1 set of final documentation
1 signed and sealed Bridge Load Rating Summary Detail Sheet
1 signed and sealed Load Rating Summary Form
1 signed and sealed Construction Specifications Package or Supplemental Specifications Package
1 copy of Technical Special Provisions in .pdf format
1 copy of all major design changes introduced since the 90% plan submittal that affect the modeling or component design of various bridge components
1 copy of all the Independent Department Review comments and the EOR's response
1 copy of Concept of Operations (ITS)
1 copy of Maintenance of Communication (MOC) plans
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 Power Design Analysis Report (PDAR)

All of the information above shall be submitted electronically in .pdf format.

All QC plans and documentation for each component submittal shall be electronic in .pdf format.

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

3. Requirements to Begin Construction:

The Department's indication that the signed and sealed plans and specifications are "Released for Construction" authorizes the Design-Build Firm to proceed with construction based on the contract plans and specifications. The Department's review of submittals and subsequent Release for Construction is to assure that the Design-Build Firm's EOR has approved and signed the submittal, the submittal has been independently reviewed and is in general conformance with the contract documents. The Department's

review is not meant to be a complete and detailed review. No failure by the Department in discovering details in the submittal that are released for construction and subsequently found not to be in compliance with the requirements of the contract shall constitute a basis for the Design-Build Firm's entitlement to additional monetary compensation, time, or other adjustments to the contract. The Design-Build Firm shall cause the Engineer of Record to resolve the items not in compliance with the contract, errors or omissions at no additional cost to the Department and all revisions are subject to the Department's approval.

The Design-Build Firm may choose to begin construction prior to completion of the Phase Submittals and the Department stamping the plans and specifications Released for Construction except for bridge construction. No permanent structures work, including fabrication of bridge members, may begin without signed and sealed plans or shop drawings (whichever controls the design and details utilized to construct/erect the specific structural component) that have been Released for construction. To begin construction the Design-Build Firm shall submit signed and sealed plans for the specific activity; submit a signed and sealed Construction Specifications Package or Supplemental Specifications Package; obtain regulatory permits as required for the specific activity; obtain a PD&E Study re-evaluation when required for the specific activity; obtain utility agreements and permits, if applicable; and provide five (5) days notice before starting the specific activity. The plans to begin construction may be in any format including report with details, 8 1/2" X 11" sheets, or 11" X 17" sheets, and only the information needed by the Design-Build Firm to construct the specific activity needs to be shown. Beginning construction prior to the Department stamping the plans and specifications Released for Construction does not reduce or eliminate the Phase Submittal requirements. NO BRIDGE CONSTRUCTION WILL BE ALLOWED TO COMMENCE UNTIL THE U.S. COAST GUARD PERMIT IS OBTAINED. BRIDGE CONSTRUCTION IS DEFINED AS FROM BEGIN BRIDGE TO END BRIDGE.

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.

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

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

- 1 set of 11" X 17" signed and sealed As-Built plans, drawings and Certified Surveys
- 2 sets of 11 "X 17" copies of the signed and sealed As-Built plans, drawings and Certified Surveys (including as-built channel survey)
- All As-Built plans required to be submitted based on environmental permit

conditions
- 1 copy of Landscape Opportunity Plans
- 1 signed and sealed copy of the Bridge Load Rating Summary Form and Calculations based on as-built conditions
- 2 sets of final documentation (if different from final component submittal)
- 1 set of survey information, including electronic files and field books
- Deliver the final CADD.zip in accordance with the CADD Manual
- 1 Final Project submittal containing the information above shall be electronic in .pdf format

4. Milestones:

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

- Typical Section package
- Utility Clearance Certification
- Permit applications for Department review
- Responses to 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
- Re-Evaluation, if needed due to design changes
- Endangered Species Act (ESA) Section 7 Re-Initiation of consultation if needed due to design changes.

5. Railroad Submittals: N/A

J. Contract Duration:

The Department has established a **Contract Duration of ~~1400 calendar days~~ 1760 calendar days.** for the subject Project.

K. Project Schedule:

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

The Schedule shall allow at least:
- (30) calendar days (excluding weekends and Department observed Holidays) between the 60% phase submittal and the 90% phase submittal for any Category 2 structures component to allow for the initial development of the IDR.
- (60) calendar days (excluding weekends and Department observed Holidays) between the 90% phase submittal and the Final phase submittal for any Category 2 structures submittals for the

IDR.

- (20) calendar days (excluding weekends and Department observed Holidays) for the Final phase submittal for any Category 2 structures Submittals.
- (20) calendar days (excluding weekends and Department observed Holidays) for the review of all additional Category 2 structures resubmittals must include all required submittal documentation per Section V.I (Submittals).

IDR durations are subject to change based on the Design-Build Firm's Technical Proposal submittal. Upon review of each Firm's Technical Proposal, new IDR review times may be provided to each Firm as part of the Question and Answer Written response session. For the review of all additional Category 2 structures resubmittals the Schedule shall allow for up to twenty (20) calendar days (excluding weekends and Department observed Holidays) for these reviews. Category 2 structure resubmittals must include all required submittal documentation per Section V.I (Submittals). The Independent Department Review of Category 2 structures will be performed concurrently, and of similar duration, with the normal Department review of submittals. Review will not begin until submittals are deemed complete by the Department.

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

Special Events in accordance with Specification 8-6.4 are listed in the Traffic Control Restrictions section of this RFP.

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

- Anticipated Award Date
- Kickoff meeting with the Department's Independent Review consultant
- Design Submittals
- Completed Category 2 bridge design for Independent Department review
- Shop Drawing Submittals
- Other Contractor-Initiated Submittals including Request for Information (RFI)'s, Request for Modification (RFM)'s, Request for Correction (RFC)'s, and Non-Conformance Report (NCR)'s
- Design Survey
- Submittal Reviews by the Department and FHWA
- Design Review / Acceptance Milestones
- Materials Quality Tracking
- Geotechnical Investigation
- Start of Construction
- Clearing and Grubbing
- Construction Mobilization
- Embankment/Excavation
- PD&E Study re-evaluation documentation
- Environment Permit Submittals
- Environmental Permit Acquisition
- Foundation Design (60%, 90%, Final,)
- Foundation Construction
- Substructure Design (60%, 90%, Final, RFC)
- Substructure Construction

- Superstructure Design (60%, 90%, Final, RFC)
- Superstructure Construction
- Walls Design
- Walls Construction
- Roadway Design
- Roadway Construction
- Signing and Pavement Marking Design
- Signing and Pavement Marking Construction
- Intelligent Transportation System Design
- Intelligent Transportation System Construction
- Maintenance of Communication (MOC) Plan
- Existing 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
- Lighting Design
- Lighting Construction
- Maintenance of Traffic Design
- Landscape Opportunity Plans
- Maintenance of Traffic Set-Up (per duration)
- Erosion Control
- Holidays and Special Events (shown as non-work days)
- Additional Construction Milestones as determined by the Design-Build Firm
- Final Completion Date for All Work

L. Key Personnel/Staffing:

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

M. Partner/Teaming Arrangement:

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

determining whether or not the proposed substitutions in Partner/Teaming Arrangements are comparable to the Partner/Teaming Arrangements identified in the Letter of Interest and/or Technical Proposal.

N. Meetings and Progress Reporting:

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

- Department technical issue resolution
- Local government agency coordination
- Maintenance of Traffic Workshop
- Pavement Design Meeting
- Permit agency coordination
- PD&E Study re-evaluation meeting
- Scoping Meetings
- System Integration Meetings
- Drainage Pre-submittal Meetings
- Post Submittal Design Review Meetings

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

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

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

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

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

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

O. Public Involvement:

1. General:

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

2. **Community Awareness:**

The Design-Build Firm will cooperate with the Department's PIC in development and delivery of a project Community Awareness Program.

3. **Public Meetings:**

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

- Kick-off or introductory meeting
- Metropolitan Planning Organization (MPO) Citizens Advisory Committee Meetings
- MPO Transportation Technical Committee Meetings
- MPO Meetings
- Public Information Meetings
- Elected and appointed officials
- Special interest groups (private groups, homeowners associations, environmental groups, minority groups and individuals)
- Open Houses
- Public Hearings (based on the current guidance on the FDOT Public Involvement website: https://www.fdot.gov/planning/policy/publicinvolvement/index)

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

For any of the above type meetings the Design-Build Firm shall provide all technical assistance, data and information, display boards, printed material, video graphics, computerized graphics, etc., and information necessary for the day-to-day exchange of information with the public, all agencies and elected officials in order to keep them informed as to the progress and impacts that the proposed Project will create. This includes creation of 3D high quality renderings showing all elements/views of the project. This includes workshops, information meetings, open houses, and public hearings.

The Design-Build Firm shall, as determined by the Department, attend the meetings with an appropriate number of personnel to assist the Department. The Design-Build Firm shall forward all requests for group meetings to the Department. The Design-Build Firm shall inform the Department of any meetings with individuals that occur without prior notice.

4. **Public Workshops, Information Meetings:**

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

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

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

5. **Public Involvement Data:**

The Design-Build Firm is responsible for the following:

- Coordinating with the Department's PIC and the District Public Information Office
- Identifying possible permit and review agencies and providing names and contact information for these agencies to the Department.
- Providing required expertise (staff members) to assist the Department on an as-needed basis.
- Preparing color graphic renderings and/or computer generated graphics to depict the proposed improvements for coordination with the Department, local governments, and other agencies.
- Providing information to the Department to keep the Department website current.

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

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

P. Quality Management Plan (QMP):

- **Design:**

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

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

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

- **Construction:**

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

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

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

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

Q. Liaison Office: N/A

R. Engineers Field Office: N/A

S. Schedule of Values:

For the items identified by the Department in the Risk Register, provide a schedule of risk values with the Bid Price Proposal. The schedule of risk values will not be used to determine the best value selection. The schedule of risk values shall include quantities and unit prices. Upon award, the Design-Build Firm will submit a schedule of values for the rest of the work items. The Design-Build Firm is responsible for submitting estimates requesting payment. Estimates requesting payment will be based on the completion or percentage of completion of tasks as defined in the schedule of values. Final payment will be made upon final acceptance by the Department of the Design-Build Project. Tracking DBE participation will be required under normal procedures according to the Construction Project Administration Manual. The Design-Build Firm must submit the schedule of values to the Department for approval. No estimates requesting payment shall be submitted prior to Department approval of the schedule of values.

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

T. Computer Automation:

The Project shall be developed utilizing computer automation systems in order to facilitate the development of the contract plans. Various software and operating systems were developed to aid in assuring quality and conformance with Department policies and procedures. The Department supports Bentley's OpenRoads Designer ORD with FDOT Connect Software and/or Autodesk's AutoCAD Civil 3D as an alternate platform. Seed Files, Cell Libraries, User Commands, MDL Applications and related programs developed for roadway design and drafting are in the FDOT CADD Software Current Supported Versions

(fdot.gov). Furnish As-Built documents for all building related components of the Project in AutoCAD format. It is the responsibility of the Design-Build Firm to obtain and utilize current Department releases of all CADD applications.

