



Florida Department of Transportation

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SECRETARY

February 28, 2023

ENGINEERING AND OPERATIONS MEMORANDUM NO. 23-01
(FHWA Approved: February 3, 2023)

TO: District Secretaries, District Directors of Transportation Operations, District Directors of Transportation Development

FROM: Dan Hurtado, P.E., Chief Engineer  C42B6FE133D643A...

COPIES: Will Watts, Tim Lattner, Michael Shepard, Sue Zheng, Stefanie Maxwell, Ananth Prasad (FTBA), J.W. Hunter (ACEC), Jose Ortiz (FHWA)

SUBJECT: Design-Build Project Delivery

This Bulletin introduces revisions to the FDOT Design-Build Division I Specifications, FDOT Soils and Foundation Handbook, FDOT Design-Build Procurement and Administration Procedure, FDOT Design-Build Request for Proposal, FDOT Design-Build Special Provision SP4550000DB, FDOT Utilities Procedure Manual, and FDOT Design Manual.

REQUIREMENTS

1. FDOT Design-Build Division I Specifications - Section 7-13.6 – PROJECT SPECIFIC PROFESSIONAL LIABILITY INSURANCE – See Attachment A

- RFP guidance will be followed for requiring project specific professional liability insurance coverage for the professional services (design) rendered as part of the contract.

2. Design-Build Special Provision SP4550000DB – See Attachment B:

- Change to Section 455-7.1
- Change to Section 455-8.1
- Add Section 455-11 Unforeseen Work

3. FDOT Soils and Foundation Handbook Chapter 11 – See Attachment C:

- Revised to require Department's geotechnical engineer to perform a geotechnical investigation (Reports and Data) that fully supports RFP Concept plans.
- Geotechnical Reports will be included as an Attachment to the RFP and can be relied upon by firms pursuing a Design-Build project.

4. Design-Build Procurement and Administration Procedure – See attachment D:

- Added new definition for Multi-Disciplined Team
- Change to Section 3.1
- Change to Utilities section 6.5.3, 6.5.6, 6.5.7 to require Department to perform sufficient advanced utility coordination to identify the existing utilities, payment responsibilities, and time-line impacts during construction.
- Change to Section 6.5.8.5, 6.5.8.6
- Change to Section 6.13 and 6.14 Geotechnical Requirements to require Department to perform substantial preliminary geotechnical work in accordance with Soils and Foundation handbook for preparation of the design and construction criteria of the RFP unless an exception is approved by the Chief Engineer.

5. Design-Build Request for Proposal – See Attachment E:

- Updated the list of Attachments and ability to rely on them.
- Change to Section I – Description of work
- Section V.B.1 - Clarified the intent of an ATC.
- Section V.B.8, Section V.S and Section VIII.A - Requiring submittal of a Schedule of Risk Values with the Bid Price Proposals for a project. A Schedule of Values for the remainder of the work items is due upon award.
- Section I.A and V.C.1 – Updated to require the Design-Build firm to complete the geotechnical investigation vs perform it.
- Section VI.C – Updated note to developer of RFP; Added requirement for Design-Build firm to Submit Production Pile Length and Driving Criteria Letters (for projects that require a driving criteria), including analysis of dynamically load tested piles; Removed some subsurface requirements for Design-Build firm.
- Section VI.D - Added developer note reminding RFP developer the Department is responsible for identifying utilities in project area and facilitating meetings between each Agency that the Department contemplates an adjustment/relocation; Removed requirement for the Design-Build firm to sign and approve UWS.
- Throughout document - Removed “preliminary” from developer notes regarding geotechnical investigation.
- Throughout document - Revised the Design-Build RFP to remove the term “reference documents”. All documents included with the RFP will be Attachments and can be relied upon.

6. Utilities Procedure Manual – See Attachment F:

- Revised language in Section 6.2 for the development of Design-Build Utility Work Schedules.

- Revised language in Sections 6.3 and 6.4 requiring the District Utility Office (DUO) to provide certain items in the RFP and provide assistance to the Design-Build Firm when a UAO fails to respond to a written statutory request within 30 days:

7. FDOT Design Manual – Chapter 907 – See attachment G

- Developed chapter 907 for the FDOT Design Manual that provides the minimum requirements for the development of RFP Concept Plans that are included as an Attachment to the RFP.

BACKGROUND

The Department has maintained a very successful Design-Build program over the past 20 years. The Department has noticed fewer firms pursuing Design-Build projects and bids on these projects have been coming in increasingly over the Department's estimates. In an effort to ensure the program remains successful the Department has met with industry and the feedback received is that the amount of risk being put on the Contractors is driving them to make the business decision to not pursue these contracts. These changes are being made to address these concerns.

IMPLEMENTATION

The requirements of this bulletin are effective immediately on all Design-Build projects except those projects in procurement that have already received Technical Proposal submittals. Any requests for exceptions to this implementation must be submitted to the Director, Office of Construction for review.

CONTACTS

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Attachment A

Project Specific Liability Insurance

Editor’s Note for D/B Division 1 Specification Development: The project complexity will be determined prior to the procurement phase for D/B projects. The complexity (high or low) will depend on the level of design risk. Consideration will be given to complex bridge types (e.g. multi-level interchanges, long bridges over water, tunnels, movable bridges, etc.), railroad involvement, projects with high risk utilities, etc.

For NonLow-Complexity Projects

7-13.65 Project Specific Professional Liability Insurance: As required by the RFP, the Design-Build Firm shall have and maintain during the period of this Contract, a project specific professional liability insurance policy or policies with a company or companies authorized to do business in the State of Florida, affording professional liability coverage for the professional services to be rendered in accordance with this Agreement in the following amounts:

Total D-B <u>Original</u> Contract Price	Minimum Coverage Limits
Up to \$100 Million	At Design-Build Firm’s Option
\$100 to \$250 Million	\$10 Million <u>PSPL</u> coverage
\$250 to \$500 Million	\$20 Million <u>PSPL</u> coverage
More than \$500 Million	\$30 Million <u>PSPL</u> coverage

This requirement may be satisfied by either the Design-Build Firm or the Design-Build Firm’s professional team member qualified under Rule 14-75, FAC. Project Specific Professional Liability (PSPL) shall be provided for projects as indicated in the above table. ~~For projects with an original contract price of less than \$100 Million, the Contractor shall provide at a minimum \$5 Million of professional liability insurance coverage with either a corporate practice policy or a PSPL policy.~~

This coverage shall be in addition to the coverage required in 7-13.5 Professional Liability.

For High-Complexity Projects

7-13.65 Project Specific Professional Liability Insurance: As required by the RFP, the Design-Build Firm shall have and maintain during the period of this Contract, a project specific professional liability insurance policy or policies with a company or companies authorized to do business in the State of Florida, affording professional liability coverage for the professional services to be rendered in accordance with this Agreement in the following amounts:

Total D-B <u>Original</u> Contract Price	Minimum Coverage Limits
Up to \$100 Million	\$10 Million <u>PSPL</u> coverage
\$100 to \$250 Million	\$25 Million <u>PSPL</u> coverage
\$250 to \$500 Million	\$40 Million <u>PSPL</u> coverage
More than \$500 Million	\$50 Million of <u>PSPL</u> coverage

This requirement may be satisfied by either the Design-Build Firm or the Design-Build Firm’s professional team member qualified under Rule 14-75, FAC. Project Specific Professional Liability (PSPL) shall be provided for projects as indicated in the above table.

This coverage shall be in addition to the coverage required in 7-13.5 Professional Liability.

4-3.2.1 Allowable Costs for Extra Work:

Table 4-3	
Item	Rate
FICA	Rate established by Law
FUTA/SUTA	Rate established by Law
Medical Insurance	Actual

Table 4-3

Item	Rate
Holidays, Sick & Vacation benefits	Actual
Retirement benefits	Actual
Workers Compensation	Rates based on the National Council on Compensation Insurance basic rate tables adjusted by Contractor's actual experience modification factor in effect at the time of the additional work or unforeseen work.
Per Diem	Actual but not to exceed State of Florida's rate
Insurance*	Actual
*Compensation for Insurance is limited solely to General Liability Coverage and Professional Liability Coverage . It does not include any other insurance coverage (such as, but not limited to, Umbrella Coverage, Automobile Insurance, etc.).	

Attachment B

Design-Build Special Provision SP4550000DB

455-7 Prestressed Concrete Piling.

455-7.1 Description: Provide prestressed concrete piles that are manufactured, cured, and driven in accordance with the Contract Documents. Provide piles full length without splices when transported by barge or the pile length is less than or equal to 120 feet. When piles are transported by truck and the pile length exceeds 120 feet or the maximum length for a 3-point pick-up according to Standard Plans, Index 455-001, and splicing is desired, provide minimal splices. Include the cost of ~~the~~ pre-planned splices in the cost of the pile.

455-8 Steel Piling.

455-8.1 Description: Furnish, splice, drive, and cut off structural steel shapes to form bearing piles. Include in this work the preparation of a smooth and square pile top meeting the requirements of ASTM A252 or API 5L prior to driving, installation of structural steel bracing by bolting or welding, construction of splices and the filling of pipe piles with the materials specified in 455-8.9. Include the cost of pre-planned splices in the cost of the pile.

455-11 Method of Measurement

- 455-11 Unforeseen Work

455-11.1 General:

The cost of furnishing and installing unforeseen additional pile length, drilled shaft length and/or subsequent splices and shaft embedment will be paid for by the Department in accordance with Article 4-3.2. No adjustments or additional payment will be provided for such unforeseen additional work until the quantity of the work exceeds 110% of the total quantity in the RFC Plans. No adjustments in the length, in feet, of piling will be made if cut-offs are required after the pile has been driven to satisfactory bearing.

Attachment C

FDOT Soils and Foundation Handbook

Chapter 11

Chapter 11

11 Design-Build Projects

~~Typically, the compressed procurement schedule for Design-build limits the available time for a full geotechnical investigation to be performed prior to issuing the RFP for a Design-build project.~~ A sufficient number of geotechnical borings needs to be attached to the RFP to give DB Teams an understanding of the geotechnical conditions for the project. When possible, a more extensive geotechnical investigation should be performed for Design-build projects than for normal design-bid-construct projects. The total effort may exceed 120% of a normal investigation in order to assist the Teams in offering their most cost effective solution for the project. During the design and construction phase, the Design-build team performs the design specific investigation. The Design-build team shall be responsible for its own analysis of any and all data used by the team.

11.1 Planning and Development Phase:

11.1.1 Department's Geotechnical Engineer Responsibilities

The Department's geotechnical engineer ~~performs a geotechnical investigation to fully support the RFP Concept Plans gathers data on the conditions at the site sufficient for the design-build team to make a realistic proposal.~~ It is ~~preferred-necessary~~ to perform as complete a geotechnical field and laboratory investigation as ~~time-access~~ permits, and provide the data to the Design-build teams for their use in preparing preliminary designs and technical proposals. Upon completion of the preliminary subsurface investigation, the information obtained must be signed & sealed, and compiled in a format, which will present the data collected to the various design-build teams. The evaluation of the subsurface data should establish the limits of areas of relative uniformity for load testing. ~~The results of the geotechnical investigation performed to support the RFP Concept Plans are limited geotechnical data collected prior to bidding is provided to prospective teams as Attachments to the RFP for their use and incorporation into their Plans submittals information only.~~ Preliminary geotechnical reports prepared by the Department for use by Design-Build Teams should not include analysis of the geotechnical information or any suggestions for handling any potential problems.

11.1.2 Design-build Team Responsibilities

Design-Build Teams are not yet selected at this time. Potential teams submit letters of interests from which a short list is determined.

11.2 Technical Proposals & Bidding Phase

11.2.1 Department's Geotechnical Engineer Responsibilities

The Department's geotechnical engineer answers questions from the design-build team through the project manager, reviews technical proposals and provides recommendations to other technical reviewers regarding the completeness and appropriateness of proposed supplemental field testing, ground modification and load testing programs, etc.

11.2.2 Design-Build Team Responsibilities

Short listed Design-Build Teams perform analyses of the preliminary geotechnical data and any additional data they gather independently. The teams determine the appropriate design and construction methods based on their approach/equipment, the requirements provided in this document and the Request For Proposals for the project; submit technical proposals and bids.

11.3 Design/Construction Phase

11.3.1 Department's Geotechnical Engineer

The Department's geotechnical engineer reviews design and construction methods for compliance with the contract documents and performs verification testing as required.

11.3.2 Design-Build Team

The design-build team meets the requirements set forth in the contract documents.

Attachment D
Design-Build Procurement and
Administration Procedure
625-020-010-m

SECTION 2 DEFINITIONS

Multi-Disciplined Team: Team created by the District Secretary or District Directors that is tasked with determining project complexity, prequalification requirements, design and construction criteria and review of proposals as technical advisors or Technical Review Committee members. Members will consist of appropriate technical expertise based on the project scope.

SECTION 3 ADMINISTRATIVE RESPONSIBILITIES

A multi-disciplined team is required in order to: (a) determine project complexity and the pre-qualification requirements, (b) develop the design and construction criteria, (c) evaluate the **Letters of Interest** and **Technical Proposals**, and (d) oversee the design, construction, and CEI of the project and if applicable, right of way services provided on the project.

The District Secretary or the District Directors should approve the appropriate people to serve on this TRC as well as the multi-disciplined team. Due to the complexity of coordinating a Design-Build project, the PM and members of the multi-disciplined FDOT team must work in concert to successfully complete all elements of the contracting and administrative process required by Design-Build projects.