The Design-Build Firm will be required to furnish the Project's CADD files as defined in the Department's CADD Manual after the plans have been Released for Construction. The Design-Build Firm's role and responsibilities are defined in the Department's CADD Manual. The Design-Build Firm will be required to submit final documents and files which shall include complete CADD design and coordinate geometry files in Bentley's OpenRoads Designer ORD and/or Autodesk's AutoCAD Civil 3D design files format.

As part of the As-Built Set deliverables, field conditions shall be incorporated into Bentley's OpenRoads Designer ORD and/or Autodesk's AutoCAD Civil 3D design files. Use the cloud revision utility as well as an "AB" revision triangle to denote field conditions on plan sheets.

U. Construction Engineering and Inspection:

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

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

V. Testing:

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

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W. Value Added:

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

- Roadway features
- Roadway drainage systems
- Approach slabs
- Superstructure
- Substructure
- Concrete defects
- Structural steel defects (if applicable)
- Post-tensioning systems (if applicable)
- ITS Elements
- 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.

The Design-Build Firm shall provide at a minimum the five (5) year warranty period as defined by Article 475, Value Added Bridge Components, Division II, Value Added Specifications. The Design-Build Firm may provide a longer warranty period than the five (5) year minimum.

The Department will NOT consider self-imposed monetary penalties/deductions proposed by Design-Build Firm as Value Added items.

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:

- 431684-1 SR 30 (US 98) Elevated Roadway East to West of Tyndall AFB Entrance. The Department's Project Manager is Brian Tew, brian.tew@dot.state.fl.us.

- 447596-1 SR 30 (US 98) Intelligent Transportation Plans (Countywide). The Department's Project Manager is Eric Saggars, HNTB, esaggars@hntb.com.

- Tyndall Air Force Base (TAFB) is currently undergoing a base wide reconstruction project with work anticipated adjacent to the Dupont Bridge Replacement project. The Department's liaison with the TAFB program manager is Kevin Sharkey, kevin.sharkey@us.af.mil.

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

Y. Issue Escalation:

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

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

weekends and Department observed holidays).

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

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

VI. Design and Construction Criteria.

A. General:

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

B. Vibration and Settlement Monitoring:

The Department has identified two vibration sensitive sites, Tyndall Bonita Bay Facility and the East Bay Flats Apartments along the Project corridor. The Design-Build Firm shall be responsible for the identification of and coordination with other vibration sensitive sites impacted by the Work for the duration of the construction period.

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

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

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

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

Department Specifications.

C. Geotechnical Services:

Driven Pile Foundations for Bridges and Major Structures

The Design-Build Firm shall determine whether the resistance factors used for pile design will be based on static/statnamic load testing. Prepare a Technical Special Provision (TSP) for tests other than the Modified Quick Test, such as Bidirectional (Osterberg Cell) Load Test or Statnamic Load Test. For Bidirectional Load Tests use the same loading and unloading intervals, as well as the same loading times specified for the Modified Quick Test. Comply with the instrumentation requirements of 455-2.4. Before the resistance factors for static/statnamic load testing may be used for pile foundations in any of the following areas of the Project, a minimum number of successful load tests must be performed in representative locations of that area:

- Station 134+22.50 to Station 142+50.00 (BL of Survey), (minimum 1 test)
- Station 142+50.00 to Station 157+50.00 (BL of Survey), (minimum 2 tests)
- Station 157+50.00 to Station 170+05.50 (BL of Survey), (minimum 2 tests)

Limits of these areas may be modified by the Design-Build Firm if the modifications are justified by additional subsurface information and concurred with by Department. Furthermore, resistance factors for static/statnamic load testing may only be used for production piles which have the same tip elevations in the same material as the representative static/statnamic load test pile. Deviations in tip elevations or bearing material will require additional static/statnamic testing if the static/statnamic load test resistance factors will be used.

There shall be at least one test pile in every pier/bent. Production piles for a pier/bent shall not be cast or driven until the test pile in that pier/bent has been successfully driven and has achieved the required NBR.

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

1. Selection of pile type and size.
2. Selection of test pile lengths, locations and quantity of test piles.
3. Selection of pile testing methods.
4. Determining the frequency of such testing unless otherwise stated herein.
5. Performance of the selected test pile program, including dynamic load test personnel and equipment. The Department may observe the installation of test piles and all pile testing.
6. Preparing and submitting a Pile Installation Plan for the Department’s acceptance.
7. Selection of production pile lengths.
8. Development of the driving criteria.
9. Submitting Production Pile Length and Driving Criteria Letters (for projects that require a driving criteria), including analysis of dynamically load tested piles.
10. Driving piles to the required capacity and minimum penetration depth.
11. Inspecting and Recording the pile driving information. Provide a pile inspection device that displays and stores electronically for every hammer blow along with a timestamp: stroke for open-ended diesel hammers and blows per foot and blows

per minute for all hammers. The device must auto-generate the Department's Pile Driving Record form and export the non-editable electronic data in a format compatible with the Pile Driving Record form. Use this device during the inspection of test piles and production piles.

12. Submitting Foundation Certification Packages.
13. Providing safe access, and cooperating with the Department in verification of the piles, both during construction and after submittal of the certification package.
14. **Removing sufficient material within the voided section of Cylinder piles, as necessary to achieve the required pile penetration. De-watering the voided area as necessary to prevent horizontal stress transfer to the pile walls during driving operations.**

Drilled Shaft Foundations for Bridges and Miscellaneous Structures

The Design-Build Firm shall determine whether the resistance factors used for drilled shaft design will be based on static/statnamic load testing. Prepare a Technical Special Provision (TSP) for tests other than the Modified Quick Test, such as Bidirectional (Osterberg Cell) Load Test or Statnamic Load Test. For Bidirectional Load Tests use the same loading and unloading intervals, as well as the same loading times specified for the Modified Quick Test. Comply with the instrumentation requirements of 455-2.4. Before the resistance factors for static/statnamic load testing may be used for drilled shafts in any of the following areas of the Project, a minimum number of successful load tests must be performed in representative locations of that area:

- Station 132+22.50 to Station 142+50.00 (BL of Survey), (minimum 1 test)
- Station 142+50.00 to Station 157+50.00 (BL of Survey), (minimum 2 tests)
- Station 157+50.00 to Station 170+05.50 (BL of Survey), (minimum 2tests)

Limits of these areas may be modified by the Design-Build Firm if the modifications are justified by additional subsurface information and concurred with by Department. Furthermore, resistance factors for static/statnamic load testing may only be used for production shafts which have the same tip elevations in the same material as the representative static/statnamic load test shaft. Deviations in tip elevations or bearing material will require additional static/statnamic testing if the static/statnamic load test resistance factors will be used. If instrumentation (telltales or other) is included throughout the length of the test shaft, the Department may agree to justified use of the resulting data in lieu of additional tests.

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 pilot holes prior to establishing the drilled shaft tip elevations and socket requirements.
3. Determining the locations of the load test shafts and the types of tests that will be performed.
4. Performing pilot borings for test holes (also known as test shafts or method shafts) and load test shafts and providing the results to the Department at least one (1) working day before beginning construction of these shafts.
5. Preparing and submitting a Drilled Shaft Installation Plan for the Department's acceptance.

6. Constructing the method shaft (test hole) and load test shafts successfully and conducting thermal integrity tests on these shafts.
7. Providing all personnel and equipment to perform a load test program on the load test shafts.
8. Determining the production shaft lengths.
9. Documenting and providing a report that includes all load test shaft data, analysis, and recommendations to the Department.
10. Constructing all drilled shafts to the required tip elevation and socket requirement in accordance with the specifications.
11. Inspecting and documenting the construction of all drilled shafts in accordance with the specifications.
12. Performing Non-Destructive Drilled Shaft Integrity Testing in accordance with 455-17.6.
13. Repairing all detected defects and conducting post repair integrity testing using 3D tomographic imaging and gamma-gamma density logging.
14. Submitting Foundation Certification Packages in accordance with the specifications.
15. Providing safe access, and cooperating with the Department in verification of the drilled shafts, both during construction and after submittal of the certification package.

Spread Footings Foundations for Structures other than Bridges

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 Structures other than Bridges

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

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

Specialty Geotechnical Services Requirements

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

- Criteria of measurable parameters to be met in order to accept the specialty geotechnical work,
- A field testing and instrumentation program to verify design assumptions and performance,

- A quality control program to be performed by the Design-Build Firm that includes sampling and testing to ensure the material quality, products, and installation procedures meet requirements,
- A verification testing program to be performed by the Geotechnical Foundation Design Engineer of Record (GFDEOR) that includes inspection, sampling, and testing to verify the material, products, and procedures meet requirements. The TSP shall include language providing separate lab samples to be used for the Department's independent verification.
- A certification process

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

D. Utility Coordination:

The Design-Build Firm shall utilize a single dedicated person responsible for managing all utility coordination. This person shall be contractually referred to as the Utility Coordination Manager (UCM) and shall be identified in the Design-Build Firm's proposal. The Design-Build Firm shall notify the Department in writing of any change in the identity of the Utility Coordination Manager. The Utility Coordination Manager shall have the following knowledge, skills, and abilities:

1. A minimum of 4 years of experience performing utility coordination in accordance with Department standards, policies, and procedures.
2. Knowledge of the Department plans production process and utility coordination practices.
3. Knowledge of Department agreements, standards, policies, and procedures.

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

1. Ensuring that all utility coordination and activities are conducted in accordance with the requirements of the Contract Documents.
2. Identifying all existing utilities and coordinating any new installations.
3. Reviewing proposed utility permit application packages and providing comments based on the compatibility of the permit as related to the Design-Build Firm's plans.
4. Scheduling and conducting utility meetings, preparing and distributing minutes of all utility meetings, and ensuring expedient follow-up on all unresolved issues.
5. Distributing all plans, conflict matrices and changes to affected Utility Agency/Owners and making sure this information is properly coordinated.
6. Identifying, preparing, reviewing and facilitating any agreement required for any utility work needed through final approval and execution. The UCM shall also be responsible for monitoring and reporting the performance of all involved parties under said agreement.
7. Preparing, reviewing and coordinating the execution and implementation of and submitting to the Department for review, all Utility Work Schedules.
8. Assist in resolving utility conflicts.
9. Performing Constructability Reviews of plans prior to construction activities with regard to the installation, removal, temporary removal, de-energizing,

deactivation, relocation, or adjustment of utilities.

10. Providing periodic Project updates to the Department Project Manager and District Utility Office as requested.
11. Coordination with the Department on any issues that arise concerning reimbursement of utility work costs between the Department and the utility.
12. Prepare utility certifications or statements for all Federal-Aid construction projects per 23 CFR 635.309(p)(1)(v).

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

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

UAO	Utility Relocation Type	Cost Estimate	Lump Sum Bid
AT&T	UWHCA and UA/O Performing Utility Work	~~No~~ Yes	Yes
~~Bay County Utility (Traffic Engineering)~~	~~UA/O Performing Utility Work~~	~~No~~	~~No~~
Bay County Utility (Public Utility)	UWHCA and UA/O Performing Utility Work	~~No~~ Yes	~~No~~ Yes
City of Parker	UA/O Performing Utility Work	No	No
Consolidated Communications (formerly Fairpoint Communications)	UA/O Performing Utility Work	No	No
Gulf Coast Electric Corp (GCEC) (Tyndall Water, Sewer & Electric)	UA/O Performing Utility Work	Yes	No
Florida Power and Light (formerly Gulf Power)	UA/O Performing Utility Work	No	No
TECO	UA/O Performing Utility Work	Yes	No
Uniti Fiber (formerly Southern Light)	UHWCA and UA/O Performing Utility Work	~~No~~ Yes	Yes
Tyndall Airforce Base — Communications	~~UA/O Performing Utility Work~~ Design Build Firm	Yes	~~No~~ Yes
Tyndall Airforce Base – Water & Sewer (Secondary)	UA/O (GCEC) Performing Utility Work	Yes	No

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

UAO	Contact Person	Contact Number	Email Address
AT&T	Tom Manning	(850) 623-3521	tm2709@att.com
Bay County Utility (Traffic Engineering)	Wayne Comeau	(850) 784-4071	wcomeau@baycountyfl.gov
Bay County Utility	Don Hamm	(850) 248-5010	dhamm@baycountyfl.gov

(Public Utility)			
City of Parker	Tony Summerlin	(850) 871-4104	rjsummerlin@cityofparker.com
Consolidated Communications (formerly Fairpoint Communications)	Susie Ambrose	(850) 229-7347	Laura.ambrose@consolidated.com
Gulf Coast Electric Corp (Tyndall Water, Sewer & Electric)	Colby Wiggins	(850) 265-3631 ext. 3017	cwiggins@gcec.com
Florida Power and Light (formerly Gulf Power)	Jeremy Coon	(850) 689-4629	Jeremy.coon@fpl.com
TECO	Mark Noble	(850) 914-6129	mnoble@tecoenergy.com
Uniti Fiber (formerly Southern Light)	Kyle Hill	(850) 544-1400	james.hill@uniti.com
Tyndall Airforce Base – Communications	Eric Grath	(850) 283-2514 ext2524	eric.grath@us.af.mil
Tyndall Airforce Base – Water & Sewer (Secondary)	Beau Ross	(575) 921-9914	beau.ross.1.ctr@us.af.mil

Utility information shown in the RFP Concept Plans is limited to existing utility locations. The information is sourced from UA/O markups, UA/O GIS data, UA/O as-builts, and project survey as noted in the plans. Source information provided by UA/O's is included in the Attachments. The Description of Work section of the RFP includes specific information on UWHC.

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

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

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 Attachments, 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 Attachments. 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 Attachments. 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 Attachments. 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 Attachments, or be liable for any time delays caused by a change in scope of the impact to a utility from that depicted in the Attachments.

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

E. Roadway Plans:

General:

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

Design Analysis:

The Design-Build Firm shall develop and submit a signed and sealed Approved Typical Section Package based on the RFP Requirements. The Design-Build Firm shall develop and submit a signed and sealed Pavement Design Package (if modified from the minimum design in the RFP) and Drainage Analysis Report for review and concurrence by the Department.

Any deviation from the Department's design criteria will require a Design Variation and any deviation from AASHTO will require a Design Exception. All such Design Variations and Design Exceptions must be approved.

These packages shall include the following:

F. Roadway Design:

See FDM for Roadway Design sheets, elements and completion level required for each submittal.

1. **Typical Section Package:**

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

2. **Pavement Design Package:**

The recommended pavement design attached to this document is the minimum required pavement design for the contract. Any proposed alternate pavement design shall require a minimum of one lift of structural pavement and one lift of friction course pavement. Minimum Pavement Design requirements for each design applies to the entire width of the lane. Any tapered/variable depth milling shall meet these minimum requirements across the entire lane unless otherwise approved by the Department. All longitudinal joints, including base and pavement widening joints, shall be within 1 foot of the lane edge or 1 foot of the center of a lane to minimize joints within the vicinity of a wheel path.

If alternate pavement designs are proposed, the following submittal requirements shall be provided to the Department for review.

- Pavement Design
    1. Minimum design period (use 20 years)
    2. Minimum ESAL's
    3. Minimum design reliability factors (use 90%)
       Resilient modulus for existing and proposed widening (Use the Resilient Modulus provided in the Attached Pavement Design)
    4. Roadbed resilient modulus (Use the Resilient Modulus provided in the Attached Pavement Design)
    5. Minimum structural asphalt thickness
    6. Cross slope
    7. Identify the need for modified binder
    8. Pavement coring and evaluation
    9. Minimum milling depth

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

3. **Drainage Analysis:**

The Design-Build Firm shall be responsible for designing the drainage and stormwater management systems. All design work shall be in compliance with the Department's Drainage Manual; Florida Administrative Code, chapter 14-86; Federal Aid Policy Guide 23 CFR 650A; and the requirements of the regulatory agencies. This work will include the engineering analysis necessary to design any or all of the following: cross drains, French drains, underdrains, edge drains, roadway ditches, outfall ditches, storm sewers, retention/detention facilities, interchange drainage and water management, other drainage systems and elements of systems as required for a complete analysis. Full coordination with all permitting agencies, the District Environmental Management section and District Drainage Engineer will be required from the outset. Full documentation of all meetings and decisions are to be submitted to the District Drainage Engineer. 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 a preliminary drainage design as depicted in the concept plans, for which an ERP permit has been submitted. The drainage design in the concept plans may be modified by the Design-Build Firm as necessary for the project. **The permit application mistakenly stated the USCG permit is being obtained concurrently with this ERP permit. This statement is not correct. The USCG permit application is required to be submitted by the Design-Build Firm. The Department has started the permit process for the ERP permit, but does not know if the permit will be issued prior to the Design-Build contract letting. The Design-Build**

Firm will need to obtain permits for any permit not obtained and obtain permit modifications as necessary.

The objective is to obtain approved stormwater treatment~~/attenuation~~ design. The Design-Build Firm shall ensure that no adverse impacts occur to the adjacent properties as a result of the drainage design.

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

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

Prior to proceeding with the Drainage Design, the Design-Build Firm shall meet with the District Drainage Engineer. The purpose of this meeting is to provide information to the Design-Build Firm that will better coordinate the Preliminary and Final Drainage Design efforts. This meeting is Mandatory and is to occur fifteen (15) calendar days (excluding weekends and Department observed holidays) prior to any submittals containing drainage components.

The Design-Build Firm must employ a Registered Professional Engineer in Florida who specializes in coastal engineering. The coastal engineer must hold a M.S. or Ph.D. in Coastal Engineering or a related engineering field and/or have extensive experience (as demonstrated by technical publications in technical journals with peer review) in coastal hydrodynamics and sediment transport processes. The coastal engineer must sign and seal the final Bridge Hydraulics Report and Bridge Hydraulics Recommendation Sheet. As part of the Bridge Hydraulics Report, the Design-Build Firm is responsible for ensuring no greater harm to the existing shoreline due to water velocities is caused by their design. If the Design-Build Firm's proposed design creates more scour than the current bridge configuration, the Design-Build Firm shall enhance the shoreline within the FDOT Right of Way. For all hydraulics submittals include an electronic copy of all input data and variables.

The engineer of record for the shoreline, seawall, and retaining wall scour/erosion countermeasure shall be a registered professional engineer in Florida meeting the same requirements for coastal engineering as specified for the bridge hydraulics. Riprap countermeasure plans and any associated technical special provisions shall be signed and sealed by the coastal engineer.

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

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. At the Project completion, a final set of design notes and computations, signed by the Design-Build Firm, shall be submitted with the As-Built Plans and tracings.

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

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

I. Structure Plans:

1. **Bridge Design Analysis:**

a. The Design-Build Firm shall submit to the Department final signed and sealed design documentation prepared during the development of the plans.

b. The Design-Build Firm shall insure that the final geotechnical and hydraulic recommendations and reports required for bridge design are submitted with the 90% bridge plans.

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

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

e. The Engineer of Record for bridges shall analyze the effects of the construction related loads on the permanent structure. These effects

include but are not limited to: construction equipment loads, change in segment length, change in construction sequence, etc. The Engineer of Record shall review all specialty engineer submittals (camber curves, falsework systems, etc.) to ensure compliance with the contract plan requirements and intent.

2. **Criteria**

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

1. All plans and designs are to be prepared in accordance with the Governing Regulations of Section V. A.

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

3. For bridges over navigable waterways, establish the required pier strengths using the MathCad program furnished by the Department if no specific pier strength is listed in the Design and Criteria Package. The MathCad program furnished by the Department allows for the proposed bridge geometry to be input by the Engineer. Other parameters such as water traffic, waterway characteristics, etc. may not be changed. This assures that all Design-Build Firms are designing on the same assumptions other than the specific bridge layout that each is proposing. The following parameters shall be utilized by the Design-Build Firm in the Mathcad program for calculating the required pier strengths:

Section 1 – Navigable Channel Characteristics and Vessel Traffic
PastPoint Data
Channel Characteristics
C = 150 ft

Θ = 45 degrees

Region = Turn/Bend
Vc = 1.5 knot
Vxc = 1.5 knot
RD = low

Vessel Traffic Data
Past Point Number = 2

Vessel Direction = both
Vmin = 1 knot
Vessel Traffic Growth Factor = 2.215

Section 2 – Pier Characteristics
Dwater =
(-1300ft or more from CL channel) = 5 ft
(-1200ft from CL channel) = 10 ft
(-900ft from CL channel) = 33 ft
(-200ft from CL channel) = 55 ft
(+200ft from CL channel) = 55 ft
(+500ft from CL channel) = 36 ft
(+1000ft from CL channel) = 24 ft
(+1200ft from CL channel) = 10 ft
(+1300ft or more from CL channel) = 5 ft

- For the Design-Build Firm's specific pier locations, the Firm may interpolate between the limits listed above for the appropriate elevation.
- Dwater is defined from centerline of existing channel along Baseline SR 30 (-) downstation, (+) upstation

Section 3 – Vessel Fleet Characteristics
Velocity = 7 knots

Section 11 – Importance Classification
Regular Bridge: for parallel bridges on separate footings;

d. Superstructure components shall be located above the splash zone.

e. **The intent of this project is to construct a 4-lane crossing over St Andrews Bay with the intent to widen to a 6-lane crossing in the future. The widening will be to the outside of the two bridges. The ultimate 6-lane bridge typical section is depicted in the concept plans. In order to achieve the required future vertical clearance, the minimum vertical clearance of the main span of the future 6-lane bridges over the navigation channel shall be 75 feet above the mean high water elevation of St. Andrews Bay. For the 4-lane bridges, this will equate to a vertical clearance higher than 75 feet.** ~~**The minimum vertical clearance of the main span over the navigation channel shall be 75 feet above the mean high water elevation of St Andrews Bay at the main channel crossing**~~**.** A minimum 150-foot horizontal clearance in the main channel between the fender system shall be provided. A fender system shall be designed and constructed parallel to the channel, and symmetrically around the centerline of the channel.