SECTION 6.5 UTILITIES

6.5.3 The Department ~~should~~ shall gather initial Utility Agency/Owner (UA/O) contact information and this information ~~should~~ shall be provided as part of the **RFP**. The Department, in coordination with each UA/O, ~~should~~ shall perform sufficient advanced utility coordination to identify the tentative project impacts to the existing utilities, identify payment responsibilities associated with the potential utility design and relocation efforts and identify those time-line impacts during construction that result from the tentative utility relocation impacts which are expected by the project. Each affected UA/O should provide documentation which describes the locations of existing facilities. The Department ~~should~~ shall include this information as part of the concept plans attached to the **RFP**. When the project is advertised, ~~the~~ Department shall provide to the Design-Build Firms a summary which identifies the location of existing utility facilities, information related to whether those facilities are allowed in Department Right of Way by Utility Permit and identify those facilities which are related to a compensable property interest or other right for reimbursement. All determinations related to compensable property interest or other

rights to reimbursement shall be coordinated with the Department's Office of General Counsel and State Utilities Office. When utility relocation is anticipated, a mandatory pre-proposal meeting with the **Short-listed** Design-Build Firms, followed by site visits with the **Short-listed** Design-Build Firms and the UA/O's within the project limits ~~should~~ shall be conducted. The PM and Contracting Unit ~~should~~ shall attend the mandatory pre-proposal meeting and site visit. Following the mandatory pre-proposal meeting, the Department ~~should~~ shall establish meeting schedules between each affected UA/O and each **Short-listed** Design-Build Firm. The District Utility Administrator is responsible for facilitating these meetings and facilitating meetings with UA/O's reluctant to coordinate with each **Short-listed** Design-Build Firm. The schedule for these meetings shall be identified in the Schedule of Events portion of the **RFP**.

6.5.6 Once the risks have been evaluated and the decision to have the project delivered using Design-Build, the District is to ensure that workable highway concept plans with ~~any~~ all necessary conceptual utility work plans are included in the **RFP**.

6.5.7 The District will develop a highway RFP concept plan from which Design-Build Firms can develop **Technical Proposals**. The District is also tasked with continually evaluating utility conflicts as the ~~highway~~ RFP concept plans develop. The evaluation of utilities shall be based on the information, such as the following, to determine the need for utility work and if the needed work is considered minor or major:

6.5.8.5 Utility owner performing non-reimbursable utility work

Both definable and conceptual utility work can be used for non-reimbursable utility work types where the UA/O desires the work to be done by their contractor. These UA/O's will be listed in **Table A (see 6.5.9)**.

For **definable utility work**, the DUO ~~will~~ shall obtain a non-reimbursable utility work agreement with estimated time for the work. Department approval of a utility permit is required, but not guaranteed and the Design-Build Firm must create and obtain their own utility work schedules.

For **conceptual utility work**, the DUO ~~will~~shall obtain an estimated time for the work. At a minimum RGB markups are to be provided for conceptual plans. Department approval of a utility permit is required, but not guaranteed and the Design-Build Firm must create and obtain their own utility work schedules.

6.5.8.6 Utility owner performing reimbursable utility work

Only conceptual utility work can be used for this work type. These UAOs will be listed in **Table A (see 6.5.9)**. Where the UA/O desires the work to be done by their contractor, the DUO will obtain conceptual utility work plan with estimated costs and time for the anticipated utility work. The DUO may use Phase 36 funds if the complexity of the utility work warrants preliminary engineering work. At a minimum RGB markups ~~are to~~shall be provided for conceptual plans. Department approval of utility permits is required, but not guaranteed and the Design-Build Firm must create and obtain their own utility work schedules.

6.13 GEOTECHNICAL REQUIREMENTS

The **RFP** shall specify any geotechnical information or reports required by the Department. The Department ~~may~~shall perform ~~some~~substantial preliminary geotechnical work in accordance with the Soils and Foundation Handbook for the preparation of the design and construction criteria unless an exception is approved by the Chief Engineer. Sufficient investigation ~~should~~must be performed to give the Design-Build Firms an understanding of the geotechnical conditions for the project and assist the Firms in offering their most cost effective solutions for the project. The **RFP** will include any all available geotechnical information.

6.14 ITEMS TO BE FURNISHED BY THE DEPARTMENT

6.14.1 The **RFP** shall include a section that details any items or services to be furnished by the Department. This ~~should~~includes any information (data, reports, etc.), support functions (computer services, etc.), materials, equipment, testing devices, or other items that would affect the bid or technical approach. Include the Geotechnical Data report that will be prepared by the Department during development of the RFP. Provide sufficient time for the geotechnical investigation to be completed prior to the advertisement date. In addition, other ~~Such~~ information might include available survey

data, ~~geotechnical information~~, bridge hydraulic reports, existing plans (if available), right of way maps, etc.

6.14.3 The following are examples of other information that might be necessary for the Department to provide in order to clarify design and construction criteria:

- ~~• Preliminary geotechnical survey including bridge borings, wall borings and roadway borings (within the limits of the possible alignments).~~

Attachment E

Design-Build Request for Proposal

Note to Developer of the RFP: An electronic copy of the RFP, with changes clearly identified, shall be submitted to the State Construction Office for review and approval prior to submittal to Design-Build Firms. All RFP's which govern Projects where Category 1 structures are anticipated shall be reviewed and approved by the District Structures Engineer. All RFP's which govern Projects where Category 2 structures are anticipated shall be reviewed and approved by the State Structures Engineer. All Design-Build Finance RFP's shall be reviewed and approved by the Comptroller's Office. In addition, any major revisions to the RFP, innovative concepts used or RFP's for unique Projects shall be reviewed by Central Office Legal. The Office of General Counsel's Design-Build Legal Team shall review RFP's for all Projects which involve utility relocation. RFP requirements which have been modified in this document since the publishing of version 2021-01a (dated 04/21/2021) are highlighted herein.

To aid in the development of Project specific RFP requirements a series of pre-scoping questions has been developed. The pre-scoping questions cover many common issues that frequently arise on FDOT Projects and can be down loaded from the following website:

<http://www.fdot.gov/construction/DesignBuild/DBRules/DB-PrescopingQuestions.pdf>

NOTE: When submitting a RFP for review, edits to this boilerplate document shall be clearly identifiable. Deletions shall be stricken through (~~delete~~) and inserted language shall be underlined in color (underline). Submitted RFPs with the changes made as indicated above will help shorten the review time for everyone involved.

***Florida Department of Transportation
District X***

**DESIGN-BUILD
REQUEST FOR PROPOSAL
for
<Project Description, County>**

**Financial Projects Number(s):
Federal Aid Project Number(s):
Contract Number:**

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Note to developer of the RFP: If there are any items that are not used/not applicable, delete it and renumber the Table of Contents. If there are any Attachments or Reference Documents that are not used/not applicable, delete it and renumber.

Note to developer of the RFP: The RFP developer shall use the current edition of the Design-Build Boilerplate from the following link: <http://www.fdot.gov/programmanagement/Implemented/DesignBuild/Default.shtm> as the basis for the Project Division I Specifications. Current edition is defined as the edition in effect and adopted by the Department as of the date that the Bid Price Proposals are due in the District. The RFP developer shall identify (through coordination with the Design Project Manager, District Construction Office, and District Specifications Office) all Division I Special Provisions applicable to the Project which are to become part of the Division I Design-Build Specifications provided to the Design-Build Firm. The Specifications Workbook and /or Design-Build Pick-list in effect at the time Bid Price Proposals are due shall be used to identify all Division I Special Provisions to be used on the Project. The Attachments section below may be used by the district to list and provide to the D-B firm documents which specifically apply to the D-B Project governed by this RFP.

Note to developer of the RFP: If a bridge will be widened as a part of the project, then an Attachment should be developed that includes a signed and sealed Load Rating that proves the bridge is a candidate for the concept widening. It is important to note that the Load Rating is for the EXISTING condition and NOT the proposed widened condition shown in the Concept Plans.

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) (Note to developer of the RFP: Refer to the Note above for instructions related to this document)

Legal Requirements and Responsibilities to the Public – E-Verify (SP0072900) (Note to developer of the RFP: Refer to the Note above for instructions related to this document)

Legal Requirements and Responsibilities to the Public – Scrutinized Companies (SP0073000) (Note to developer of the RFP: Refer to the Note above for instructions related to this document)

Contaminated Material - Mercury-Containing Devices and Lamps (SP0080409) (Note to developer of the RFP: Refer to the Note above for instructions related to this document)

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Division II and III Special Provisions identified by the Department to be used on the Project: (Note to developer of the RFP: The RFP developer shall identify (through coordination with the Design Project Manager, District Construction Office, and District Specifications Office) all Division II and III Special Provisions applicable to the Project. The Specifications Workbook and /or Design-Build Pick-list in effect at the time Bid Price Proposals are due shall be used to identify all Division II and III Special Provisions to be used on the Project.

Mobilization (SP1010000DB) (Note to developer of the RFP: All D-B Projects)

Contractor Quality Control General Requirements (SP1050813DB) (Note to developer of the RFP: When Geotechnical Services are part of Project scope)

Structures Foundations (SP4550000DB) (Note to developer of the RFP: When Geotechnical Services are part of Project scope)

Value Added Bridge Component (DEV475) (Note to developer of the RFP: When requested by DCE)

General Tolling Requirements

Load ratings and inspection reports

Survey & SUE

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

As-Built Plans

Pavement design

Design exceptions and variations

PD&E documents – preliminary document. Note to developer - This is preliminary engineering so not fully developed enough to rely on the alignment or design included. Project commitments are fully binding and the design and construction part of the project must comply or an Environmental reevaluation is necessary. Any binding requirements included in the PD&E documents must be added to the RFP and included in the text of the document.

Contamination Report from PD&E

SHPO data from PD&E

Environmental permits – only include if you want to make the application and/or permit fully reliable (i.e. conveyance?)

Mitigation

Right of way maps

Typical section package

Concept plans

Drainage analysis

Utility conflict matrix

Bid Price Proposal Forms

Request for Proposal

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

~~***Note to developer of the RFP: The RFP developer shall use the current edition of the Design-Build Boilerplate from the following link: <http://www.fdot.gov/programmanagement/Implemented/DesignBuild/Default.shtm> as the basis for the Project Division I Specifications. Current edition is defined as the edition in effect and adopted by the Department as of the date that the Bid Price Proposals are due in the District. The RFP developer shall identify (through coordination with the Design Project Manager, District Construction Office, and District Specifications Office) all Division I Special Provisions applicable to the Project which are to become part of the Division I Design-Build Specifications provided to the Design-Build Firm. The Specifications Workbook and/or Design-Build Pick-list in effect at the time Bid Price Proposals are due shall be used to identify all Division I Special Provisions to be used on the Project. The Attachments section below may be used by the district to list and provide to the D-B firm documents which specifically apply to the D-B Project governed by this RFP.***~~

~~***Note to developer of the RFP: If a bridge will be widened as a part of the project, then an Attachment should be developed that includes a signed and sealed Load Rating that proves the bridge is a candidate for the concept widening. It is important to note that the Load Rating is for the EXISTING condition and NOT the proposed widened condition shown in the Concept Plans.***~~

~~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.~~

1. ~~Project Advertisement~~
2. ~~Division I Design-Build Specifications~~ ~~(Note to developer of the RFP: Refer to the Note above for instructions related to this document)~~
~~Award and Execution of Contract—Public Records (SP0030900DX)~~ ~~(Note to developer of the RFP: Refer to the Note above for instructions related to this document)~~
~~Legal Requirements and Responsibilities to the Public—E-Verify (SP0072900)~~ ~~(Note to developer of the RFP: Refer to the Note above for instructions related to this document)~~
~~Legal Requirements and Responsibilities to the Public—Scrutinized Companies (SP0073000)~~ ~~(Note to developer of the RFP: Refer to the Note above for instructions related to this document)~~
~~Contaminated Material—Mercury-Containing Devices and Lamps (SP0080409)~~ ~~(Note to developer of the RFP: Refer to the Note above for instructions related to this document)~~

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Divisions II and III Special Provisions identified by the Department to be used on the Project: ~~(Note to developer of the RFP: The RFP developer shall identify (through coordination with the Design Project Manager, District Construction Office, and District Specifications Office) all Division II and III Special Provisions applicable to the Project. The Specifications Workbook and /or Design-Build Pick-list in effect at the time Bid Price Proposals are due shall be used to identify all Division II and III Special Provisions to be used on the Project.)~~

Mobilization (SP1010000DB) ~~(Note to developer of the RFP: All D-B Projects)~~

Contractor Quality Control General Requirements (SP1050813DB) ~~(Note to developer of the RFP: When Geotechnical Services are part of Project scope)~~

Signed and Sealed Geotechnical Data Report, including electronic CADD files of the Report of Core Boring sheets ~~(Note to developer of the RFP: When Geotechnical Services are part of Project scope)~~

Structures Foundations (SP4550000DB) ~~(Note to developer of the RFP: When Geotechnical Services are part of Project scope)~~

Value Added Developmental Specifications

Value Added Bridge Component (DEV475) ~~(Note to developer of the RFP: When requested by DCE)~~

~~(Note to developer of the RFP: Documents prepared for this project by the Department or through a Professional Services contract that are signed and sealed by a Professional Engineer, Professional Surveyor, or Professional Geologist shall be listed here. Any aspect of the Concept Plans that is included as a contractual requirement in the RFP shall be listed here as well.)~~

As-Built Plans

Environmental Permits

Project Commitment Record (PCR)

Typical Section Package

Pavement Design

Approved Design Exceptions

Approved Design Variations

General Tolling Requirements

Bridge Inspection Reports

Geotechnical Data

Survey Data

Drainage Analysis ~~(Note to developer of RFP: provide Pond siting report, Conceptual Drainage Report, or other drainage analysis performed for the project. At the District's discretion, the Drainage Analysis can be an Attachment)~~

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Note to developer of the RFP: Verify that the following list of Bid Forms is current and appropriate for the project.

Bid Price Proposal Forms:

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

REFERENCE DOCUMENTS

Note to developer of the RFP: When reference documents such as concept plans, bridge concept reports, historical geotechnical data, survey data, bridge inspection reports, drainage calculations, Project development/summary reports, utility information/data, etc. are provided to the Design Build Firm, the following language shall be used. Immediately below this language provide a list of all reference documents being provided. This language shall not be modified.

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

Examples of Reference Documents

_____ Concept Plans
 _____ Bridge Concept Reports
 _____ Inventory of Welding Inspection(s)
 _____ PD&E Study (Add name of document) ***(Note to developer of RFP: provide the name of the PD&E Study here. For example, Environmental Assessment with FONSI (EA w/ FONSI). If multiple PD&E Studies, list each by FM and PD&E Study Type. The term "PD&E Study" will then be used throughout the RFP to refer back to this specific Reference Document(s). Submit a request to OEM if the District would like to make the PD&E Study an Attachment to the RFP.)***

_____ Technical Documents supporting the PD&E Study ***(Note to developer of RFP: Typically, the PER should be included here. The remaining technical documents used to support the original PD&E Study can be included at the District's discretion).***

_____ Re-evaluations of the PD&E Study ***(Note to developer of RFP: provide each re-evaluation since approval of the original PD&E Study and include date of approval to distinguish each document if there are multiple.)***

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Developmental Design Criteria ***(Note to developer of the RFP: When D217 (Diverging Diamond Interchanges) are a part of the Project scope)***

I. Introduction.

The Florida Department of Transportation (Department) has issued this Request for Proposal (RFP) to solicit competitive bids and proposals from Proposers for _____

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.

Note to developer of the RFP: Include the following language in the Introduction section when the project scope requires the Design-Build Firm to develop and provide a Landscape Opportunity Plan. This language is NOT to be modified without prior approval from the State Construction Office.

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

Note to developer of the RFP: If the Department has determined that the project can be built within the existing Right of Way, the RFP should address how additional Right of Way is to be acquired should a Design-Build Firm propose to purchase additional Right-of-Way based on an innovative approach to the project. In those situations, the RFP should clearly demonstrate that the Design-Build Firm is responsible for all additional cost and time related to the acquisition of this Right of Way. The following language shall be included in the RFP to address additional Right of Way acquisition based on the Design-Build Firms innovative approach to the project, where the Department will be responsible for the acquisition of said Right of Way. This language is NOT to be modified.

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

If a Design-Build Firm intends to submit a Technical Proposal that requires the acquisition of additional Right of Way, the Design-Build Firm shall discuss such a proposal with the Department as part of the ATC process. If a Design-Build Firm submits a Technical Proposal that requires the acquisition of additional

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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.

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

Description of Work

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

Note to developer of the RFP: Include the following language in the Description of Work section when the project scope requires the Design-Build Firm to develop and provide a Landscape Opportunity Plan. This language is NOT to be modified without prior approval from the State Construction Office.

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

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supporting the PD&E Study, and subsequent re-evaluations included in the [Reference Document 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 [***Note to developer of the RFP: revise this timeframe requirement as needed based on project circumstances***].

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.

Note to developer of the RFP: Delete this paragraph if not applicable to the project. The Design-Build Firm may propose changes which differ from the approved Interchange Access Request. If changes are proposed to the interchange configuration, the Design-Build Firm shall be responsible for preparing the necessary documentation required for the Department to analyze and satisfy requirements to obtain approval of the Department, and if applicable, FHWA. IAR approval is required prior to approval of the PD&E Study re-evaluation. The Design-Build Firm will not be compensated for any additional costs or time associated with the IAR approval process resulting from proposed design changes.

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

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

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

Note to developer of the RFP: When required of the project scope, use the language below and identify frequencies of mowing and litter removal.

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

B. Department Responsibility

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

In accordance with 23 CFR 636.109 of the FHWA, in a Federal Aid project, the Department shall have

oversight, review, and approval authority of the permitting process.

The Department will determine the environmental impacts and coordinate with the appropriate agencies during the preparation of PD&E Study re-evaluations. For federal projects, re-evaluations will be processed by the District Environmental Management Office for approval by the Department's Office of Environmental Management pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2016 and executed by the FHWA and the Department.

II. Schedule of Events.

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

Note to developer of the RFP: The Public Meeting of the Selection Committee should occur a minimum of two Department working days after the public opening of the Technical Scores and Price Proposals. The Schedule of Events shown below should be modified to reflect the Schedule shown in the Project Advertisement. 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 if the District determines the meeting is necessary. Following the Pre-proposal meeting, the District Utility Engineer is responsible for coordinating and facilitating meetings between each UAO and that the Department contemplates an adjustment, protection, or relocation is possible each Design-Build firm. Unless otherwise approved by Central Office, the maximum number of days from Project Advertisement to Anticipated Contract Execution date shall not exceed 204 calendar days (excluding Department observed Holidays). Do not issue Addendums 72 hours (excluding weekends and holidays) before the Technical Proposal and Price Proposal are due. The minimum number of days between events should be left in the mark up until the schedule has been approved. Risk Register submittals can be included as part of the ATC meetings. Standalone Risk Register meetings are recommended for large, complex projects \$100 million or greater with higher risk elements.

Date	Minimum # of Days	Event
	0	Planned Advertisement
	10	Current Advertisement
	21	Letters of Interest for Phase I of the procurement process due in District Office by xx:xx am/pm local time Note to the developer of the RFP: For D-B Finance Project this time deadline shall be 5:00 PM
	28	Proposal Evaluators submit Letter of Interest Scores to Contracting Unit xx:xx am/pm local time
	3	Contracting Unit provides Letter of Interest scores and Proposal Evaluators comments to Selection Committee xx:xx am/pm local time
	4	Public Meeting of Selection Committee to review and confirm Letter of Interest scores xx:xx am/pm local time
		Note to the Developer of the RFP: The following language is only for Factored Design-Build projects. Notification to Responsive Design-Build Firms of the Letter of Interest scores xx:xx am/pm local time

		Note to the Developer of the RFP: The following language is only for Factored Design-Build projects. Deadline for all responsive Design-Build firms to affirmatively declare intent to continue to Phase II of the procurement process xx:xx am/pm local time Note to the developer of the RFP: This time deadline shall be 12:00 PM.
	0	Shortlist Posting Date
	5	Note to the developer of the RFP: The following language is only for Factored Design-Build projects. Final RFP provided to Design-Build Firms providing Affirmative Declaration of Intent to continue to Phase II of the procurement process xx:xx am/pm local time
	5	Note to the developer of the RFP: The following language is for all other ASDB projects. Final RFP provided to Design-Build Firms continuing to Phase II of the procurement process xx:xx am/pm local time
	7	Mandatory Pre-Proposal meeting at xx:xx am/pm local time in <location with address>. 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. Note to the developer of the RFP: This event will be deleted from the schedule if the District determines a Pre-Proposal Meeting is not necessary.
	0	Utility Pre-Proposal Meeting facilitated by the District Utility Engineer at xx:xx am/pm local time at <location with address>.
	7	Deadline for Design-Build Firm to request participation in Note to the developer of the RFP: Delete Risk Register components if the District determines they are not necessary. Risk Register and One-on-One Alternative Technical Concept Discussion Meeting No. 1 xx:xx am/pm local time
	7	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 xx:xx am/pm local time
	7	Risk Register and One-on-One Alternative Technical Concept Discussion Meeting No. 1. 90 Minutes will be allotted for this Meeting. Note to the developer of the RFP: Assign entire day for Risk Register and One-on-One ATC meeting No. 1 if fewer than 6 Design-Build Firms are Shortlisted. Assign multiple days or date ranges for One-on-One ATC meeting No. 1 if 6 or more Design-Build Firms are Shortlisted.
	0	Deadline for Design-Build Firm to request participation in Risk Register and One-on-One Alternative Technical Concept Discussion Meeting No. 2, xx:xx am/pm local time
	7	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. xx:xx am/pm local time
	7	Risk Register and One-on-One Alternative Technical Concept Discussion Meeting No. 2. 90 Minutes will be allotted for this Meeting. Note to the developer of the RFP: Assign entire day for Risk Register and One-on-One ATC meeting No. 2 if fewer than 6 Design-Build Firms are Shortlisted. Assign multiple days or date ranges for One-on-One ATC meeting No. 2 if 6 or more Design-Build Firms are Shortlisted.

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14	Deadline for submittal of Risk Register items and Alternative Technical Concept Proposals xx:xx am/pm local time. Note to the developer of the RFP: For D-B Finance Project this time deadline shall be 5:00 PM
0	Final deadline for submission of requests for Design Exceptions or Design Variations. xx:xx am/pm local time Note to the developer of the RFP: Make date same date as submittal of ATC.
21	Addendum issued for approved Design Exceptions. xx:xx am/pm local time
7	Deadline for Design-Build Firm to request participation in One-on-One Alternative Technical Concept Discussion Meeting No. 3 xx:xx am/pm local time
7	One-on-One Alternative Technical Concept Discussion Meeting No. 3. 60 Minutes will be allotted for this Meeting. This ATC meeting is for continuing discussion on ATCs submitted prior to Note to the developer of the RFP: Date (Make date same as deadline for submittal of ATCs and Design Exceptions/Variations) for which the Department requested additional information and were not approved or for new ATCs that are a direct response to an Addendum issued on or after Note to the developer of the RFP: Date (Make date the day after the 2nd ATC meeting).
7	Deadline for submittal of Alternative Technical Concept Proposals for which the Department requested additional information and were not approved or for new ATCs that are a direct response to an Addendum issued on or after. Note to the developer of the RFP: Date (Make date the day after the 2nd ATC meeting). Deadline is 5:00 pm local time.
14	DDE completes review of ATCs and notifies Design-Build Firms. Note to the developer of the RFP: This event is only required if ATC Meeting 3 is used.
14	Deadline for submittal of questions, for which a response is assured, prior to the submission of the Technical Proposal. All questions shall be submitted to the Pre-Bid Q&A website.
7	Deadline for the Department to post responses to the Pre-Bid Q&A website for questions submitted by the Design-Build Firms prior to the submittal of the Technical Proposal.
	Note to the developer of the RFP: Do not issue Addendums 72 hours (excluding weekends and holidays) before the Technical Proposal is due.
2	Technical Proposals due in District Office by xx: xx a.m./p.m. local time Note to the developer of the RFP: For D-B Finance Project this time deadline shall be 5:00 PM
0	Deadline for Design-Build Firm to “opt out” of Technical Proposal Page Turn meeting.
7	Technical Proposal Page Turn Meeting. Times will be assigned during the Pre-Proposal Meeting. 30 Minutes will be allotted for this Meeting.
27	Question and Answer Written Responses. Deadline for the Department to provide a list of questions/clarifications for the Design-Build Firm to answer. Note to the developer of the RFP: The Department is to provide the list of questions within one (1) week of the due date.
7	Deadline for submittal of Question and Answer Written Responses to the Department’s questions/clarifications from the Design-Build Firm. xx:xx am/pm local time Note to the developer of the RFP: The Design-Build Firm is to provide written responses to the Department’s questions within

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		one (1) week of the due date. For D-B Finance Project this time deadline shall be 5:00 PM
	7	Deadline for submittal of follow up questions to previously submitted Question and Answer Written Responses to the Department's questions/clarifications from the Design-Build Firm. xx:xx am/pm local time Note to the developer of the RFP: The Department is to provide the list of follow up questions within one (1) week of the due date. For D-B Finance Project this time deadline shall be 5:00 PM
	7	Deadline for submittal of Question and Answer Written Responses to the Department's follow up questions. xx:xx am/pm local time. Note to the developer of the RFP: The Design-Build Firm is to provide written responses to the Department's follow up questions within one (1) week of the due date.
		Deadline for the Department to respond to Risk Register submittals xx:xx am/pm local time
	0	Deadline for submittal of questions, for which a response is assured, prior to the submission of the Price Proposal. All questions shall be submitted to the Pre-Bid Q&A website.
	5	Deadline for the Department to post responses to the Pre-Bid Q&A website for questions submitted by the Design-Build Firms prior to the submittal of the Price Proposal.
	0	Deadline for the Design-Build Firm to submit a written statement per Section III. Threshold Requirements, F. Question and Answer Written Responses
		Note to the developer of the RFP: Do not issue Addendums 72 hours (excluding weekends and holidays) before the Price Proposal is due.
	2	Price Proposals due in District Office by xx:xx am/pm local time. <at least one week after Q&A session> Note to the developer of the RFP: For D-B Finance Project this time deadline shall be 5:00 PM
	0	Public announcing of Technical Scores and opening of Price Proposals at xx:xx am/pm local time in <location with address>
	7	Public Meeting Date of Selection Committee to determine intended Award
	0	Final Selection Posting Date
	14	Note to the developer of the RFP: The following event is applicable to Design-Build Finance Projects: Final Letter of Commitment or Credit/Statement of No Change or updated Design-Build Firm Commitment Letter due in the District Office by xx:xx am/pm (no later than 14 days after the posting of the Department's intended decision to award) or in the event that a Notice of Protest of the Department's posted Intent to Award is filed with the Department, within two (2) business days following the Department's notice to the impacted Proposers of the Department's final agency action as to such protest.
	14	FHWA Concurrence to Award
	6	Anticipated Award Date
	10	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.

Note to developer of the RFP: The following shall be inserted on all Design-Build Finance projects:

If the Financial Proposal requires debt financing as a source of funds or guarantee, and the Proposer is unable to secure a Final Letter of Commitment or statement indicating no change, the Department may, upon determining in its sole and absolute discretion that the Proposer had at all material times during the procurement acted in good faith and undertaken all reasonable due diligence otherwise necessary to obtain such debt financing, permit the Proposer to withdraw its Price Proposal without forfeiture of the Proposer's Price Proposal guaranty. Prior to any such consideration by the Department as to potential waiver of a bid guaranty, the Proposer must make a written request to withdraw its Price Proposal and for return of its Price Proposal guarantee and therein fully explain how the Proposer has during the procurement acted in good faith and undertaken all reasonable due diligence in attempting to secure a Final Letter of Commitment or statement indicating no change. The Proposer must submit its request and full explanation within fourteen (14) days after the Department's posting of its intended award to the Proposer. The Department will notify the Proposer in writing of its decision, which decision will be final and not subject to administrative or judicial review. Upon the Department's determination that the Proposer is permitted to withdraw its Price Proposal, the Department will also release the Proposer's Price Proposal guaranty to the Proposer where the Department has also determined that the Proposer has complied with the conditions precedent stated herein.

D. Pre-Proposal Meeting

Note to developer of the RFP: Pre-proposal meetings are not required. The District may decide whether or not a pre-proposal meeting is necessary based on the specific project.