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

g. Any use of Prefabricated Bridge Elements and Systems shall be in accordance with the design considerations documented in SDM Chapter 25. If the Design-Build Firm plans to deviate from these requirements, an

ATC should be submitted to allow for Department review and concurrence. The following minimum requirements will be required for ATCs:

a. General mock-up details for each PBES connection detail
b. General mock-up acceptance criteria required based on connection dissection results
c. General detail of each PBES connection

h. Existing Structure Removal:
   a. All existing dolphins must be removed **in accordance with specifications ~~completely removed~~**.

i. Pier protection such as dolphins and islands will not be allowed.

j. Partial height retaining walls (i.e. perched walls or toe walls) will NOT be allowed for this project.

k. Geosynthetic Reinforced Soil (GRS) Walls and Abutments will NOT be allowed for this project.

l. Full height cheek walls shall be provided at the following locations:

   a. Exposed ends of all end bents
   b. Exposed ends of piers where the difference in the exterior beam depth in adjacent spans is greater than or equal to 9".
   c. Exposed ends of piers where the ends of exterior beams in adjacent spans are offset in plan.
   d. Exposed ends of piers where beams in adjacent spans are of dissimilar material.

m. Pile bents shall not be permitted, except at bridge abutments when located behind retaining walls.

n. All bridge foundations shall be deep foundations.

o. If structural steel is proposed: All structural steel shall be coated in accordance with Developmental Specification 564.

p. No stiffeners will be allowed on the outside of exterior girders with the exception of bearing and jacking stiffeners.

q. Steel box girders are not permitted.

r. All bolts shall be galvanized.

s. Uncoated weathering steel is not allowed. The use of ASTM A709 Grade 50 structural steel is acceptable.

t. If continuous post-tensioned concrete superstructure units utilizing

flexible filler for tendons within the girder webs are proposed, the following requirements shall apply:

a. The design for shear shall account for 1.2 times the outer specified duct diameter as a discount in effective web width for shear design capacity.
b. Confinement reinforcement shall be provided for the transverse splitting forces in the web due to the abrupt void within the web at the duct locations.
c. Limit the duct diameter-to-web width ratio to no more than 0.4.
d. In addition to the required AASHTO LRFD Section 5.9.2.3.3 Principal Tensile Stress checks, ensure that the principal tensile stresses in webs at the duct locations (s) shall not exceed 0.082 λ $\sqrt{f'c}$ (ksi) at the Service III limit state of LRFD 3.4.1, based on the effective web thickness with a reduction of 1.0 times the other duct diameter, both before and after all losses and redistribution of forces.
e. As an alternative to items (i)**,** and (ii), (iii), and (iv**)** above, physical testing may be performed by the Design-Build Firm to corroborate the design. All testing procedures and results shall be subject to review and approval by the State Structures Design Office (SSDO).
f. Continuous post-tensioned concrete superstructures shall be submitted through the ATC process for review and approval by the Department.

u. Concrete segmental box girders are not permitted.

v. All footings located in the water shall be waterline footings. The following additional footing design criteria shall be used:

a. Size footing such that the effective depth, dv, is sufficient to resist one-way shear without the contribution of shear reinforcement per LRFD [5.12.8.6]. Neglect pile to-cap interface friction for calculation of two-way punching shear resistance.
b. For footings designed to resist vessel collision or other large lateral loads with the full bending capacity of the pile developed per SDG 3.5.1.
c. Determine the minimum horizontal dimension from the edge of the exterior pile to the nearest footing edges as the largest of the following (rounded up to the nearest inch):
    1. Edge distance required for lateral resistance
    2. One-half of the width or diameter of the pile (for piles widths or diameters 24-inches or larger
    3. 9-inches (LRFD 10.7.1.2 minimum offset) + 3-inches (horizontal driving tolerance) + Σ diameters of reinforcing bars for punching shear (horizontal and vertical bars) + 2-inches minimum clearance to pile face
d. Develop the main top and bottom reinforcing bars into the

perimeter edge region of the footing with 90-degree hooks.

e. Highly reactive pozzolans are required for all waterline footing piles.

w. All permanent retaining walls shall have a concrete facing. **MSE walls shall NOT be allowed.** Any retaining walls **or seawalls** where nominal water depths (greater or equal to 2 ft) exist to support waves during the 100-yr storm will require scour/erosion countermeasures (i.e., toe protection and splash apron if applicable) or designed to resist the 100-yr scour.

x. For fill slopes in front of end bents or abutments, the magnitude of the slope shall not exceed 1V: 2H.

y. Conduits shall not be mounted to the exterior face of retaining walls or exterior face of structures and must be hidden from view.

z. Any necessary bridge drainage piping shall be hidden from view.

aa. For superstructures, if the controlling low member elevation of the superstructure is less than 1-foot above the design wave crest elevation, wave forces shall be calculated and applied according to AASHTO Guide Specifications for Bridges Vulnerable to Coastal Storms. For substructures, wave forces shall be calculated and applied according to AASHTO Guide Specifications for Bridges Vulnerable to Coastal Storms. The wave vulnerability classification of the bridges shall be "Critical/Essential" per section 5.1 of the AASHTO Guide Specifications for Bridges Vulnerable to Coastal Storms (Equivalent to "Extremely Critical" per SDG 2.5 commentary). The "Service Immediate" performance level shall be used with applicable Strength Limit State load factors. A Level III analysis is required to develop wave forces from coastal storms.

bb. The Design-Build Firm shall design for an environmental classification of extremely aggressive marine structure for the superstructure and substructure for the bridge, for seawalls and for the retaining walls.

cc. A custom fender system is required, unless span requirement of SDG 3.14.1.B is satisfied, for the navigation channel for channel delineation per the SDG and to redirect errant barge and other vessel collisions. Per Table 3.14.2-1 of the SDG, a minimum energy of ~~**437 k-ft**~~ **400 k-ft** is associated with Past Point #2 for the Minimum Energy Absorption Capacity (EAC) of the fender system. Standard Plans Index 471-030 will not be permitted as its fender system energy capacity is only 38 k-ft. For flared sections of the fender system, use a pile spacing that is not greater than half of the pile spacing used in the tangent section (not to exceed 8 feet). Use the same size of piles in the flared sections of the fender system as used in the tangent sections. The maximum allowable deflection for the custom fender system is 10 ft. The use of Fiber Reinforced Polymer (FRP) composites for all members (wales, spacer blocks, catwalks, and handrail components) is required. The use of Fiber Reinforced Polymer (FRP) composites for

the piling is preferred, however the following alternate materials may be utilized:

a. Steel pipe or H-piling with coal-tar epoxy coating. Inside surfaces of pipe piles may remain uncoated only if concrete filled. Sacrificial steel thickness is required assuming a minimum corrosion rate of 0.006-inches per year per side.
b. Concrete prestressed piles with FRP or stainless-steel strands and reinforcing. Wales must provide a minimum 40-kip-ft. factored flexural resistance and 20-kip factored shear resistance, but not less than that required to resist the design loads determined from analysis to meet or exceed the specified EAC.

dd. SDG 3.14.2.F.1 will be followed when determining the requirements for the design of navigation lighting and clearance gauge details.

ee. Access ladders will not be required on fender systems. Provide a platform from nearby pier footing to fender system for access. Use stainless steel hardware for catwalk structure with polymer decking. Catwalk minimum width shall be 2'-4".

ff. Pedestrian railing on the bridges shall be aluminum railing only.

gg. A minimum 20' width between parallel bridges will be required to facilitate staged construction as well as for future maintenance and inspection requirements.

hh. All bridge piers and permanent retaining walls must meet clear zone requirements. The Department will not approve the use of permanent barrier wall or guardrail to protect within the clear zone.

ii. Lightweight concrete will not be permitted for any structural applications.

jj. Auger-cast piles for bridges are prohibited.

kk. Any channel span unit simple span prestressed girder superstructures made continuous for live load with individual span lengths shall not exceed 200 ft.

ll. **Modify the Standard Plans Index 455-031 by removing the following sentence: *"A stay-in-place corrugated thin wall galvanized pipe may be used to form the void in lieu of the cardboard form".* ~~*Stay-in-place corrugated galvanized pipe shall not be used in any design for a voided pile.*~~ No metal will be allowed to be used in any design for a voided pile.**

mm. **Bridge design shall NOT utilize scour countermeasures with the exception of the endbent and adjacent retaining walls.**

nn. **SDG Table 1.4.3-3 Corrosion Protection of Concrete Components is**

modified as follows:

For substructure in extremely aggressive marine environments:

For waterline footings and drilled shafts:

Highly reactive pozzolans are required. Use metakaoline or ultrafine fly ash. Silica fume is not permitted.

oo. **For elements utilizing coal tar epoxy, durability issues can arise when field modifications are made on coated members. For this reason, the Design-Build Firm will be required to protect the steel from future corrosion after being cut-off, welded, drilled, etc. Also, any reapplication of coal tar epoxy in the field within the splash zone will require Department review and approval.**

pp. **The Design-Build Firm shall provide a structure design utilizing two bridges to design for the 4-lane crossing. This design shall include consideration of the intent to ultimately widen each bridge to accommodate an additional lane (i.e. 6-lane crossing). In addition to the 4-lane bridges' design and construction, the engineer of record shall provide a design for the future widening to the 6-lane condition. This structures design shall be developed to the 90% stage and submitted for Department review and comment. The ultimate roadway design for the 6-lane condition is not required.**

qq. **Any hollow pile proposed will require venting.**

rr. **SDG Table 1.4.3-3 Corrosion Protection of Concrete Components is added to as follows:**

a. **For substructure in extremely aggressive marine environments: Piles with carbon or stainless steel strand, spirals and/or reinforcing shall include highly reactive pozzolans.**

ss. **Protect the exposed strands and/or reinforcing bars at the top surface of each concrete pile with epoxy when all of the following conditions apply:**

1. **The piles have carbon steel strands and/or reinforcing bars,**
2. **The piles are not enclosed by a cofferdam maintaining a dry condition between the time the pile is cut off and when the pile top is encased in concrete,**
3. **The top of the piles after cut-off are within 6 feet of the mean high water elevation,**

The epoxy must be applied within the same calendar day that pile cut-off is performed. Use an epoxy meeting the requirements of Specification 926-1, Type K. In accordance with the epoxy manufacturer's recommendations, prepare the surface of the top of the pile, and apply the epoxy to each exposed strand and bar. Apply the epoxy to each bar and strand such that its limits extend a minimum of 1 inch past the edge of the strand or bar.

tt. **No uplift on bearings will be permitted for this project. This includes Strength and Service Limit States.**

Bridge and ~~MSE wall~~ Retaining Wall surface finish requirements:

Concrete surface finishes shall be in accordance with the Standard Specifications and as follows:

- **Cast-in-place Concrete Elements: Class 2 Surface Finish**
- **Form Liner Elements (if applicable): Class 3 Surface Finish**
- **Bridge Decks and Approach Slabs: Class 4 Deck Finish**

~~**The Design-Build Firm shall seal the concrete surfaces of the MSE retaining walls, and exposed bridge elements (excluding bridge deck) including face of exterior beams and outside face of barrier walls using an opaque Silicone Acrylic Sealer.**~~

The Design-Build Firm shall seal the traffic railing barriers within the project limits using an opaque Silicone Acrylic Sealer. The color of the sealer should be similar to adjacent concrete elements and final approval of the color shall be made by the Department. The Design-Build Firm shall develop a TSP subject to Department approval for the sealer. During the design phase, the Design-Build Firm shall also provide to the Department the specific proposed sealer product to be utilized and the plan for utilizing staff qualified for completing the sealer application. The proposed TSP shall include similar information as detailed below:

- Source Limitations
- Certificates of Compliance
- Material List
- Manufacturer's Information
- Approval of Materials
- Pollution Control Plan
- Delivery and Storage

The TSP shall include the surface preparation and application of the sealer and include the following:

- Examination of Surfaces. Before starting any Work, surfaces to receive sealer finish shall be examined carefully for defects which cannot be corrected by the procedures specified below under "Surface Preparation" and which might prevent satisfactory sealing results. Should such conditions be encountered, the Engineer shall be notified immediately so that the extent of the problem and a solution can be identified. Commencing of work shall be construed as acceptance of the surfaces, and thereafter, the Contractor shall be fully responsible for satisfactory work as required herein.
- Field Area "Sample". Provide a full two (2) coat "sample" at the Field Sample Area using type of sealer proposed for use on this Project.
  ~~**For MSE retaining wall include a minimum of two (2) panels mockup cast and sealed to represent surfaces.**~~ Final approval of sealer system and color will be from Field Sample Area.
- Protection- Protect from surface preparation operations and contamination by sealing all surfaces not to be sealed. Restore surfaces which are contaminated by sealing materials to their original condition.
- Surface Preparation. All surfaces shall be clean, dry and free of grease, oil, paint, sealers, coatings, etc. prior to application of sealant. Surface preparation shall be performed in accordance with manufacturer's recommendations. Concrete surfaces shall be hydro-silica blasted at the direction of the Engineer as follows:
  1. Hydro-silica blasting shall be capable of pressures in excess of 2500 psi in order to effectively remove all existing applied finishes, sealers, curing compounds, and other surface residues. Dry sandblasting shall not be employed without express written approval of the Engineer.
  2. Prior to blasting, use a manufacturer recommended de-greasing agent if required, following label directions, rinse thoroughly and allow the surface to dry. If mold mildew or fungus

are present, kill and remove by cleaning with a solution.

3. If concrete surface feels like 120-grit sandpaper, the pores are open enough for the sealer to properly bond. If concrete does not have this texture, etch surface with a manufacturer recommended concrete etching solution following label instructions.
5. Prepared concrete shall have a pH between 7 and 10. If a high pH reading (11-13) is detected, neutralize the surface by acid etching the surface with a manufacturer recommended concrete etching solutions, following label instructions. If after the process the surface pH is high, then notify the Engineer before proceeding with the Work.

- Environmental Conditions. Apply sealer when environmental conditions are within ranges identified by the manufacturer.
- Under no circumstances shall any sealer be applied when the dew point and the temperature are within three (3) degrees C of each other or otherwise when surfaces are wet or contaminated in any way.
- Inspection. Contractor shall arrange to have sealer manufacturer's representative inspect and approve prepared (unsealed) surface and, prior to commencement of initial application and each succeeding coat.
- Application. Two (2) coats of the sealer should be applied on the prepared surfaces following manufacturer's recommendations.
- Cleanup. Clean spills and spatters and tools immediately with a manufacturer recommended solvent. Follow manufacturer's instructions and safety recommendations when using any solvent.

J. Specifications:

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

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

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

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

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

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

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

K. Shop Drawings:

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

L. Sequence of Construction:

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

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

M. Stormwater Pollution Prevention Plans (SWPPP):

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

N. Transportation Management Plan:

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

1. Traffic Control Restrictions:

There will be NO LANE CLOSURES allowed between the hours of 6:00AM to 9:00 AM and 3:00 PM to 5:00 PM. A lane may only be closed during active work periods. A minimum 12' wide lane shall be maintained during lane closure times. All requests for lane closures shall be submitted in writing to the Department 14 calendar days prior to a closure, detour, diversion, or MOT phase change. All lane closures must be reported to the local emergency agencies, the media, and the District 3 Public Information Officer a minimum of 12 calendar days prior to each closure. Lane closure restrictions apply to all lanes including auxiliary lanes and turn lanes. 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:

- Tyndall AFB Family Day / Air Show
- Spring Break (March 8-24, 2024; March 7-23, 2025; March 13-29, 2026; March 12-26, 2027)
- ~~**Bay District School Spring Break**~~
- Florida Scallop and Music Festival
- Kingfish Tournament
- Offshore Classic Fishing Tournament
- Bluewater Fishing Tournament
- Beach Blast Triathlon
- Thunder Beach – spring/fall each year

During all phases and all times of construction, minimum lane widths shall be 10-feet. The exception to this requirement is when only two lanes (one in each direction) is active in the work zone. The minimum lane width is 12-feet in this condition.

Side roads can NOT be closed unless approval from the District Secretary and approval from any applicable local government is obtained.

Should the Design-Build Firm elect to use the existing roadway shoulders for temporary traffic control on a temporary basis, the Design-Build Firm shall modify the existing cross slope to match the adjacent lane. The Design-Build Firm shall be responsible for providing the required structural integrity and maintenance of the shoulder. When no longer needed for temporary traffic control, the Design-Build Firm shall restore the shoulder to the required width and cross slope. There will be no pavement marking eradication permitted after the final asphalt course is placed. For any existing asphalt roadways where eradication of temporary or permanent striping is required to accommodate lane shifts or diversions, a full width overlay or full width milling, and resurfacing of the travelled way shall be the only acceptable means of pavement marking eradication.

SR 30 (US 98) is a designated Hurricane Evacuation Route. All lanes within the project limits must be open for traffic within 12 hours of a hurricane evacuation notice or other catastrophic event and shall remain open for the duration for the event as directed by the Engineer.

Special consideration shall be given to the drainage system when developing the construction phases. Positive drainage must be maintained at all times and shall NOT adversely impact adjacent properties. Provide temporary facilities to ensure turbid water and silt are not transported to existing drainage systems and/or St Andrews Bay. The Transportation Management Plan shall be prepared by a certified designer who has completed the Department's Advanced Maintenance of Traffic training course, and in accordance with the Department's Standards Plans and the FDOT Design Manual. The existing bridge has an existing

lighting system and requires temporary lighting to be provided during the construction including navigational lighting. The Design-Build Firm is responsible for maintaining the existing navigational lighting until the permanent new navigational lighting is installed and operational.

If the Design-Build Firm allows work areas to encroach upon a trail, sidewalk, or intersection cross walk, a minimum clear width of 4 feet must be maintained for public use. If the required clear width cannot be met, the Design-Build Firm shall provide an alternative accessible route. Pedestrian and bike facilities shall be maintained and shall conform to ADA requirements. Asphalt millings are not allowed for temporary sidewalk.

The Design-Build Firm's Transportation Management Plan shall maintain access to all driveway and side street locations. If an emergency event is declared by Tyndall Air Force Base, access to SR 30 (US 98) may be restricted until reopened by the Air Force.

Emergency Services:
The Design-Build Firm shall coordinate with and ensure that the temporary traffic control plans will not adversely impact emergency responder operations.

Navigation
Boating access shall be maintained for marine traffic at all times. The Design-Build Firm shall make use of the USCG Notice to Mariners and all information contained within the USCG Bridge Permit to communicate the location and details for navigating through the project area.

O. Environmental Services/Permits/Mitigation:

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

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

The following outlines the commitments from the EA with FONSI and Re-Evaluation and describes the responsibilities of the Design-Build Firm (see also Section V.D.) and the Department in order to ensure fulfillment of the commitments.

1. The Design-Build Firm shall provide access to the Earl Gilbert Park entrance road at all times.
2. The NMFS and USFWS Construction Special Provisions, Gulf Sturgeon Protection Guidelines will be utilized **by the Design-Build Firm** during construction.
3. The Design-Build Firm shall adhere to the NOAA Fisheries Southeast Regional Office Protected Species Construction Conditions.
4. The USFWS Standard Protection Measures for the Eastern Indigo Snake will be utilized **by the Design-Build Firm** during construction.
5. The USFWS and FWC approved Standard Manatee Construction Conditions for In-Water Work will be utilized **by the Design-Build Firm** during construction.
6. No in-water blasting is allowed, including for removal of in-water structures such as components of the existing bridge, dolphins, and/or fenders.
7. FDOT will initiate and complete consultation for the off-site compensatory stormwater pond. Consultation is complete for the bridge area. Any changes at the bridge area proposed by the Design-Build Firm will require reinitiation of consultation with USFWS**, FWC** and NMFS.

The Design-Build Firm assumes all risk for changes made.

8. The FDOT will further coordinate with NMFS to identify appropriate mitigation for seagrass impacts. ~~The~~ **Prior to permitting, the** Design-Build Firm shall **re-survey the Submerged Aquatic Vegetation (SAV) and** provide all information deemed necessary by the Department to help facilitate this coordination.
9. Plants surveys for telephus spurge (Euphorbia telephioides), Godfrey's goldenaster (Chrysopsis godfreyi), Gulf coast lupine (Lupinus westianus), Large-leaved jointweed (Polygonella macrophylla), Fire pink (Silene virginica), ~~will be~~ **have been** conducted ~~prior to construction during the appropriate survey season by the Department. If protected species are located, coordination with the USFWS, FWC and/or the FDACS will be initiated to determine permit requirements or modifications to construction activities that may be required. The Design-Build Firm shall comply with these requirements resulting from the additional coordination. The Design-Build Firm shall provide all information deemed necessary by the Department to help facilitate this re-initiation of consultation if necessary. Plant surveys and its coordination with agencies are complete~~ **by the Department** for **the** bridge area. FDOT will conduct plant surveys for the off-site compensatory pond site~~. FDOT~~ **and** will coordinate with USFWS, FWC and FDACS **for concurrence.** ~~with results of plant survey~~. **The Design-Build Firm shall provide all information deemed necessary by the Department to help facilitate this re-initiation of consultation.** ~~This~~ **The** coordination **with these agencies** may require modifications to construction activities and permit requirements **and must be accommodated by the Design-Build Firm**.
10. The Design-Build Firm shall remove garbage daily from the construction site or use bear proof containers for securing of food and other debris from the project work area which may act as an attractant for the Florida black bear (Ursus americanus floridanus), and report nuisance bears to the FWC Wildlife Alert hotline.
11. The Design-Build Firm shall avoid maritime archaeological Targets 01 and 02. Refer to pages 54 to 56 of the Final Cultural Resource Assessment Survey (CRAS) dated March 2020 for locations and information (which are protected by statute). If these targets cannot be avoided, further archaeological investigation will be required.
12. The Department will complete a cultural resource survey for the proposed compensatory pond site and document in a CRAS during the final design phase. DEMO will do the CRAS and coordination with SHPO. Any commitments from this will be followed by the Department and Design-Build Firm.
13. The Design-Build Firm shall use a ramp-up procedure during the installation of piles.
14. Steel pipe piles are assumed for a work trestle. For work trestle construction, the Design-Build Firm shall use vibratory hammer for the installation of steel pipe piles. Any different substructure type may require additional coordination with Agencies.
15. The Design-Build Firm shall re-survey for Submerged Aquatic Vegetation (SAV) and include in their permit submittal.
16. Prestressed concrete piles are assumed for bridge substructure. The Design-Build Firm shall limit in-water pile driving to daylight hours, defined as 30 minutes before sunrise to 30 minutes after sunset, due to sturgeon activity. Any different substructure type may require additional coordination with Agencies.
17. Due to historic presence of Muscogee (Creek) Nation people in the project area, inadvertent discoveries of cultural resources, human remains and related Native American Graves Protection and Repatriation Act (NAGPRA) items may occur, even in areas of existing or prior development. Should this occur, the Design-Build Firm shall cease all work and notify the Department, as well any other agency required by the Department, immediately.
18. The Seminole Tribe of Florida identified the project location within their Area of Interest and request to be notified if any archaeological, historical, or burial resources are inadvertently

discovered. Should this occur, the Design-Build Firm shall cease all work and notify the Department, as well as any other agency required by the Department, immediately.