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 Departments Question and Answer website:

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

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

E. Technical Proposal Page-Turn Meeting

The Department will meet with each Proposer, formally for thirty (30) minutes, for a page-turn meeting. FHWA will be invited on Projects of Division Involvement (PoDIs). The purpose of the page-turn meeting is for the Design-Build Firm to guide the Technical Review Committee through the Technical Proposal, highlighting sections within the Technical Proposal that the Design-Build Firm wishes to emphasize. The page-turn meeting will occur between the date the Technical Proposal is due and the Question and Answer Written Response occurs, per the Schedule of Events section of this RFP. The Department will terminate the page-turn meeting promptly at the end of the allotted time. The Department will record all of the page-turn 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

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The Department will provide all proposed questions to each Design-Build Firm as it relates to their Technical Proposal approximately 1 (one) week before the written Q & A letter is due.

The Design-Build Firm shall submit to the Department a written letter answering the questions provided by the Department. The questions and written answers/clarifications will become part of the Contract Documents and will be considered by the Department as part of the Technical Proposal. In the event the Design-Build Firm includes additional information in the written response which was not discussed as part of the Department's questions and is otherwise not included in the Technical Proposal, such additional information will not be considered by the Department during the evaluation of the Technical Proposal.

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

G. Protest Rights

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

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

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

H. Non-Responsive Proposals

Proposals found to be non-responsive shall not be considered. Proposals may be rejected if found to be in

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

Other conditions which may cause rejection of proposals include evidence of collusion among Proposers, obvious lack of experience or expertise to perform the required work, submission of more than one proposal for the same work from an individual, firm, joint venture, or corporation under the same or a different name (also included for Design-Build Projects are those proposals wherein the same Engineer is identified in more than one proposal), failure to perform or meet financial obligations on previous contracts, employment of unauthorized aliens in violation of Section 274A (e) of the Immigration and Nationalization Act, or in the event an individual, firm, partnership, or corporation is on the United States Department of Labor's System for Award Management (SAM) list.

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

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

Any proposal submitted by a Proposer that did not sign-in at the mandatory pre-proposal meeting will be non-responsive.

I. Waiver of Irregularities

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

1. Any design submittals that are part of a proposal shall be deemed preliminary only.
2. Preliminary design submittals may vary from the requirements of the Design and Construction Criteria. The Department, at their discretion, may elect to consider those variations in awarding points to the proposal rather than rejecting the entire proposal.
3. In no event will any such elections by the Department be deemed to be a waiving of the Design and Construction Criteria.
4. The Proposer who is selected for the Project will be required to fully comply with the Design and Construction Criteria for the price bid, regardless that the proposal may have been based on a variation from the Design and Construction Criteria.
5. Proposers shall identify separately all innovative aspects as such in the Technical Proposal. An innovative aspect does not include revisions to specifications or established Department policies. Innovation should be limited to Design-Build Firm's means and methods, roadway alignments, approach to Project, use of new products, new uses for

established products, etc.

6. The Proposer shall obtain any necessary permits or permit modifications not already provided.
7. Those changes to the Design Concept may be considered together with innovative construction techniques, as well as other areas, as the basis for grading the Technical Proposals in the area of innovative measures.

J. Modification or Withdrawal of Technical Proposal

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

K. Department's Responsibilities

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

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

L. Design-Build Contract

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

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

Note to developer of the RFP: This Subsection replaces Subsection L (Design-Build Contract) for Design-Build Finance Projects.

L. Design-Build Contract-Method of Compensation and Funding

The Department will enter into a Lump Sum Contract with the successful Design-Build Firm. In accordance with Section V. – Project Requirements and Provisions For Work, R. – Schedule of Values, the Design-Build Firm will submit a Schedule of Values to the Department for review and approval. No invoices shall be submitted prior to Department approval of the Schedule of Values. 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

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submitted Price Proposal (time and cost) is to be a Lump Sum bid/Price Proposal for completing the scope of work detailed in the Request for Proposal. Funds are contingent upon annual appropriation. This Contract is subject to Section 334.30, Florida Statutes. Further, while not a statutory requirement, the Department will ensure that the payments contemplated hereunder shall be included in the Department's tentative work program developed pursuant to [Section 339.135](#), Florida Statutes, and the long-range transportation plan for the applicable metropolitan planning organization developed under [Section 339.175](#), Florida Statutes, and also ensure that payments for this Project extending beyond one fiscal year are prioritized ahead of new capacity Projects in the development and updating of the tentative work program.

The cash available for reimbursement will be contingent upon annual appropriation; however, subject to annual appropriation, the Department agrees to fund this Contract in accordance with the Cash Availability Schedule(s) set forth below (*one per each 11-digit financial Project*):

Fiscal Year July 1 – June 30	(insert MONTH) 1	(insert MONTH) 1	(insert MONTH) 1	(insert MONTH) 1	Total
2023/2024					
2024/2025					
2025/2026					
2026/2027					
2027/2028					
2028/2029					
2029/2030					
2030/2031					
Total					

The Cash Availability Schedule for this Project shall not include the Initial Contingency Pay Item Amount as listed on the Design-Build Bid Proposal Form (form number 700-010-65). Therefore, while the Price Proposal and Total Contract amounts include the Initial Contingency Pay Item Amount, the Cash Availability Schedule total amount will not equal the Price Proposal and Total Contract amounts. The Initial Contingency Pay Item Amount of \$ _____ **(Note to developer of the RFP: Insert Initial Contingency Pay Item Amount)** is available as work is authorized and completed.

Reimbursement shall be made to the Design-Build Firm by warrant mailed to the Project Specific Escrow Account using a unique vendor number sequence. The Design-Build Firm shall complete form number 700-011-16 Request for Project Specific Escrow Account and submit it to the Department's Comptroller at 605 Suwannee Street MS 24, Tallahassee, FL. 32399-0424 to set up the unique vendor number sequence. This Project Specific Escrow Account payment process shall be irrevocable unless mutual written request to the Department (using form number 700-011-17 Request for Direct Payment to Firm's Primary Vendor) is made by the Design-Build Firm, its Surety(ies) and its Lender(s)/Financier(s), and thereafter approved by the Department. The Design-Build Firm may, with the express written consent of the Surety(ies) and the Lender(s)/Financier(s), sell, assign or pledge any monies paid into the Project Specific Escrow Account by the Department in favor of third parties and including but not limited to the Design-Build Firm's Surety(ies) and Lender(s)/Financier(s); however, any such sale, assignment or pledge must only attach to payments made by the Department after such funds have been paid by warrant mailed to the Project Specific Escrow Account, and no sale, assignment or pledge of any receivable from the Department is authorized nor will be permitted by the Department.

NOTE: THE CASH AVAILABILITY SCHEDULE(S) (MAXIMUM ALLOWED TO BE INVOICED) IS BASED ON THE FUNDING AS ORIGINALLY PROGRAMMED. IN THE EVENT THAT THE BID/PRICE PROPOSAL IS LOWER THAN THE TOTAL AMOUNT OF FUNDS AVAILABLE FOR PAYMENT, THE ABOVE APPROPRIATE CASH AVAILABILITY SCHEDULE(S) WILL BE MODIFIED WITH THE LAST AVAILABLE FUNDS BEING REDUCED.

Invoicing the Department:

1. Each month, on a predetermined schedule of monthly cut-off dates, the Department shall determine the Design-Build Firm's monthly progress and certify the value of Contract work that the Design-Build Firm has completed.

The amount established by each approved and certified monthly progress estimate of the Department shall not be subject to set-off, deduction, reduction, or withholding for any reason by the Department, including but not limited to defective work, liquidated damages, default, termination, latent defects, or warranty claims. Rather, any set-off, deduction, reduction or withholding of payment shall be applied only to subsequent monthly progress estimates or the final estimate, as such may not yet be certified by the Department. The amount established by the approved and certified final estimate of the Department shall not be subject to set-off, deduction, reduction, or withholding for any reason by the Department, including but not limited to defective work, liquidated damages, default, termination, latent defects, or warranty claims.

2. Each month, the Department's monthly estimate shall include:
 - a. The total value of Contract work to-date
 - b. The total value of any adjustments
3. The Design-Build Firm may invoice the Department monthly for actual work completed and the delivery of certain materials as authorized by this Contract and per the monthly progress estimate, up to the amount established and remaining available for the then-current quarter in the applicable Cash Availability Schedule (Fiscal Year is July to June). The monthly invoice will be reduced by the amount the cumulative payments and current invoice are in excess of the then-current quarter's Cash Availability Schedule funds plus any prior quarter's cash not previously paid. Any such reduction should be billed by the Design-Build Firm on the next monthly invoice, or as otherwise outlined above.
4. Section 337.145 of the Florida Statutes, providing for offsetting payments, is not applicable to this Contract.
5. Nothing contained in this provision constitutes a waiver or release of the Design-Build Firm's responsibility to properly perform all of its obligations under this Contract.
6. Once the Project is complete and has been final accepted by the Department, the Design-Build Firm may begin or continue invoicing on a quarterly basis (at the beginning of the quarter) an amount equal to the applicable Cash Availability Schedule plus any prior quarters' cash not previously paid.

Extra Work Costs and Delay Costs:

The Department shall compensate the Design-Build Firm for amounts due for Extra Work Costs or Delay Costs through either (a) monthly progress payments invoiced as the Extra Work is completed or Delay Costs incurred and also acknowledged by the Department, (b) as periodic payments pursuant to a separate Cash Availability Schedule for such Extra Work Costs or Delay Costs, or (c) a combination of the above, in each instance as may be determined in the Department's sole discretion. For this Contract, it is the Department's desire to look first to funding any such Extra Work Costs or Delay Costs compensation obligations through monthly progress payments invoiced as the Extra Work is completed or Delay Costs incurred and also acknowledged by the Department. If the Department chooses to pay such Extra Work Costs or Delay Costs pursuant to a separate Cash Availability Schedule, the reasonable and actual cost of financing incurred by the Design-Build Firm due to such delayed payment shall be compensated for by the Department in addition to the compensation for such Extra Work Costs or Delay Costs as otherwise provided pursuant to the Contract.

Note to developer of the RFP: This Subsection should be added as Subsection M for Design-Build Finance Projects.

M. Financial Qualifications and Project Financial Plan (Financial Proposal):

1. On the due date for Price Proposals and Financial Proposals as shown in the Schedule of Events in Section II of this RFP, each Design-Build Firm will deliver to the Department one (1) hard copy and two (2) digital copies of its Financial Proposal, including the Project Financial Plan in Microsoft Excel. The Financial Proposal is required so the Department can be assured that the Design-Build Firm has sufficient financial resources to construct the Project within the allotted Contract Time, based on the Cash Availability Schedule set forth in the "Method of Compensation and Funding" in Section III.L. of this RFP.
2. The minimum required documents the Design-Build Firm must submit to the Department as part of the Design-Build Firm's Financial Proposal shall include, but may not be limited to, the following:
 - a. Project Financial Plan, including at a minimum:
 - i. A narrative describing all financial elements to finance the Project as proposed.
 - ii. Provision for total projected costs to be equal to or greater than the Price Proposal amount.
 - iii. Project Sources and Uses of Funds. A statement sufficient to serve as a cash flow needs analysis for the Project.
 - b. Financial Statements of members of the Design-Build Firm or any partners of the joint venture that make-up the Design-Build Firm that will be responsible for the repayment of financial support related to the Project or directly provides financial support related to the Project. Lenders that are not members of the Design-Build Firm or partners of the joint venture that make up the Design-Build Firm are not required to provide financial statements. Financial Statements shall include:
 - i. For the most recent two (2) fiscal years in which audited Financial Statements are available, audited Financial Statements prepared in accordance with U.S. Generally Accepted Accounting Principles. Required Financial Statements shall include:
 1. Opinion Letter (Auditor's Report);
 2. Balance Sheet;
 3. Income Statement;
 4. Statement of Retained Earnings or Changes in Stockholders Equity;
 5. Statement of Cash Flows; and
 6. Notes to Financial Statements (Footnotes)

- ii. If audited Financial Statements are unavailable for the most recently completed fiscal year, unaudited Financial Statements, prepared in accordance with U.S. Generally Accepted Accounting Principles, shall be provided for such fiscal year. An affirmative statement shall be provided indicating that the Financial Statements for the most recently completed fiscal year are still being audited. These unaudited Financial Statements shall be certified as true, correct and complete by the Chief Financial Officer. Requirements for unaudited Financial Statements are the same as for audited Financial Statements, except an Opinion Letter (Auditor's Report) is not required.
 - iii. If the fiscal year end of the most current annual audited or unaudited Financial Statements is more than four (4) months prior to the date of the submission of the Financial Proposal, then Interim Financial Statements through the most recently completed quarter shall be submitted. Interim Financial Statements do not have to be submitted for a quarter if the completion of that quarter is within thirty (30) days prior to the submission of the Financial Proposal. Interim Financial Statements shall be prepared in accordance with U.S. Generally Accepted Accounting Principles. Interim Financial Statements may be audited or unaudited. Unaudited Interim Financial Statements shall be certified as true, correct and complete by the Chief Financial Officer. Requirements for unaudited Financial Statements are the same as for audited Financial Statements, except an Opinion Letter (Auditor's Report) is not required.
 - iv. If Financial Statements are prepared in accordance with principles other than U.S. Generally Accepted Accounting Principles, a letter from a Certified Public Accountant must be included addressing in detail the areas of the Financial Statements that would be impacted by a conversion to U.S. Generally Accepted Accounting Principles and the financial impact thereof.
- c. Preliminary Letter(s) of Commitment and/or a Demonstration of Line(s) of Credit shall be submitted, if the Financial Proposal requires debt financing as a source of funds or guarantee.
- i. Each Letter(s) of Commitment from a Lender submitted with the Financial Proposal shall contain, at a minimum:
 - a) An interest in providing financial support for the Project;
 - b) Indication that the Lender has reviewed the financial elements associated with the Project;
 - c) The amount the Lender intends to lend; and
 - d) Any conditions the Letter of Commitment is subject to.
 - ii. Demonstration of Line(s) of Credit from Lenders submitted with the Financial Proposal shall contain, at a minimum:
 - a) An interest in providing financial support for the Project;
 - b) Indication that the Lender has reviewed the financial elements associated with the Project;
 - c) The amount of the Line of Credit;
 - d) The outstanding balance on the Line of Credit, if any;
 - e) Any conditions the Line of Credit is subject to that may impede the Design-Build Firm's ability to use the Line of Credit;
 - f) Whether the Line of Credit will only be used for the Project or if the Line of Credit is used to finance working capital; and
 - g) The expiration of the Line of Credit and any renewal clauses.

The Letter(s) of Commitment and/or Demonstration of Line(s) of Credit should meet the required amount identified in the Project Financial Plan.

- d. Attestation by the Chief Financial Officer as to accuracy and completeness of all financial information provided.
 - e. Ownership and Organizational structure of all entities involved in the Project, including financial relationships with other entities included or involved in the delivery of this Project.
 - f. An affidavit from a bonding company that certifies the Design-Build Firm has the financial means and capacity to bond 100% payment and performance for the face amount of \$XXX,XXX,XXX for the Project.
 - g. Any and all financial warranties, bonds, sureties, certifications and other commitments for the financial security of the Project, as may be appropriate.
3. The Design-Build Firm may not submit a Project Financial Plan that includes a Conduit Tax Exempt Bond Solution as part of its Financial Proposal for this Project. The Department may deem any Financial Proposal as non-responsive should it include a Conduit Tax Exempt Bond solution.
4. The Department's review of the Financial Proposal shall neither create, nor modify, nor activate any legal rights or obligations of the Department. The Department's evaluation of a Financial Proposal is solely for the benefit of the Department and not for the benefit of the Design-Build Firm, any entity related thereto, the public or any member thereof, nor create any third party rights. A claim for damages may not be maintained against the Department based on or arising out of the Department's review of the Financial Proposal. The Department's evaluation of each Financial Proposal will be on a pass/fail basis. Analysis of the Design-Build Firm's Financial Proposal by the Department will include, but not be limited to, the following:
- a. Review of the Design-Build Firm's Project Financial Plan to determine if the Plan includes all financial elements to finance the Project as proposed;
 - b. Review and determination if the Design-Build Firm's Project Financial Plan demonstrates the Design-Build Firm's ability to meet the cash flow needs of the Project consistent with the Department's Cash Availability Schedule;
 - c. Review of the Financial Statements and Interim Financial Statements;
 - d. Review of the Lender Letter(s) of Commitment or Demonstration of Line(s) of Credit to determine if it meets the financing needs established in the Project Financial Plan;
 - e. Review of the attestation by the Design-Build Firm's Chief Financial Officer as to accuracy and completeness of all financial information provided;
 - f. Review of the financial relationships and responsibilities of Ownership and Organizational Structure of all of the entities involved;
 - g. Review of bonding company certification of Design-Build Firm's capacity for \$XXX,XXX,XXX payment and performance bond; and
 - h. Review of any and all financial warranties, bonds, sureties, certifications and other commitments for the financial security of the Project, as may be appropriate.

The Department reserves the right to request any additional information or pursue other actions required to meet its obligation to complete the financial due diligence.

5. No later than fifteen (15) days following the Department's posting of Intent to Award, or, in the event that a Notice of Protest of the Department's posted Intent to Award is filed with the Department, within two (2) business days following the Department's notice to the impacted Proposers of the Department's final agency action as to such protest, the Lowest Adjusted Score Design-Build Firm shall submit:
- a. Final Letter(s) of Commitment, each of which shall contain at a minimum:

- i. A statement from the Lender stating that the Lender is providing financial support for the Project;
- ii. The amount the Lender intends to lend; and
- iii. Any conditions the Final Letter of Commitment is subject to.
- b. Final Demonstration of Line(s) of Credit, which shall contain at a minimum:
 - i. The amount of the Line of Credit;
 - ii. The outstanding balance on the Line of Credit, if any;
 - iii. Any conditions the Line of Credit is subject to that may impede the ability to use the Line of Credit;
 - iv. Whether the Line of Credit will only be used for the Project or if the Line of Credit is used to finance working capital;
 - v. The expiration of the Line of Credit and any renewal clauses; and
 - vi. Statement indicating there have been no changes with the letters submitted with the Financial 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.

Note to developer of the RFP: The following list shall not be modified without prior approval from the State Construction Office.

1. Florida Department of Transportation Design Manual (FDM)
<http://www.fdot.gov/roadway/FDM/>
Note: the use of FDM Part 9 requires approval by the District Design Engineer
2. Florida Department of Transportation Specifications Package Preparation Procedure
<http://www.fdot.gov/programmanagement/PackagePreparation/Handbooks/630-010-005.pdf>
3. Florida Department of Transportation Standard Plans for Road and Bridge Construction
<http://www.fdot.gov/design/standardplans/>
4. Standard Plans Instructions (Refer to Part I, Chapter 115, FDM)
<http://www.fdot.gov/roadway/FDM/>
5. Florida Department of Transportation Standard Specifications for Road and Bridge Construction (Divisions II & III), Special Provisions and Supplemental Specifications
<https://www.fdot.gov/programmanagement/Implemented/SpecBooks/default.shtm>

6. Florida Department of Transportation Surveying Procedure 550-030-101
<http://fdotwp1.dot.state.fl.us/ProceduresInformationManagementSystemInternet/FormsAndProcedures/ViewDocument?topicNum=550-030-101>
7. Florida Department of Transportation EFB User Handbook (Electronic Field Book)
http://www.fdot.gov/geospatial/doc_pubs.shtm
8. Florida Department of Transportation Drainage Manual
<http://www.fdot.gov/roadway/Drainage/ManualsandHandbooks.shtm>
9. Florida Department of Transportation Soils and Foundations Handbook
[Soils and Foundation Handbook \(windows.net\)](http://www.fdot.gov/soilsandfoundations/SoilsandFoundationHandbook(windows.net))
10. Florida Department of Transportation Structures Manual
<http://www.fdot.gov/structures/DocsandPubs.shtm>
11. Florida Department of Transportation Computer Aided Design and Drafting (CADD) Manual
<http://www.fdot.gov/cadd/downloads/publications/CADDManual/default.shtm>
12. AASHTO – A Policy on Geometric Design of Highways and Streets
https://bookstore.transportation.org/collection_detail.aspx?ID=110
13. MUTCD - 2009
<http://mutcd.fhwa.dot.gov/>
14. Safe Mobility for Life Program Policy Statement
<http://www.fdot.gov/traffic/TrafficServices/PDFs/000-750-001.pdf>
15. Traffic Engineering and Operations Safe Mobility for Life Program
<http://www.fdot.gov/traffic/TrafficServices/SafetyisGolden.shtm/>
16. Florida Department of Transportation American with Disabilities Act (ADA) Compliance – Facilities Access for Persons with Disabilities Procedure 625-020-015
<https://fdotwp1.dot.state.fl.us/ProceduresInformationManagementSystemInternet/?viewBy=0&procType=pr>
17. Florida Department of Transportation Florida Sampling and Testing Methods
<http://www.fdot.gov/materials/administration/resources/library/publications/fstm/disclaimer.shtm>
18. Florida Department of Transportation Flexible Pavement Coring and Evaluation Procedure
<http://www.fdot.gov/materials/administration/resources/library/publications/materialsmanual/documents/v1-section32-clean.pdf>
19. Florida Department of Transportation Design Bulletins and Update Memos
<http://www.fdot.gov/roadway/Bulletin/Default.shtm>
20. Florida Department of Transportation Utility Accommodation Manual
https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/programmanagement/programmanagement/utilities/docs/uam/uam2017.pdf?sfvrsn=d97fd3dd_0
21. AASHTO LRFD Bridge Design Specifications
https://bookstore.transportation.org/category_item.aspx?id=BR
22. Florida Department of Transportation Flexible Pavement Design Manual

- <http://www.fdot.gov/roadway/PM/publicationS.shtm>
23. Florida Department of Transportation Rigid Pavement Design Manual
<http://www.fdot.gov/roadway/PM/publicationS.shtm>
 24. Florida Department of Transportation Pavement Type Selection Manual
<http://www.fdot.gov/roadway/PM/publicationS.shtm>
 25. Florida Department of Transportation Right of Way Manual
<http://www.fdot.gov/rightofway/Documents.shtm>
 26. Florida Department of Transportation Traffic Engineering Manual
<http://www.fdot.gov/traffic/TrafficServices/Studies/TEM/tem.shtm>
 27. Florida Department of Transportation Intelligent Transportation System Guide Book
http://www.fdot.gov/traffic/Doc_Library/Doc_Library.shtm
 28. Federal Highway Administration Checklist and Guidelines for Review of Geotechnical Reports and Preliminary Plans and Specifications
<http://www.fhwa.dot.gov/engineering/geotech/pubs/reviewguide/checklist.cfm>
 29. AASHTO Guide for the Development of Bicycle Facilities
https://bookstore.transportation.org/collection_detail.aspx?ID=116
 30. Federal Highway Administration Hydraulic Engineering Circular Number 18 (HEC 18).
http://www.fhwa.dot.gov/engineering/hydraulics/library_arc.cfm?pub_number=17
 31. Florida Department of Transportation Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways
<http://www.fdot.gov/roadway/FloridaGreenbook/FGB.shtm>
 32. Florida Department of Transportation Project Development and Environment Manual, Parts 1 and 2
<http://www.fdot.gov/environment/pubs/pdeman/pdeman1.shtm>
 33. Florida Department of Transportation Driveway Information Guide
<http://www.fdot.gov/planning/systems/programs/sm/accman/pdfs/driveway2008.pdf>
 34. AASHTO Highway Safety Manual
<http://www.highwaysafetymanual.org/>
 35. Florida Statutes
<http://www.leg.state.fl.us/Statutes/index.cfm?Mode=View%20Statutes&Submenu=1&Tab=statutes&CFID=14677574&CFTOKEN=80981948>
 36. Florida Department of Transportation Equal Opportunity Construction Contract Compliance Manual
<http://www.fdot.gov/equalopportunity/contractcomplianceworkbook.shtm>

Note to Developer of the RFP: The Alternative Technical Concept Process shall be used on all Adjusted Score Design-Build projects unless an exception is obtained from Central Office. ATC meetings shall not be considered Public Meetings. One-on-One ATC meetings shall be recorded by the Department. Recordings of One-on-One ATC meetings, information presented to the Department by the Design-Build Firm during a One-on-One ATC meeting and ATC Proposals submitted by the Design-Build Firm shall be exempt from disclosure pursuant to a Public Records Request until such time as the Department has

posted the intended Award notification. The RFP will indicate ATC Proposals which will not be considered by the Department (i.e. The Department is not open to changing Minimum Pavement Design requirements, reductions in scope, etc.). The Schedule of Events portion of the RFP shall include a deadline for submission of formal ATC Proposals, and shall accommodate 2 One-on-One ATC meetings per Short-Listed Design-Build Firm.

B. Innovative Aspects:

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

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

1. Alternative Technical Concept (ATC) Proposals

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

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

The following are not permitted to be changed by the Design-Build Firms except where specifically allowed for in the RFP:

- Deck girders with longitudinal deck joints for bridges with two or more spans;
- Full-depth precast deck panels for interstate 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;
- Reinforcing steels other than allowed by SDG 1.4.1.B except in drilled shafts and auger-cast piles. This is not intended to include 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;

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- The elimination of cross frames in bays of steel bridges that are phase constructed;
- Partial depth deck removal of outside bays on steel bridge widenings in order to provide transverse reinforcing per SDG Table 4.2.5-1. Full depth removal is required to avoid unwanted deck stresses induced by the girder rebounding upward as it is unloaded;
- 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).

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:

Note to developer of the RFP: Include a list of RFP requirements which if approved through the ATC process, WILL result in the issuance of an Addendum to the RFP, as applicable.

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

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

Note to developer of the RFP: Include a list of RFP requirements which may be changed by the Design-Build Firm as proposed Alternates and would be considered favorably, by the Department, if presented and approved through the ATC process, and would NOT result in the issuance of an Addendum to the RFP. Examples may include: Alternate Interchange Geometric Layouts depicted in the Concept Plans and identified as requirements in the RFP, Alternate Horizontal Alignments than those depicted in the Concept Plans and identified as requirements of the RFP, Alternate Vertical Alignments than those depicted in the Concept Plans and identified as requirements of the RFP, Design Exceptions and/or Design Variations which can be applied project wide and not location specific, etc.

*******If the Department determines sections of the project have specific tolerances for changes to horizontal and/or vertical alignment, those sections and the tolerances must be clearly identified in the RFP. If no tolerances are given in the RFP, all proposed changes to the horizontal and/or vertical alignments must be submitted through the ATC process.***

- **LIST ELEMENTS**
- Modifications to the horizontal and/or vertical geometry requiring an ATC submittal as described in Section VI.F of this RFP ***Note to Developer of the RFP: Modifications to the horizontal and vertical geometry listed in the RFP must match the Section the Developer lists here.***

- Modifications to the Typical Section Package directly related to the horizontal and/or vertical geometry

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.

Note to Developer of the RFP: On complex projects, the District may elect to allow the Design-Build Firm to submit Draft ATCs at any time beginning when the One-on-One ATC Meeting No.1 discussion topics are submitted until the date in which no other new ATC submittals are to be accepted by the Department as defined in the Schedule of Events. If the decision is made to allow the submission of draft ATCs the following wording is to be added to this paragraph:

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

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

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

- a) Description: A description and conceptual drawings of the configuration of the ATC or other appropriate descriptive information, including, if appropriate, product details and a traffic operational analysis as applicable;
- b) Usage: The locations where and an explanation of how the ATC would be used on the Project;
- c) Deviations: References to requirements of the RFP which are inconsistent with the proposed ATC, an explanation of the nature of the deviations from the requirements and a request for approval of such deviations along with suggested changes to the requirements of the RFP which would allow the alternative proposal;
- d) Analysis: An analysis justifying use of the ATC and why the deviation, if any, from the requirements of the RFP should be allowed;
- e) Impacts: A preliminary analysis of potential impacts on vehicular traffic (during construction), environmental impacts (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;
- k) *Handback: Any changes in Handback Requirements associated with the ATC;
- l) *Project Revenue: A preliminary analysis of potential impacts on Project Revenue;
- m) *Payments: A preliminary analysis of potential impacts on the Upfront Concession Payment and Annual Lease Payment

- * These submittal requirements will be needed for Public Private Partnership (PPP) Projects only.