19. FDOT will conduct environmental reviews of the final pond site location(s) and document the analysis for a reevaluation to be approved by the Office of Environmental Management, before the Department approves any "Released for Construction Plans" that require water quality treatment.

Contamination assessments have been completed for asbestos and paint coatings on the existing bridge. The reports are included as Attachments in this RFP. The Design-Build Firm is responsible for reviewing the results of these reports and complying with the recommended actions. Mercury and/or PCBs may be present in the existing light bulbs and/or light ballasts. Sampling and testing of these items will be conducted by the Department when the Design-Build Firm begins removing the lighting. The Design-Build Firm is responsible for coordinating with the District Contamination Section to scheduling the sampling activities. This coordination shall begin at a minimum one (1) month prior to removing the existing lighting.

P. Signing and Pavement Marking Plans:

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

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

The regulatory and warning signing shall not encroach into the shoulder space. No part of the assembly (sign panel or mount) shall encroach into the required vertical and horizontal clearances of the respective travel and shoulder areas.

It shall be the Design-Build Firm's responsibility to field inventory and show all existing signs within the Project limit and replace with new signs. No existing signs shall remain.

Q. Lighting Plans:

The Design-Build Firm shall provide a lighting design, a lighting analysis, and prepare lighting plans, and install lighting as identified in this RFP and in accordance with Department criteria.

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

Where existing roadway lighting circuit sources (services, load centers, etc.) are being removed, the Design-Build Firm shall provide a new load center per current National Electrical Code (NEC) and all applicable criteria.

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

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

The Design-Build Firm shall perform detailed field reviews. Review and document all lighting

(poles/luminaires, sign luminaires, etc.), circuiting, load centers, service points, utility transformers, etc., within the limits of lighting construction. This review includes: conductors, conduit, grounding, enclosures, voltages, mounting heights, pullboxes, etc. This review also includes circuits outside the limits of lighting construction that originate or touch this Project's scope of work.

Where new electrical services are required, the Design-Build Firm shall coordinate the final locations of distribution transformer and service poles to minimize service and branch circuit conductors and conduit lengths. Preliminary electrical service locations shall be coordinated with the local power company, and power service information and letter of available fault current (Kilo Amp Interrupting Current, KAIC rating) at the location where local power company will be supplying the power service shall be obtained and be submitted as part of the PDAR and be included in LDAR Each service point shall be separately metered.

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

Separate service, separate meters, separate safety disconnects and separate service poles shall be provided for lighting and ITS on the project. A signal service and meter supplying both lighting and ITS elements will NOT be allowed.

Lighting installed by the Design-Build Firm and FP&L shall be of the full cut-off type, with shields and arms provided with a LED lamp.

The conduit for lighting shall not be used for other purposes such as ITS. The Design-Build Firm shall provide a conduit run consistent with National Electric Code within the bridge parapets on bridge to accommodate lighting conductors. No overhead conductors will be allowed for the lighting system. Lighting pull boxes will not be permitted in paved roadways. No pull boxes are permitted within the designated roadway shoulder, paved or unpaved. No surface mounted conduits shall be placed on the visible exterior surfaces of any structure. Surface mounted lighting conduits on bridge between interior beam bays and along the piers are not allowed.

Navigational Lighting Requirements

Navigational Lighting for the Channel Margin Navigation Lights shall be designed for use as a marine signal light for marking channel margin, per U.S. Coast Guard Bridge Administration General Construction Requirements, CFR 33 Part 118. The housing shall be in compliance with the FDOT Standard Specifications for Road and Bridge Construction Section 510. All clearance gauges must indicate the vertical distance between low member of the bridge channel span and the level of the water, measured to the bottom of the foot marks, read from top to bottom. Each gauge must be installed on the end of the right channel pier or pier protection structure facing approaching vessels and extend to a reasonable height above high water so as to be meaningful to the viewer.

The Design-Build Firm shall design, furnish and install a new navigational lighting system to replace existing navigational red lights and new gauge lights on the side of the fender system and the center channel navigational green light on the side of the bridges with a complete new navigational lighting system including but not limited to LED navigational lights, power source, service point/load center, raceway system and conductors. The Design-Build Firm shall provide for complete fender system and clearance gauge lighting details.

Design shall provide ready access for lamp service.

Lens section shall be 180 degrees red. Lamp shall be 120 VAC, medium base LED with a rated life of 100,000 hours (over 11 years of operation when burned 24 hours per day), and shock and vibration resistant.

Overall luminosity of the LED array shall be 840 candelas for both red and green arrays (similar visibility to a 75W incandescent lamp). Beam viewing angle shall be 22 degrees for red and 20 degrees for green.

Lamp color shall match the color of the fixture lens for maximum light output. Red LEDs shall have a wavelength of 630 nm. Green ("marine" green or blue-green) LEDs shall have a wavelength of 510-515 nm.

Lamp mounting shall center the array on the focal plane of the lens. Receptacles shall be mounted on a bracket, which shall be isolated from the navigation light fixture with rubber grommets to minimize shock and vibration. Mounting bracket shall position the center of the lamp at the focal plane of the fixture lens for optimal light transmission.

A manual locking device shall hold the light securely in normal operating and service positions and shall be capable of accepting a padlock.

A cast junction box with gasketed access cover shall be provided where specified in the plans. Junction box shall be of the same material as the fixture assembly and shall match the navigation light base footprint. Orientation of junction box shall be capable of rotation in 90-degree increments.

The Center Channel Navigation Lights shall be designed for use as marine signal lights for marking center of channel, per U.S. Coast Guard Bridge Administration General Construction Requirements and be similar to the Channel Margin Lights described above except that the lens section is 360 degrees green.

The navigational lighting will be maintained by the Design-Build Firm until final acceptance.

The utilization of solar power for the navigational lighting system is not allowed.

The Design-Build Firm shall be responsible for maintaining the existing navigational lighting system until the new system is operational and demolish and dispose of the existing navigational lighting system. Navigation lighting shall remain on at all times.

R. Intelligent Transportation System Plans:

General

The Design-Build Firm shall prepare Intelligent Transportation System Plans in accordance with Department criteria. All ITS equipment shall be on the Department’s Approved Product List (APL) to facilitate integration. All ITS equipment provided as part of this Project shall be compatible with existing District Three and Bay County ITS equipment.

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

- Project Layout / Overview sheets outlying the locations of field elements

- Communication Overview outlying the begin and termination of the fiber optic communication cables, proposed splice and pull boxes, ITS cabinets, communication hubs, and ITS devices on the straight-line diagram.

• Detail sheets on:

- Estimated Quantities (EQ) Report
- DMS Structure and foundation, DMS attachment, DMS display/layout, and cross section.
- CCTV structure, CCTV attachment, CCTV operation/layout
- BTTS structure, BTTS attachment, BTTS operation/layout
- RWIS structure, RWIS attachment, RWIS operation/layout
- Road Weather Information System (RWIS)
- SWZ detail sheets
- Fiber optic splice and conduit, and splice boxes.
- Power Service Distribution
- Device Wiring and connection details
- Grounding Details
- Conduit, pull box, and vault installation
- Bridge conduit and box installation
- Conduit inside bridge **~~rail~~ barrier**
- Communication Hub and Field Cabinets
- System-level block diagrams
- Device-level block diagrams
- Field hub/router cabinet configuration details
- CLS
- Maintenance Pads
- Device and Facility Access Plans for All Stages of Construction and As-Built Conditions
- System configuration/Wiring diagram/Equipment Interface for field equipment at individual locations and communications hubs.
- Maintenance of Communications (MOC) Plan
- ITSFM documentation

The Design-Build Firm shall locate ITS equipment and ITS cabinets to facilitate accessibility by service/maintenance vehicles, equipment, and personnel in a manner that minimizes the need for maintenance of traffic (MOT). The Design-Build Firm shall also install maintenance concrete pads with a minimum thickness of six (6) inches for the ITS cabinets and ensure that there are no exposed conduits and that all conduits will go inside the cabinet through the concrete pad. ITS cabinets are to be ground mounted.

The Design-Build Firm shall provide ITS cabinets that are accessible from both front and back. ITS cabinets shall be placed at a minimum elevation of 15.0 feet and not to exceed 3 feet above proposed ground level for maintenance purposes. ITS cabinet shall be placed such that the face of the equipment within the cabinet is facing the opposite direction of travel so that maintenance personnel is able to see the approaching traffic at all times. The Design-Build Firm shall design and submit to Department for approval prior to construction. The Design-Build Firm shall ensure all such design and locations meet FDOT clear zone requirements and shall install guardrail as necessary.

The Design-Build Firm shall provide International Municipal Signal Association (IMSA) Level 2 or greater personnel for fiber optic cable work in a splice or ITS cabinet. Fiber optic cable shall be installed by a certified fiber optic technician.

The Design-Build Firm is responsible for ensuring project compliance with federal and state requirements

for ITS architecture, standards, and systems engineering (23 Code of Federal Regulations (CFR) 940 and FDOT ITS Topic 750-040-003-c). This compliance includes, but is not limited to, the development or update of a Concept of Operations (ConOps), MOC plan, Project System Engineering Management Plan (PSEMP), PITSA, Requirement Traceability Verification Matrix (RTVM), systems requirements, and test plans as well as coordination of document reviews.

2. Design and Engineering Services:

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

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

At a minimum, the ITS work in this project consists of the following major components that shall be in accordance with the RFP and Contract documents:

- System Engineering documents – These living documents include but are not limited to PSEMP, project ITS architecture (PITSA), RTVM, ConOps, Change Management documents, ITSFM, and MOC.
- Test Procedures and Schedule – All components require schedules of events to include document updates, material approval, revisions, meetings and change management. Schedule to include Warrantee handoff, Maintenance during construction, Maintenance hand-off, Power bill handoff, and final acceptance.
- Integration – This activity is a partnering activity needing scheduling of the Department, Partners, Stakeholders and Vendors. This activity is a stand-alone activity identified in the schedule of events. In addition to inviting the Department and Bay County, the Design-Build Firm shall provide a list of potential invitees for the Department's approval in advance of the scheduled activity.
- Grounding – Grounding to be specific to Project and shall be in accordance with the requirements of the Contract.
- ITS Analysis – The Design-Build Firm shall evaluate and submit for approval FOC and conduit plan for pre-construction and post construction in coordination with the Department and Bay County in order to minimize potential down time activities.
- Conduit **–** The Design-Build Firm shall design, schedule, and construct all elements of conduit required for the full project length. Install locate tone wire.
    - — Communication conduit consist of two 2-inch (minimum) conduits (includes communication and a spare). Spare conduit shall have equal pull tape installed for future use.
    - — Power conduit consist of two 2- inch (minimum) conduits (includes power and a spare). Spare conduit shall have equal pull tape installed for future use.
- FOC Communications – Includes installation of a 144-SM FOC backbone. Lateral drops shall include 12-count SM FOC from the backbone to the ITS cabinets. The Design-Build Firm shall tie into the existing **Bay County** FOC backbone to ensure continuity. The Design Build Firm shall determine splice locations and provide to the Department and Bay County for approval

prior to any tie into Bay County's fiber. ~~This activity~~ **Installation schedule for the FOC backbone will require coordination and advanced notification with the Department and ~~with~~** Bay County **due to the County's need ~~as~~** to eliminate the**ir current** leased ~~Unity~~ **conduit** services. County Graphic Information System (GIS) map identifying facilities attached for reference (green X depicts the existing splice locations).