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.

Note to developer of the RFP: The following shall only be included if Stipends are being paid as part of this Project.

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.

Note to developer of the RFP: Risk Register submittals can be included as part of the ATC meetings. Standalone Risk Register meetings are recommended for large, complex projects \$100 million or greater with higher risk elements.

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 ***Note to Developer of the RFP: Specify a standalone Risk Register Meeting or Risk Register Meeting to be included with the One-on-One ATC Meetings. For standalone Risk Register meetings, submittals are not part of ATCs.*** One-on-One Alternative Technical Concept Discussion Meeting No. 1. 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.

8. Risk Register Submittals Schedule of Values

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The Department will develop a Schedule of Risk Values (SORV) for each team 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 ~~performing any 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 ~~solely~~ responsible for ~~all completing the~~ geotechnical aspects of the Project.

D. Department Commitments:

Note to developer of the RFP: The following section should be used to identify all Department commitments to which the Design-Build Firm must adhere.

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

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

Note to developer of the RFP: << List Project Commitments and include specific limit if applicable, and any current / future jurisdictional agreements. >>

E. Environmental Permits:

1. Storm Water and Surface Water:

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

2. Permits:

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

All applicable data shall be prepared in accordance with Chapter 373 and 403, Florida Statutes, Chapters 40 and 62, F.A.C.; Rivers and Harbors Act of 1899, Section 404 of the Clean Water Act, 23 CFR 771, 23 CFR 636, and parts 114 and 115, Title 33, Code of Federal Regulations. In addition to these Federal and State permitting requirements, any dredge and fill permitting required by local agencies shall be prepared in accordance with their specific regulations. Preparation of all documentation related to the acquisition of

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all applicable permits will be the responsibility of the Design-Build Firm. Preparation of complete permit packages will be the responsibility of the Design-Build Firm. The Design-Build Firm is responsible for the accuracy of all information included in permit application packages. As the permittee, the Department is responsible for reviewing, approving, and signing, the permit application package including all permit modifications, or subsequent permit applications. This applies whether the Project is Federal or state funded. Once the Department has approved the permit application, the Design-Build Firm is responsible for submitting the permit application to the environmental permitting agency. A copy (electronic and hard copy if requested) of any and all correspondence with any of the environmental permitting agencies shall be sent to the District Environmental Permits Office. If any agency rejects or denies the permit application, it is the Design-Build Firm's responsibility to make whatever changes necessary to ensure the permit application is approved.

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

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

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

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

seek review or appeal in any forum of any determination made by the District Construction Engineer under this provision.

F. Railroad Coordination:

The Department will conduct the required contract negotiations and plans review coordination. All required Railroad Reimbursement Agreements will be between _____ and the Department.____ Copies of the approved Agreements will be made available to the Design-Build Firm. The Design-Build Firm must comply with the terms of these agreements. The Design-Build Firm must make the necessary arrangements with _____ prior to encroachments into the railroad rights-of-way.

Note to developer of the RFP: On projects involving CSX Transportation Inc., where it has been determined by the Department, based on the concept plans, that protective services (i.e. watchman or flagging services) will be required for less than 20 consecutive days (short-term), coordinate with the District Rail Office to ensure that CSX Transportation Inc., has been notified by the Department of the need for short-term protective services a minimum of 45 days before Bid Price Proposals are due to be received. On projects involving CSX Transportation Inc., where it has been determined by the Department, based on the concept plans, that protective services (i.e. watchman or flagging services) will be required for 20 or more consecutive days (long-term), coordinate with the District Rail Office to ensure that CSX Transportation Inc., has been notified by the Department of the need for long-term protective services a minimum of 6 months before Bid Price Proposals are due to be received.

Note to developer of the RFP: On projects involving CSX Transportation Inc., use the following paragraph if the Departments concept plans anticipate that no protective services (i.e. watchman or flagging services) will be required:

Based on the Department's Concept Plans, it is anticipated that no protective services (i.e., watchman or flagging services) furnished by CSX Transportation, Inc., will be required. The Design-Build Firm is responsible for providing the Engineer with a minimum of forty-five (45) days written advance notice if the Design-Build Firm's design and construction concept requires protective services (i.e., watchman or flagging services) furnished by CSX Transportation, Inc. for less than twenty (20) consecutive days (short-term). The Design-Build Firm is responsible for providing the Engineer with a minimum of six (6) months written advance notice if the Design-Build Firm's design and construction concept requires protective services (i.e., watchman or flagging services) furnished by CSX Transportation, Inc. for twenty (20) or more consecutive days (long-term). The Design-Build Firm shall submit schedule and schedule changes to the Engineer so the Department can coordinate the scheduling of protective services.

Note to developer of the RFP: On projects involving CSX Transportation Inc., use the following paragraph if the Departments concept plans anticipate that protective services (i.e. watchman or flagging services) will be required for less than 20 consecutive days (short-term):

Based on the Department's Concept Plans, it is anticipated that protective services (i.e., watchman or flagging services) furnished by CSX Transportation, Inc., will be required for less than twenty (20) consecutive calendar days (short-term) and the Department has notified CSX Transportation, Inc. The Design-Build Firm shall submit schedule and schedule changes to the Engineer so the Department can coordinate the scheduling of protective services. The Design-Build Firm is responsible for providing the Engineer with a minimum of six (6) months written advance notice if the Design-Build Firm's design and construction concept requires protective services (i.e., watchman or flagging services) furnished by CSX Transportation, Inc. for twenty (20) or more consecutive days (long-term).

Note to developer of the RFP: On projects involving CSX Transportation Inc., use the following paragraph if the Departments concept plans anticipate that protective services (i.e. watchman or flagging

services) will be required for 20 or more consecutive days (long-term):

Based on the Department's Concept Plans, it is anticipated that protective services (i.e., watchman or flagging services) furnished by CSX Transportation, Inc., will be required for twenty (20) or more consecutive calendar days (long-term) and the Department has notified CSX Transportation, Inc. The Design-Build Firm shall submit schedule and schedule changes to the Engineer so the Department can coordinate the scheduling of protective services.

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.

Note to Developer of RFP: The following paragraph should be added if Right of Way Survey is required.

The Design-Build Firm shall provide final Right of Way survey and mapping services unless the Department determines it is not needed for the Project. The scope of work shall include performing appropriate Right of Way survey for the proposed Project, including mainline alignment, side streets as needed, as well as all Right of Way interests.

The Design-Build Firm shall provide final Right of Way maps unless the Department determines it is not needed. These maps and any associated sketches, legal descriptions and all associated necessary documentation, field data collection and any other supporting documentation shall be included as part of the Construction Set of plans submitted by the Design Build Firm.

H. Verification of Existing Conditions:

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

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

I. Submittals:

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 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. **Note to Developer of RFP: Include this language if there are toll gantries. “Refer to the GTR (Attachment XXX) for Tolls subcomponent submittal requirements.” This may not be the only requirement. The toll site location can be changed through the ATC process.**

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.

Note to developer of the RFP: Submittal Requirements shown below shall not be modified without prior approval of the Chief Engineer (via a request submitted through the State Construction Office). If sensitive structures are NOT identified, the Settlement and Vibration Monitoring Plans submittals may be removed.

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
 - 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

Note to developer of the RFP: If CADD Files are to be used for AMG construction i.e. Earthwork, Milling, Paving, surfaces, alignments, etc. Those files should be delivered for review at the 90% stage.

- 1 copy of 11" X 17" plans (all required components)
- 1 copy of signed and sealed geotechnical report
- 1 copy of Settlement and Vibration Monitoring Plan (SVMP) for Department acceptance and update throughout the construction period
- 1 copy of 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
 All QC plans and documentation for each component submittal shall be electronic in .pdf format

Note to developer of the RFP: These Submittal Requirements must be modified if Next Gen Plans are to be used.

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

Final Submittal

1 set of signed and sealed 11" X 17" plans (all required documents)
 1 copy of signed and sealed 11" X 17" plans
 1 set of signed and sealed design documentation
 1 copy of signed and sealed design documentation
 1 copy of Settlement and Vibration Monitoring Plan (SVMP)
 1 copy of Landscape Opportunity Plans
 1 set of final documentation
 1 signed and sealed copy of the Bridge Load Rating Summary Detail Sheet
 1 signed and sealed copy of the Load Rating Summary Form
 1 signed and sealed Construction Specifications Package or Supplemental Specifications Package
 1 copy of signed and sealed copy of Construction Specifications Package or Supplemental Specifications Package
 1 of electronic copy of Technical Special Provisions in .pdf format
 1 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

Note to developer of the RFP: These Submittal Requirements must be modified if Next Gen Plans are to be used.

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.

Note to developer of the RFP: These Submittal Requirements must be modified if Next Gen Plans are to be used.

Note to developer of the RFP: If tolling is included, add the language below.

To begin toll equipment building construction, permit review and approvals must be complete and the Design-Build Firm shall obtain an executed building permit application from the building department along with State Fire Marshal approval.

As-Built Set:

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

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

The Department shall review, certify, and accept the As-Built Plans prior to issuing Final Acceptance of the project in order to complete the As-Built Plans.

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

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

- 1 set of 11" X 17" signed and sealed As-Built plans, drawings and Certified Surveys
- ___ 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
- ___ copy of Landscape Opportunity Plans
- 1 signed and sealed copy of the Bridge Load Rating Summary Form and Calculations based on as-built conditions
- ___ sets of final documentation (if different from final component submittal)
- ___ sets 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

Note to developer of the RFP: These Submittal Requirements must be modified if Next Gen Plans are to be used.

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.

Note to developer of the RFP: Considering including PD&E Study re-evaluation to the milestone submittals list.

- <<List milestone submittals>>

5. Railroad Submittals:

3 sets of the plan sheets listed below are required for review by the railroad. The sets are to be mailed to the District Rail Administrator. The required sheets are:

- Key Sheet
- Typical Section(s)
- Plan & Profile Sheet(s)
- Rail-highway grade crossing detail sheet
- Signing and Pavement Marking Sheet(s)
- Cross Section Sheets

J. Contract Duration:

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

K. Project Schedule:

Note to developer of the RFP: The timeframes shown below for Department review of all submittals of the D-B firm shall not be modified without prior approval of the State Construction Office. The Department will establish an Independent Department Review duration for Category 2 structures based on the concept plans.

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

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

Note to developer of the RFP: This section should include a list of all Special Events per Section 8-6.4 of the Design-Build Division I specifications that are to be shown as non-working days in the Project

Schedule per 8-3.2.3 of the D-B Division I specifications and have been identified to have a direct impact to traffic within the Project limits. Coordinate with the District Construction Office for the Special Events occurring within the Contract Time period that will impact the traveling public within the Project area.

<<*List the Special Events*>>

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
- Signalization and Intelligent Transportation System Design
- Signalization and Intelligent Transportation System Construction
- 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

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

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

The Design-Build Firm shall meet with the Department's Project Manager at least thirty (30) calendar days before beginning system integration activities. The purpose of these meetings shall be to verify the Design-

Build Firm's ITS and signalization integration plans by reviewing site survey information, proposed splicing diagrams, IP addressing schemes, troubleshooting issues, and other design issues. In addition, at these meetings the Design-Build Firm shall identify any concerns regarding the Integration and provide detailed information on how such concerns will be addressed and/or minimized.

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

System Integration Meetings will be held on mutually agreeable dates.

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

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

Note to developer of the RFP: To be used if the Department is providing or acting as the PIC. Adjust the language if public involvement is included in the Design-Build contract.

O. Public Involvement:

1. General:

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

2. Community Awareness:

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

3. Public Meetings:

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

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

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

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

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

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

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

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

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

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

5. **Public Involvement Data:**

The Design-Build Firm is responsible for the following:

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

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

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

P. Quality Management Plan (QMP):

1. Design:

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

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

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

2. Construction:

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

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

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

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

Q. Liaison Office:

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

R. Engineers Field Office:

The Design-Build Firm will provide an Engineers Field Office in accordance with Modified Special Provision 109.

Note to developer of the RFP: Approval from the Director, Office of Construction shall be obtained prior to requiring the DB Firm to provide the Engineers Office as part of their Contract. The District Construction Engineer (DCE) shall be contacted and shall make the determination as to whether or not Engineers Field Office is to be used on this Project. The Engineers Field Office shall only be used on projects which will not be administered by a Full Service Consultant CEI Contract but will be administered by In-house FDOT personnel using the Hybrid Inspection Services Contract and the project is located in an area which is not within a reasonable distance to an FDOT Resident Office/Operations Center. On those Projects where the DCE makes this determination and obtains approval from the Director, Office of Construction, coordinate with the District Specifications Office to develop a Modified Special Provision 109 (MSP1090000) and provide the number of calendar days and the field office size in accordance with the Modified Special Provision.

S. Schedule of Values:

Note to developer of the RFP: Separate "Do Not Bid" line items should be included for any contingency amounts including, but not limited to: FHP, Partnering, Disputes Review Board and Initial Contingency Amount.

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 for risk items shall include quantities and unit prices. Upon award, the DB 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.

Note to developer of the RFP: If Toll Sites are included, add the language below.

Submit the schedule of values for each toll site using the Toll Site Schedule of Values Template included as Attachment XXX.

Note to developer of the RFP: The following version for the Schedule of Values should be used for Design-Build Finance Projects in lieu of the version above.

The Schedule of Values approved by the Department will be the basis for determining each monthly progress estimate and the final estimate. The quantities will be compared with the Project schedule to

determine the percentage earned. The percentage shall be that portion of the work completed as compared to the total work contracted. The Design-Build Firm shall assign the Schedule of Values to the activities in the CPM schedule. The assignment of values to scheduled activities must be approved by the Department prior to the first monthly progress estimate and prior to any invoicing by the Design-Build Firm pursuant to the Cash Availability Schedule for the Project. The monthly progress estimates cut-off date will be the third Sunday of the month.

Note to developer of the RFP: The following language related to Prompt Payment Law should only be used for Design-Build Finance Projects.

Prompt Payment Law:

Participants providing goods and services to the Department should be aware of the following time frames. The Department has five (5) working days from the date the monthly progress estimate is created to inspect and approve the goods and services. The Department has twenty (20) days to deliver a request for payment (voucher) to the Department of Financial Services. The twenty (20) days are measured from the latter of the date the invoice is received or the goods or services are received, inspected and approved.

Invoices will be reduced for amounts invoiced and earned but in excess of the amounts available per the Cash Availability Schedules as outlined in Sections III. L.

If a payment is not available within forty (40) days of the Department's receipt of an invoice payable pursuant to the Cash Availability Schedule for the Project, a separate interest penalty at a rate as established pursuant to **Section 55.03(1), F.S.**, will be due and payable, in addition to the payable invoice amount, to the Design-Build Firm. Interest penalties of less than one (1) dollar will not be enforced unless the Design-Build Firm requests payment. Invoices that have to be returned to a Design-Build Firm because of Design-Build Firm preparation errors will result in a delay in payment. The invoice payment requirements do not start until a properly completed invoice pursuant to the Cash Availability Schedule is provided to the Department.

A Vendor Ombudsman has been established within the Department of Financial Services. The duties of this individual include acting as an advocate for contractors/vendors who may be experiencing problems in obtaining timely payment(s) from a state agency. The Vendor Ombudsman may be contacted at (850)413-5516 or by calling the Department of Financial Services Division of Consumer Services, 1-877-693-5236.

T. Computer Automation:

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

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files in Bentley's OpenRoads Designer ORD and/or Autodesk's AutoCAD Civil 3D design files format.

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

U. Construction Engineering and Inspection:

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

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

V. Testing:

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

W. Value Added:

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

Note to developer of the RFP: The list shown below is only a partial list. Other features may be included however, the guaranteed value added criteria for any items will have to be developed by either FDOT staff and included in the RFP or by the Design-Build firm and included in the technical proposal as noted below.

If developmental specifications are included in the contract via the statements below, the items covered in those specifications should not be listed here.

<< Do not list features for which the Standard Specifications require a warranty bond >>

- Roadway features
- Roadway drainage systems,
- Bearings (<< Delete if Section 475 is included >>)
- Expansion joints (<< Delete if Section 475 is included >>)
- Approach slabs
- Superstructure
- Substructure
- Structure drainage systems (<< Delete if Section 475 is included >>)

- Paint systems (<< Delete if Section 475 is included >>)
- Concrete defects
- Structural steel defects
- Post-tensioning systems
- And any other products or features the Design-Build Firm desires.

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

X. Adjoining Construction Projects:

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

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:

Note to developer of RFP: The language below may require editing according to project specific needs; some or all parts may not apply to the project and should be deleted as appropriate. Include special requirements in a separate volume or attachment, as applicable.

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

Note to developer of RFP: Include a description and location of any sensitive sites/structures here. If necessary, prepare a separate volume or attachment and refer here to that volume or attachment.

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:

Note to developer of the RFP: *During development of the RFP, provide sufficient time for the geotechnical investigation to be implemented in accordance with Soils and Foundations Handbook. Refer to the Department's Design-Build Procurement and Administration Procedure.*

The following text should be used only when geologic conditions warrant after the preliminary geotechnical investigation is completed, and approved by the District Geotechnical Engineer (repeat as necessary or delete):

From Station XXX+XX to Station XXX+XX (BL of Survey), bridges shall be supported using deep foundations tipped no higher than Elevation ____ ft NAVD.

Driven Pile Foundations for Bridges and Major Structures

Note to developer of the RFP: *The following text should be completed considering the soil and geology variability based on the preliminary geotechnical investigation and past experience in the regional geology. The bulleted items below need to be completed by a geotechnical engineer after the preliminary geotechnical investigation is completed, and approved by the District Geotechnical Engineer.*

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 XXX+XX to Station XXX+XX (BL of Survey), (minimum ____ tests)
- Station XXX+XX to Station XXX+XX (BL of Survey), (minimum ____ tests)
- Station XXX+XX to Station XXX+XX (BL of Survey), (minimum ____ tests)
- Station XXX+XX to Station XXX+XX (BL of Survey), (minimum ____ tests)

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.
- 8.9. Submitting Production Pile Length and Driving Criteria Letters (for projects that require a driving criteria), including analysis of dynamically load tested piles.
- 9.10. Driving piles to the required capacity and minimum penetration depth.
- 10.11. 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.
- 11.12. Submitting Foundation Certification Packages.
- 12.13. Providing safe access, and cooperating with the Department in verification of the piles, both during construction and after submittal of the certification package.

Drilled Shaft Foundations for Bridges and Miscellaneous Structures

Note to developer of the RFP: *The following text should be completed considering the soil and geology variability based on the preliminary geotechnical investigation and past experience in the regional geology. The bulleted items below need to be completed by a geotechnical engineer after the preliminary geotechnical investigation is completed, and approved by the District Geotechnical Engineer.*

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 XXX+XX to Station XXX+XX (BL of Survey), (minimum ___ tests)
- Station XXX+XX to Station XXX+XX (BL of Survey), (minimum ___ tests)
- Station XXX+XX to Station XXX+XX (BL of Survey), (minimum ___ tests)
- Station XXX+XX to Station XXX+XX (BL of Survey), (minimum ___ 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 ~~the subsurface investigation and drilling~~ pilot holes prior to establishing the drilled shaft tip elevations and socket requirements. ~~For redundant drilled shaft bridge foundations, perform at least one test boring in accordance with the Soils and Foundations~~

~~Handbook at each bent/pier.~~ **Note to developer of the RFP: Coordinate with District Geotechnical Engineer to determine whether this frequency needs to be increased due to site variability.**

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.
- Note to developer of the RFP: Language below should be included on Toll Projects.**
16. Complying with the tolling gantry foundation requirements provided in the GTR.

Spread Footings Foundations

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

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

Auger Cast Piles for 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:

Note to developer of the RFP: The Department is responsible for performing advanced utility coordination, including ~~but not limited to consideration and performance of Subsurface Utility Exploration, in areas of the Project as an effort to identify potentially impacted UAO facilities thereby minimizing potential risk, in order to establish contract time or maximum contract time for the Project, and to reduce the contingencies the Design-Build Firm might include due to limited information. The Department is responsible for identifying Utility/Agency Owners (UAO's) having facilities within the proposed Project limits. List all UAO's having facilities within the Project limits that the Department contemplates an adjustment, protection, or relocation is possible, and identify those UAO's having facilities eligible for reimbursement in the table below. In the second table list all the Utility/Agency Owners (UAO's) having facilities within the proposed Project limits and at the District's discretion list contact information. Department Legal staff shall be contacted so as to make the determination of reimbursement eligibility prior to advertisement. The District Utility Engineer is responsible for facilitating meetings between each that the Department contemplates an adjustment, protection, or relocation is possible UAO and each Design-Build firm following the Pre-proposal Meeting.~~

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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, ~~approving, signing,~~ 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).

Note to developer of the RFP: In the first table below, list all UAO's having facilities within the Project limits that the Department contemplates an adjustment, protection, or relocation is possible, and identify those UAO's having facilities eligible for reimbursement. In the second table list all the Utility/Agency Owners (UAO's) having facilities within the proposed Project limits and at the District's discretion list contact information. As a supplement to this table, the district may elect to provide maps showing

subordinated easements, meandering facility locations, etc., so as to clarify the information being provided to the D/B firm. In those cases where a specific UAO may have both reimbursable and non-reimbursable facilities located within the Project limits, the UAO and determination of eligibility for reimbursement should be shown. The cost estimate will only be included if the District has determined that the conceptual design and UAO estimate are developed to sufficient detail to make a sound decision on any savings that maybe shared with the Design-Build Firm based on their innovative concept. Conceptual Utility Relocation Plans shall be included unless approval is obtained from SCO Alternative Contracting Specialist.

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 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

<u>UAO</u>	<u>Utility Relocation Type</u>	<u>Cost Estimate</u>	<u>Lump Sum Bid</u>
XXX	XXX	XXX	XXX
XXX	XXX	XXX	XXX
	XXX	XXX	XXX

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

<u>UAO</u>	<u>Contact Information</u>

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

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

E. Roadway Plans:

General:

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

Design Analysis:

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

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

These packages shall include the following:

Note to developer of the RFP: As part of the RFP for all Design-Build Projects, Districts shall include the typical section criteria and the minimum pavement design. The typical section design will identify the minimum lane widths, shoulder widths, median widths, cross slope and front slope requirements. The minimum typical section criteria developed by the Department shall only be modified by the Design-Build firm through the ATC process. Any requests to modify the typical section criteria by a Design-Build Firm will need to be approved by the Department through the ATC process. The minimum pavement design will typically include the minimum design period, minimum ESAL's, minimum design reliability factors, roadbed resilient modulus, minimum structural asphalt thickness, milling depth(s), cross slope and the need for modified binder. Minimum pavement design criteria should be included in the Attachments. For resurfacing design, include the minimum milling depth and whether an ARMI layer is required. Identify project specific pavement design(s) or variables as needed. The pavement coring and evaluation should be provided with the criteria.

F. Roadway Design:

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

1. Typical Section Package:

- Transmittal letter
- Location Map
- Roadway Typical Section(s)

1. Pavement Description (Includes milling depth)
 2. Minimum lane, shoulder, median widths
 3. Slopes requirements
 4. Barriers
 5. Right-of-Way
 - Data Sheet
 - Design Speed
2. **Pavement Design Package:**

Note to Developer of the RFP: Tolling Projects should include site pavement details found in the GTR.

 - Pavement Design
 1. Minimum design period
 2. Minimum ESAL's
 3. Minimum design reliability factors
 4. Resilient modulus for existing and proposed widening (show assumptions)
 5. Roadbed resilient modulus
 6. Minimum structural asphalt thickness
 7. Cross slope
 8. Identify the need for modified binder
 9. Pavement coring and evaluation
 10. Identify if ARMI layer is required
 11. Minimum milling depth

The following documents are Attachments provided by the Department and shall be used by the Design-Build Firm in the development of the pavement design: ***Note to Developer of the RFP: Delete any items from the list below that are not applicable for the Project. Consider including minimum milling depth requirements from the Pavement Survey and Evaluation Report as RFP text given that this report is included as an Attachment-Reference Document.***

- Attachment No. xx FDOT AADT Traffic Data and Equivalent Single Axle Loading (ESAL) values
- Attachment No. xx Resilient Modulus Recommendations and LBR
- Attachment No. xx GTR (Section 13)
- ~~Reference Document~~ Attachment No. xx FDOT Pavement Survey and Evaluation Report
- ~~Reference Document~~ Attachment No. xx Profilograph Data

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

3. **Drainage Analysis:**

The Design-Build Firm shall be responsible for designing the drainage and stormwater management systems. All design work shall be in compliance with the Department's Drainage Manual; Florida Administrative Code, chapter 14-86; Federal Aid Policy Guide 23 CFR 650A; and the requirements of the regulatory agencies. This work will include the engineering analysis necessary to design any or all of the

following: cross drains, French drains, underdrains, edge drains, roadway ditches, outfall ditches, storm sewers, retention/detention facilities, interchange drainage and water management, other drainage systems and elements of systems as required for a complete analysis. Full coordination with all permitting agencies, the district Environmental Management section and Drainage Design section will be required from the outset. Full documentation of all meetings and decisions are to be submitted to the District Drainage Design section. These activities and submittals shall be coordinated through the Department's Project Manager.

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

The objective is to obtain approved stormwater treatment/attenuation design. This service shall include, but is not limited to the following.

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

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

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

I. Structure Plans:

1. Bridge Design Analysis:

- 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. Any erection, demolition, and any proposed sheeting and/or shoring plans that may potentially impact the railroad must be submitted to and approved by the railroad. This applies to areas adjacent to, within and over railroad rights of ways.

- f. 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.
- g. Wall heights, from the top of leveling pad to the top of wall coping, greater than 40' shall not be permitted, unless site specific locations have been approved by the Department through the ATC process.

2. Criteria

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

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

Note to developer of the RFP: Partial Height Walls: Partial height walls such as perched and toe-walls are generally not desirable due to maintenance issues related to mowing and maintaining adjacent fill slopes. In general, full height walls better facilitate future widenings. See Structures Design Guidelines Figure 3.12-1. Include restrictions regarding partial height walls as deemed appropriate based on Project specific requirements.

- d. 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.

J. Specifications:

Note to developer of the RFP: As part of the RFP for all Design-Build Projects, Districts must include

the Division I (General Requirements and Covenants) Specification language developed by Central Office and to be compiled by the District Specification Office all Division I Special Provisions identified to be applicable to the Project as the standard boilerplate for Design-Build Contracts. This language shall not be modified.

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

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

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

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

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

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

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

K. Shop Drawings:

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

L. Sequence of Construction:

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

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

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.

Note to the developer of the RFP: The following section should include a list of all Special Events that have a direct impact to traffic within the Project limits. Coordinate with the District Construction Office for the Special Events occurring within the Contract Time period that will impact the traveling public within the Project area.

1. Traffic Control Restrictions:

There will be NO LANE CLOSURES allowed between the hours of _____AM to _____PM. A lane may only be closed during active work periods. There will be NO PACING OPERATIONS allowed between the hours of ____ AM to ____ PM. There will be no DETOURS allowed between the hours of ____ AM and ____ PM. All lane closures, including ramp closures, must be reported to the local emergency agencies, the media and the District _____ information officer. Also, the Design-Build Firm shall develop the Project to be able to provide for all lanes of traffic to be open in the event of an emergency.

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

<<List Events and Lane Closure Restriction Periods>>

O. Environmental Services/Permits/Mitigation:

Note to the developer of the RFP: The following paragraph should only be included when the Department's investigation (as required by the Federal Endangered Species Act) determines that there is a potential impact to gopher tortoise habitat and an evaluation is necessary to mitigate such impact(s).