- FOC and Locate System - The FOC backbone should preferably be installed along the side of the mainline and inside the bridge **barrier ~~traffic railings~~**. Any deviation to the backbone location shall be approved by the Department.
- DMS – Includes installation of DMS display, structure, and attachment. If any DMS components are recoverable and in working order, they shall be returned to FDOT or Bay County; otherwise, the Design-Build Firm shall be responsible for appropriate disposal.
- CCTV Cameras – Includes poles, CLD, and mountings to provide required coverage of the project corridor, including view of mainline roadway, shoulder and DMS signs at all times. If any other device is co-located on CCTV camera pole, it shall be mounted in a way to not obstruct the CLD. CCTV cameras shall be PTZ, HD, and internet protocol (IP)-addressable. The Design-Build Firm shall perform a 360-degree field-of-view video survey at the proposed camera height for each CCTV camera site. The intent of the video survey is to verify CCTV camera coverage of the new bridges and all travel lanes and sidewalks. The Design-Build Firm shall record and provide video survey for the Department's review and acceptance. The Design-Build Firm shall coordinate with Tyndall Air Force Base and FDOT on a design to physically obscure views of any area of concern by Tyndall Air Force Base while maintaining full roadway coverage.
- BTTS – BTTS devices shall be placed to provide 100 percent coverage of north- and south-bound lanes; the Design-Build Firm shall determine the most effective location and present to the Department for approval. BTTS may be co-located on a CCTV camera pole but shall not obstruct the CLD.
- RWIS shall include the power service, communication splice box, electrical pull box, pole to support the RWIS components, remote processing unit (RPU) enclosure, ITS cabinet, atmospheric sensor, weather and visibility sensor (WIVIS) sensor, wind speed and direction sensor, grounding, UPS, remote power management unit (RPMU), alternating current (AC) Power, and RWIS power supply. RWIS shall support all Object Identifiers (OID) defined by the National Transportation Communications for ITS Protocol (NTCIP) Standard for the RWIS, Simple Network Management Protocol (SNMP) framework, Ultra Mobile Technology (UMB) sensor data over IP, as well as universal series bus (USB) and Ethernet interfaces, attachment brackets, system-wide surge protection devices for a fully autonomous RWIS assembly. The RWIS shall be mounted on the bridge. The pole, sensors, and pull boxes must be installed at a dedicated location not shared with other systems such as CCTV cameras or lighting. They must be mounted on a bridge cast-in-place (CIP) pedestal and incorporate a galvanized steel maintenance platform. The maintenance platform shall be of sufficient size to allow access on three (3) sides of the RWIS system with minimum clear space of three (3) ft on each side and include a handrail on all three (3) sides. The location of the RWIS and design of the maintenance platform is subject to approval by the Department. The RWIS control cabinet shall be located at the end of the bridge and may be co-located with the CCTV camera cabinet. The Design-Build Firm shall optimize the number of ITS cabinets for economy of construction and maintenance.
- Power Subsystem – The Design-Build Firm shall establish the power service addresses and the necessary commercial power service for all ITS sites. Once power service has been established by the Design-Build Firm, the Department or its designee will inspect the power service for compliance with Department, National Fire Protection Association (NFPA), and National

Electric Code (NEC) standards, and all Contract Documents. The Design-Build Firm shall design and install electrical service, meters, conduit, pull boxes, copper conductors, and procure service points from the local power service providers within the project limits to make installation fully functional. All electrical distribution shall be underground and isolated from the communication network. The Design-Build Firm shall be responsible for contacting and coordinating with the local power companies. The Design-Build Firm shall pay all necessary feeds and expenses required by the commercial electrical companies to establish new power services. The Design-Build Firm shall maintain all service fees for the duration of project.

- Testing – End-to-end testing of the ITS including all fiber optic backbone and lateral drops that are furnished and installed by the Design-Build Firm shall be in accordance with FDOT Standard Specification 633. The Design-Build Firm shall provide test results to the CEI for review and approval prior to submitting to the Department. The Design-Build Firm shall provide a signed and sealed testing results package of fiber optic backbone and lateral drops furnished and installed by the Design-Build Firm. Testing shall be prepared by a licensed electrical engineer and consist of electrical load calculations, voltage drop calculations for each ITS site or combination of sites, and the service feeder size computations from the power company transformer to each local hub.

- Downtime Transition Plan – the Design-Build Firm shall develop and submit a downtime transition plan for the DMS, ITS cabinets, and any other ITS equipment replacement sites and fiber transition plan for the Project to the Department for review and approval along with the design plan submittals. The Design-Build Firm's downtime transition plan and fiber transition plan shall specify the Design-Build Firm's approach for performing work and coordination with the Department and others on the Project. Prior to submitting the downtime and fiber transition plans, the Design-Build Firm shall schedule a transition plan meeting with the Department to discuss the proposed approach and any specific requirements from the Department. The Design-Build Firm shall then submit the plans addressing those requirements discussed at the meeting with the Department.

    1. For DMS replacement, the Design-Build Firm shall ensure that the downtime duration of DMS at the site, confirmation CCTV camera, and other devices connected to the DMS cabinet shall not exceed twenty-one (21) days from the initial time the existing DMS is turned off-line in the SunGuide® software by the Design-Build Firm's Project work to the time the DMS is operational from the District Three RTMC.

    2. The Design-Build Firm shall install, integrate, and test the new DMS site and ensure the site is fully operational from the District Three RTMC within the downtime duration. Upon completion of the downtime duration, the Design-Build Firm shall allow the Department to use the DMS. However, the Design-Build Firm shall be responsible for the DMS sites until Final Acceptance of the Project.

    3. The Design-Build Firm shall notify the FDOT District Three RTMC at 850-330-1795, at a minimum of 72 hours in advance of taking any existing ITS equipment out-of-service.

    4. The Design-Build Firm shall submit all required information for SunGuide® integration and mapping a minimum of one (1) week prior to performing work at any fiber lateral migration site. For any site, the Design-Build Firm shall also identify and document all associated devices impacted by the fiber migration work at that site to ensure that appropriate ITS maintenance tickets are generated during the downtime duration period.

    5. The Design-Build Firm shall prepare cabinets, install conduits as necessary, install splice enclosures, install and splice new fiber optic lateral cable into the FOC backbone, and migrate ITS devices from existing connections to new connections to minimize downtime.

6. The Design-Build Firm shall ensure that the transition duration of each of the ITS cabinets connected to the existing fiber optic backbone cable to the new FOC backbone shall not exceed four (4) hours (from the initial time the existing ITS device is turned off-line in the SunGuide® software by the Design-Build Firm's Project work to the time the ITS device is operational from the District Three RTMC).
7. The Design-Build Firm shall integrate and test to ensure the existing ITS device is fully operational from the District Three RTMC within the downtime duration.

Sensors, readers, and all related equipment shall be designed to function with existing and proposed trees and other vegetation along the corridor. The removal or alteration of existing vegetation is not allowed.

Smart Work Zone (SWZ)

The Design-Build Firm shall design, construct, operate, and maintain a SWZ during all phases of construction including those that require lane closures, lane shifts, or diversions. The SWZ shall communicate to all field devices via cellular or wireless communications. The SWZ shall include CCTV cameras with PTZ and HD at critical locations to monitor the project construction and impacts on traffic conditions. All construction areas shall be visible on CCTV view. The SWZ may use portable- or trailer-mounted devices that can be easily adjusted and relocated to improve monitoring. The SWZ system shall be integrated with Design-Build Firm's Temporary Traffic Control Plans. The Design-Build Firm shall coordinate with District Three RTMC and Bay County TMC to determine the appropriate Portable Changeable Message Sign (PCMS) messages based on real-time vehicle speed data and weather conditions. District Three RTMC and Bay County TMC roles are to monitor travel conditions, and the Design-Build Firm role is to respond to requests by controlling the SWZ equipment. In the event of a declared emergency, District Three RTMC or Bay County TMC may control the SWZ, but under non-emergency conditions, the Design-Build Firm shall control the SWZ. The SWZ shall vary traveler information messages based on configurable thresholds. The Design-Build Firm shall provide a response plan in the event the SWZ experiences any type of failure.

The Design-Build Firm shall adjust the CCTV camera locations as needed to maintain full coverage during all phases of construction and shall ensure that views of Tyndall Air Force Base are obscured. The Design-Build Firm shall give the Department and Bay County the opportunity to review and approve camera placement locations during each phase or construction to achieve desired outcomes. Camera view will require approval by Tyndall AFB. The SWZ systems shall be designed to stream video remotely to the District Three RTMC and Bay County TMC through an internet interface so that they have the ability to remotely access, view, control, and configure each device; the Design-Build Firm shall respond immediately to requests from District Three RTMC and Bay County TMC. The cameras shall use wireless communications, such as cellular or wireless broadband. The camera mounting system shall be capable of raising the camera to at least 30 feet above the roadway. When portable CCTV cameras are used, the portable CCTV camera shall be solar powered and provide sufficient battery backup to ensure continuous operation.

SWZ Wireless Communications System: The Design-Build Firm shall provide a wireless communication system for each SWZ component. The Design-Build Firm is responsible to design and provide adequate communications to meet the bandwidth, latency, and reliability requirements of each SWZ device and provide SWZ cloud-based Commercial Off The Shelf (COTS) software. Both cellular communications and wireless broadband are acceptable solutions. Wireless broadband shall be designed for optimum line of sight. The Design-Build Firm may provide independent communications to each device or provide communications from each device to a central communications point.

The Design-Build Firm shall coordinate with District Three RTMC and Bay County TMC to determine the appropriate network configuration information (e.g., IP address schema, subnet mask, default gateway) for the programming of network equipment – including cellular modems and network switches. The Design-Build Firm shall be responsible for all costs related to obtaining cellular service, including procurement of subscriber identity module (SIM) cards and payment of monthly service bills, during the construction project. The Design-Build Firm shall ensure all firewall rules are addressed to enable data transfer between field devices, the cloud (Internet), and the District Three RTMC and Bay County TMC networks.

SWZ cloud-based COTS software: The Design-Build Firm shall provide a turnkey cloud-based, COTS software solution to operate and maintain the SWZ system during construction. The software shall include the following functionality:

- Monitor and control all SWZ field devices.
- Provide a secure web portal to the District Three RTMC and Bay County TMC and feed data to SunGuide®, Florida 511, Google, and Waze. The web portal and data feeds shall, as a minimum, provide data about current SWZ locations, current time-stamped work zone speed limits, current work zone operating conditions, current traffic volumes approaching and through the work zone, and locations of delays or queues within the work zone. Data format shall meet FDOT SunGuide®, FDOT FL511, Google, and Waze format requirements.

ITS Analysis

As a minimum, the Design-Build Firm shall review the approved preliminary engineering report, typical section package, as-built plans of the constructed projects in the vicinity of this project**,** traffic technical memorandum, and proposed geometric design alignment to identify impacts to the proposed ITS field device placements. The Design-Build Firm shall review all related District ITS plans and documentation for the project corridor to ensure all cited ITS elements are included in this project.

The Design-Build Firm shall prepare all documents as determined by the Design-Build Firm and the Department to be necessary for conformance with Federal Highway Administration (FHWA) requirements. The Design-Build Firm shall use all applicable Department requirements and guidelines, including, but not limited to, the FDOT Florida Design Manual (FDM), Standard Plans, and Standard Specifications for Road and Bridge Construction in the design of ITS.

The initial RTVM shall be submitted to the Department for review and approval no later than 30 calendar days after the approval of the PSEMP. At a minimum, the PSEMP, PITSA, and RTVM shall be reviewed at every major milestone (such as phase submittals and/or with an equipment/device type change) after the initial approval and updated as needed. The updated and revised PSEMP and RTVM documents shall be submitted to the Department for review and approval.

3. Construction and Integration Services:

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

4. Testing and Acceptance:

All equipment furnished by the Design-Build Firm shall be subject to monitoring and testing to determine conformance with all applicable requirements. The Design-Build Firm is responsible for the coordination and performance of material inspection and testing, field acceptance tests, and system acceptance tests. The

times and dates of tests must be accepted in writing by the FDOT Project Manager. The Design-Build Firm shall conduct all tests in the presence of the FDOT Project Manager or designated representative.

5. Existing Conditions

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

The existing ITS components are as follows:

- CCTV cameras: The CCTV cameras system consists of PTZ cameras along the corridor at 300' south of Oakshore Drive. The Department uses the CCTV cameras for incident management and traffic monitoring. The CCTV cameras are integrated and communicate with local hubs along the corridor.
- DMS: The DMS system consists of one DMS at south of Oakshore Drive. The Department uses the DMS to provide roadway information and travel times.

S. Landscape Opportunity Plans:

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

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

The Opportunity Plans shall include the following:

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

10. Indicated potential area(s) for wildflower plantings.

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

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

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

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

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

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

VII. Technical Proposal Requirements:

A. General:

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

B. Submittal Requirements:

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

Only upon request by the Department, provide calculations, studies and/or research to support features

identified in the Technical Proposal. This only applies during the Technical Proposal Evaluation phase.

Submit the Technical Proposal electronically in PDF format to: d3.designbuild@dot.state.fl.us

Submittal shall be broken into individual electronic documents as defined below to ensure file sizes remain manageable:

- Technical Proposal
- Individual roll plots - each roll plot shall be its own electronic file and clearly named. If the Department is unable to open or print roll plot(s) due to large file size, the Design-Build Firm will have 2 business days to submit six (6) prints of each roll-plots upon notification by the Department.

The minimum information to be included:

Section 1: Project Approach

- Paper size: 8½" x 11". The maximum number of pages shall be 12, single-sided, typed pages including text, graphics, tables, charts, and photographs. Double-sided 8½" x 11" sheets will be counted as 2 pages. 11"x17" sheets are prohibited.
- Describe how the proposed design solutions and construction means and methods meet the project needs described in this Request for Proposal. Provide sufficient information to convey a thorough knowledge and understanding of the project and to provide confidence the design and construction can be completed as proposed.
- Provide the term, measurable standards, and remedial work plan for any proposed Value Added features that are not Value Added features included in this RFP, or for extending the Value Added period of a feature that is included in this RFP. Describe any material requirements that are exceeded.
- Provide a Written Schedule Narrative that describes the Design and Construction phases and illustrates how each phase will be scheduled to meet the Project needs required of this Request for Proposal. Bar or Gantt charts are prohibited.
- Submit a Category 2 Submittal Report summarizing the proposed Category 2 elements for each bridge per FDM 121.3 (maximum 1 page). This page is not included in the maximum number of pages listed above.
- Provide name and background information for your coastal engineer (if not previously provided in your Letter of Interest.
- Describe aesthetic details and overall approach to project aesthetics.
- Describe the Maintenance of Traffic approach along with construction staging and storing. Address how existing traffic volume and small work areas will be accommodated to provide a safe construction work zone.
- Discuss the approach to provide vessel collision protection on existing bridge substructure during construction of existing bridge and the proposed bridge and fender system.
- All approved ATC's the Design-Build Firm intends to utilize shall be discussed in Section 1 (Project Approach) and/or Section 2 (Plans).

Section 2: Plans

- Plan and Profile views of the proposed improvements shall be submitted in roll-plot format. Existing ground lines and bridge profiles shall be shown. The maximum number of roll plots that may be submitted is **nine (9)** ~~6~~. The

maximum size of the roll plots is 24”x36”. Inclusion of additional information on the roll-plot, other than depictions of the Plan and Profile views, is allowed. ~~No 11”x17” sheets are allowed.~~ **The FDOT Design Manual Table 121.14.3 details plan sheets and the level of information required for Technical Proposal plans. Only these plan sheets required by this table can be submitted as 11”x17” plan sheets. No additional commentary or depictions are allowed to be included on these 11”x17” plan sheets that would not normally be included in a formal design submittal.**

- Provide ship design impact forces in the General Notes of the structure roll plots.
- Provide details of the proposed aesthetic features. Renderings are required including images showing the overall bridge with the following shown clearly – pier shapes, pedestrian path, overlooks, typical section, etc.
- Provide Technical Proposal Plans in accordance with the requirements of the FDOT Design Manual, except as modified herein.
- Provide cross sections along the roadway and along bridges.
- **Provide foundation layout sheet that includes all piles for the bridge foundations.**
- **Describe anticipated coordination with FAA and Tyndall Air Force Base related to flight obstructions.**
- **In addition to the 4-lane bridges typical section, provide a typical section of the future 6-lane bridges that details the area of widening.**
- **Provide minimum vertical clearance being utilized in the 4-lane bridges design.**

C. Evaluation Criteria:

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

Item	Value
1. Design	30
2. Construction	35
3. Innovation	10
4. Value Added	5
Maximum Score	**80**

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

1. **Design (30 points)**

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

- Structures design
- Roadway design and safety
- Drainage design
- Design coordination plan minimizing design changes
- Geotechnical investigation plan
- Geotechnical load test program
- PD&E Study re-evaluation and minimizing impacts through design to:
  - Environment (social, cultural, natural, and physical)
  - Public
  - Adjacent Properties
  - Structures
- Transportation Management Plan – including ideas that promote positive community outreach.
- Incident Management Plan
- Aesthetics
- Utility Coordination and Design, including reduced impacts
- ITS System Design
- Maintainability
- Design considerations which improve recycling and reuse opportunities
- Utility Design
- Bridge pier protection against vessel forces during all phases of construction

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

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

Design and utility coordination efforts that minimize the potential for adverse impacts and project delays due to utility involvement.

Development of design approaches which minimize periodic and routine maintenance. The following elements should be considered: access to provide adequate inspections and maintenance, access to structure's lighting system, and impacts to long term maintenance costs.

2. **Construction (35 points)**

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

- Safety
- Structures construction

  - Include removal of existing structures foundations and constructability of proposed structures
  - Include plan for protecting existing substructure from vessel collision during construction of proposed structure and fender system
  - Foundation installation insuring accurate pile layout
  - Existing pile removal plan to insure proper cutoffs are achieved
- Roadway construction
- Drainage construction
- Construction coordination plan minimizing construction changes
- Minimizing impacts through construction to:
  - Environment (social, cultural, natural, and physical)
  - Public
  - Tyndall AFB
  - Adjacent Properties
  - Structures
- Implementation of the and Erosion/Sediment Control Plan
- Implementation of the Maintenance of Traffic Plan including vessel traffic
- Implementation of the Incident Management Plan
- Utility Coordination and Construction

Developing and deploying construction techniques that enhance project durability, reduce long term and routine maintenance, and those techniques which enhance public and worker safety. This shall include, but not be limited to, minimization of lane closures, impacts to driveway access, lane widths, visual obstructions, construction sequencing, and drastic reductions in speed limits.

Ensuring all commitments in the Project Commitment Record are honored.

Construction and utility coordination efforts that minimize the potential for adverse impacts and project delays due to utility conflicts.

3. **Innovation (10 points)**

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

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

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

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

- Broadening the extent of the Value Added features of this RFP while maintaining existing threshold requirements

- Exceeding minimum material requirements to enhance durability of project components
- Providing additional Value Added project features proposed by the Design-Build Firm

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

Value Added Feature	Minimum Value Added Period
Value Added Asphalt	3 years
Value Added Bridge Components	5 years

D. Final Selection Formula:

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

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

BPP = Bid Price Proposal

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

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

E. Final Selection Process:

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

F. Stipend Awards:

The Department has elected to pay a stipend to all non-selected Short-Listed Design-Build Firms to offset some of the costs of preparing the Proposals. The non-selected Short-Listed Design-Build Firms meeting

the stipend eligibility requirements of the Project Advertisement and complying with the requirements contained in this section will ultimately be compensated. The stipend will only be payable under the terms and conditions of the Design-Build Stipend Agreement and Project Advertisement, copies of which are included with this Request for Proposal. This Request for Proposal does not commit the Department or any other public agency to pay any costs incurred by an individual firm, partnership, or corporation in the submission of Proposals except as set forth in the Design-Build Stipend Agreement. The amount of the stipend will be **$ 545,000.00** per non-selected Short-Listed Design-Build Firm that meets the stipend eligibility requirements contained in the Project Advertisement. The stipend is not intended to compensate any non-selected Short-Listed Design-Build Firm for the total cost of preparing the Technical and Price Proposals. The Department reserves the right, upon payment of stipend, to use any of the concepts or ideas within the Technical Proposals, as the Department deems appropriate.

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

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

VIII. Bid Proposal Requirements.

A. Bid Price Proposal:

Bid Price Proposals shall be submitted on the Bid Blank form attached hereto and shall include one lump sum price for the Project within which the Proposer will complete the Project. The lump sum price shall include all costs for all design, geotechnical surveys, architectural services, engineering services, Design-Build Firm's 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. A Schedule of Risk Values shall be submitted with the Bid Price Proposal. One (1) hard copy of the Bid Price Proposal and a Schedule of Risk Values shall be hand delivered in a separate sealed package to the following:

Ranae Dodson, Procurement Manager
1074 Highway 90
Chipley, FL 32428

Please be mindful that courier services may not guarantee overnight delivery to the District Three office.

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

Forms to be included with the Price Proposal are included in the RFP.