The Department has conducted an investigation of the Project site and determined that potential gopher tortoise habitats could be impacted by the Project. All coordination by the Design-Build Firm with the Department regarding gopher tortoises will be completed through the ***(Note to the developer of the RFP: – choose one of the following:)*** District Environmental Management Office, District Environmental Permit Office. If the Department has determined that suitable gopher tortoise habitat exists in the project area, then the Design-Build Firm shall be responsible for conducting the gopher tortoise burrow survey for the purpose of identifying potential gopher tortoise habitats that could be impacted by the Project including any areas to be used for construction staging. The habitat will be systematically surveyed according to the current Gopher Tortoise Permitting guidelines published by the Florida Fish and Wildlife Conservation Commission (FWC). The Department must verify the completeness and accuracy of the assessment prior to commencement of any permitting or construction activities. Any areas where the Design-Build Firm proposes to protect burrows to remain on-site with “exclusionary fencing” shall be reviewed by the Department. The Design-Build Firm shall submit an “exclusionary fencing” plan for review prior to any “exclusionary fencing” installation. If there are unavoidable impacts to gopher tortoise burrows, the Design-Build Firm shall be responsible for preparing required documentation for the Department to obtain a FWC permit for the relocation of gopher tortoises and commensals from burrows which cannot be avoided. Preparation of complete permit packages will be the responsibility of the Design-Build Firm. As the “permittee”, the Department is responsible for reviewing and approving the permit application package including all permit modifications, or subsequent permit applications. This applies whether the project is Federal or state funded. Once the Department has approved the permit application, the Design-Build Firm is responsible for submitting the permit application to FWC. A copy of the permit and any subsequent reports to FWC must be provided to the ***Note to the developer of the RFP: – choose one of the following:)*** District Environmental Management Office or District Environmental Permit Office, as appropriate. If FWC rejects or denies the permit application, it is the Design-Build Firm’s responsibility to make whatever changes necessary to ensure the permit application is approved. Once the permit is obtained, the Design-Build Firm shall notify the Department at least one week prior to the relocation of gopher tortoises. If gopher tortoise relocations are phased throughout the construction, the Design-Build Firm shall notify the Department at least one week prior to each relocation phase. The Department will provide oversight of the relocations and ensure permit compliance. The Design-Build Firm shall be responsible for any necessary permit extensions or re-permitting in order to keep the relocation permit valid throughout the construction period. The Design-Build Firm shall provide the Department with draft copies of requests to modify the permits and/or requests for permit extensions, for review and approval by the Department prior to submittal to the Agencies. The Design-Build Firm shall provide the appropriate reports as required by the permit conditions, including closing out the permit. The Design-Build Firm shall note that permits for gopher tortoise relocation for areas outside of the Department owned Right of Way (i.e. utility easements; license agreements) cannot be obtained with the Department as the “permittee”, per FWC requirements. Should permits in areas outside of the Right of Way be required, the Department will still perform the oversight of the process as described above. The Design-Build Firm will be required to pay all permit fees including any and all fees associated with the relocation of gopher tortoises. Any fines levied by permitting agencies shall be the responsibility of the Design-Build Firm.

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: ***(Note to the developer of the***

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RFP: Use this section to list specific Environment Services/Permit requirements identified by the Office of Environmental Management and/or District Environmental Management Offices such as:)

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

Note to the developer of the RFP: The following paragraph should only be included when alternate design approaches are part of the Project, the alternate design approach is intended to be used on Projects which include specific Project miscellaneous alternates and when one or more of the alternates may require a specific environmental permit and/or mitigation plan.

Unless specifically identified otherwise, the design and construction of any alternate design approach identified within this RFP is not a requirement of this RFP. The Design-Build Firm is not responsible for any permitting or commenting agency coordination or other impacts to the permit processes that would be associated with any alternate design approach, unless the Design-Build Firm chooses to include the alternate design approach in its Proposal.

P. Signing and Pavement Marking Plans:

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

A Conceptual Signing Plan has been provided by the Department ([Reference Document Attachment xx](#)) identifying sign locations and messages within the Project limits. No structural analysis was performed for the Conceptual Signing Plan.

Note to Developer of the RFP: Include any specific information regarding sign placement or structures that cannot be adjusted.

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

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

Q. Lighting Plans:

Note to Developer of the RFP: Any wildlife sensitive lighting discussion in this section should be coordinated with the District Environmental Management Office or District Permit Coordinator.

The Design-Build Firm shall provide a lighting design and a lighting analysis, and prepare lighting plans

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 either:

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

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

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

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

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

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

Where new electrical services are required, the Design-Build Firm shall coordinate the final locations of distribution transformer and service poles to minimize service and branch circuit conductors and conduit lengths. Preliminary electrical service locations have been coordinated with and provided by **[Note to RFP Developer: Insert Utility Provider(s)]**. The preliminary electrical service locations are shown in/on [Note to RFP Developer: Provide location]. Each service point shall be separately metered.

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

R. Signalization and Intelligent Transportation System Plans:

1. General

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

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

- Project Layout / Overview sheets outlying the locations of field elements
- Detail sheets on:
 - DMS Structure, DMS attachment, DMS display/layout
 - CCTV structure, CCTV attachment, CCTV operation/layout
 - MVDS structure, MDVS attachment, MDVS operation/layout
 - Fiber optic splice and conduit
 - Power Service Distribution
 - Wiring and connection details
 - Conduit, pull box, and vault installation
 - Communication Hub and Field Cabinets
 - System-level block diagrams
 - Device-level block diagrams
 - Field hub/router cabinet configuration details
 - Fiber optic Splicing Diagrams
 - System configuration/Wiring diagram/Equipment Interface for field equipment at individual locations and communications hubs.
 - Maintenance of Communications (MOC) Plan

Anticipated DMS features and details:

DMS Feature	Approximate Location	Direction	Notes

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

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

2. Design and Engineering Services:

The Design-Build Firm shall be responsible for all Signalization and 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:

- Replacement of any ITS System components that are impacted by the Design-Build Firm's scope of work as approved by the Department. All equipment shall be new unless otherwise specified.
- DMS – Includes sign support structures, static signs, and mounting brackets for lane control, lane status, toll amount, travel time and full size DMS.
- CCTV – Includes concrete poles, camera lowering devices and mountings to provide 100% CCTV coverage of the project corridor. In addition, each express lane DMS shall have a dedicated verification CCTV.
- MVDS - Includes concrete poles and mountings to detect all general purpose and express lanes along the project corridor. MVDS devices shall be spaced at ½ mile intervals on each side of the roadway.
- Removal of any ITS System components that are impacted by the Design-Build Firms scope of work as approved by the Department.
- Removal of the existing lateral drops from the backbone to the existing mainline toll facilities and from the existing ramp toll facilities that will or may be removed as part of this project. The lateral drops disconnected from the backbone shall be re-spliced “in-kind” to match respective fiber strand(s) and buffer tube(s) as approved by the Department. The existing lateral drop conduit(s), pull boxes and splice boxes shall be removed as described in Section C - Utility Coordination of this RFP.
- Testing of fiber optic backbone and lateral drops furnished and installed or modified by the Design-Build Firm.
- Testing of the Intelligent Transportation System.
- Testing of the end-to-end express lanes system.

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

3. Construction and Integration Services:

The Design-Build Firm shall be responsible for all Signalization and ITS construction and integration services 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 refer to the ITS As-Built Plans provided with this RFP as [Reference Document Attachments](#) for additional information and shall be responsible for field verifying all existing site conditions within the project limits.

The ITS components shall be defined as follows:

- **Closed Circuit Television (CCTV) Camera System:** The CCTV Camera System consists of pan-tilt-zoom (PTZ) cameras along the corridor that are typically spaced at one (1) mile intervals. The CCTV cameras are used by Department staff for incident management and traffic monitoring. The cameras are integrated and communicate with Local Hubs along the corridor via the single mode FOC communications backbone installed along the corridor.
- **Dynamic Message Sign System (DMS).** The DMS consists of both mainline and arterial dynamic message signs (ADMS) and provide roadway information and travel times. The mainline DMS are located at select locations along the corridor. The ADMS are located on each approach of select major arterials throughout the roadway system. The mainline DMS are connected and communicate via the single mode FOC communications backbone installed along the corridor. The ADMS communicate with wireless radios to a hub site connected to the single mode FOC communications backbone installed along the corridor.
- **Vehicle Detection Systems (VDS):** The VDS consists of non-intrusive, microwave technology sensors used to collect vehicle volume, speed and occupancy data from mainline travel lanes. The detectors are typically located at approximately one-half (1/2) mile intervals. The detectors are installed on stand-alone concrete poles and/or attached to other ITS device structures in a side-fired configuration to detect data on a lane by lane basis. The VDS is used for incident detection by Department staff and communicate with the single mode FOC communications backbone installed along the corridor.
- **Fiber Optic Network (FON):** The FON infrastructure provides communications for ITS and Tolls components. The FON is composed of the FOC communications backbone, lateral connections and communications equipment including but not limited to field and HUB Ethernet switches, port servers, routers, fiber patch panels installed at the various ITS device(s) serving as a local HUB.
- For clarification purposes, any reference in this RFP to the mainline fiber optic backbone that is installed along the corridor shall be defined as the "backbone". The fiber optic cable between the backbone and a building (ramp and mainline locations) shall be defined as the "Tolls lateral". The fiber optic cable between the backbone and ITS components shall be defined as the "ITS lateral".
- The FOC communications backbone consists of a single mode fiber optic cable and four (4), 1.25-inch HDPE conduit, locate tone wire, warning tape, fiber route markers, pull boxes, and splice boxes. Three (3) of the four (4), 1.25-inch HDPE conduits are spare conduits. The backbone provides access points for the various ITS and Toll System components along the corridor for network connectivity as previously described.
- The majority of ITS components are connected to the backbone through a lateral twelve (12) count single mode fiber optic cable inside two (2), 1.25-inch HDPE conduits of which one is a spare. ITS components on arterials, such as ADMS, connect with the backbone through a wireless

access point (WAP) and LHUBs which are physically connected to the backbone through a lateral fiber optic cable connection.

- The Departments Communications Network includes but is not limited to the fiber optic drops from the backbone to each toll plaza as well as fiber optic cable that interconnects ramp toll plazas within the various interchanges and all other associated communications elements. The lateral drops for the existing toll plaza consist of a twenty-four (24) count single mode fiber optic cable for ramp plazas and forty-eight (48) count single mode fiber optic cable for mainline toll plazas. The lateral drops typically consist of two (2), 2 inch underground conduits of which one is a spare.

S. Landscape Opportunity Plans:

Note to developer of the RFP: Include the following language in the Design and Construction Criteria section when the project scope requires the Design-Build Firm to develop and provide a Landscape Opportunity Plan. This language is NOT to be modified without prior approval from the State Construction Office.

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

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

The Opportunity Plans shall include the following:

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

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

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

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

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

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

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

VII. Technical Proposal Requirements:

A. General:

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

B. Submittal Requirements:

The Technical Proposal 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: _____

The minimum information to be included:

Section 1: Project Approach

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

Section 2: Plans

- Plan and Profile views of the proposed improvements shall be submitted in roll-plot format. The maximum width of the roll-plots shall be 36". The maximum length of the roll-plot shall be 8'. Inclusion of additional information on the roll-plot, other than depictions of the Plan and Profile views, is allowed provided it clarifies the plan and profile views. However, the Department may determine that such additional information is excessive and may require the Design-Build Firm to revise and resubmit the roll-plots. If this occurs, the Design-Build Firm will have 2 business days to revise and resubmit the roll-plots upon notification by the Department. All other information not included on the roll plots, such as typical sections, special emphasis details, structure plans, etc., shall be provided on 11"x17" sheets.
- Provide Landscape Opportunity Plan sheets that depict preserved planting locations for a Bold Landscape design for the entire project limits. The Landscape Plan shall show all preserved planting areas to be used for future Bold Landscaping designs. Paper size shall be 11"x17".
- Right of Way Maps and Legal Descriptions (including area in square feet) of any proposed additional Right of Way parcels if applicable and approved through the ATC process. Provide Technical Proposal Plans in accordance with the requirements of the FDOT Design Manual, except as modified herein.
Note to developer of the RFP: Use this section to identify and define Technical Proposal Plan requirements for any design element required of the project but not addressed in the FDOT Design Manual Part 3, Chapter 301, Section 301.3, Figure 301.3.1. (Including but not limited to items i.e. Key Sheet, Signalization, Lighting, Landscape Plans, Toll Facility Plans,

etc.) The RFP developer must list the applicable design element and define the Technical Proposal Plan requirements for this specific design element.

- The Plans shall complement the Project Approach.

C. Evaluation Criteria:

Note to developer of the RFP: Ranges of Values for each Item have been provided to guide the assignment of Values for each Item. Deviations from these items and established ranges must be approved by Central Office. The "Design-Build Firm is to address the following in the Technical Proposal" under each Item should be tailored to meet the individual needs of the Project. Technical Proposal requirements should be tied to the Evaluation Criteria listed below.

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	25-40
2. Construction	25-40
3. Innovation	0-10
4. Value Added	5-10
Maximum Score	80

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

1. Design (_25-40_ 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
- Incident Management Plan
- Aesthetics
- Utility Coordination and Design
- Design considerations which improve recycling and reuse opportunities

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

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

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

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

2. **Construction (25-40 points)**

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

- Safety
- Structures construction
- Roadway construction
- Drainage construction
- Construction coordination plan minimizing construction changes
- Minimizing impacts through construction to:
 - Environment (social, cultural, natural, and physical)
 - Public
 - Adjacent Properties
 - Structures
- Implementation of the and Erosion/Sediment Control Plan
- Implementation of the Maintenance of Traffic Plan
- Implementation of the Incident Management Plan
- Utility Coordination and Construction

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

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

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

3. Innovation (0-10_ points)

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

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

4. Value Added (5-10_ points)

Note to developer of the RFP: The following Section shall not be changed without prior approval from Central Office.

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 Concrete Pavement	5 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:

Note to developer of the RFP: This section of the RFP document shall be used for all Adjusted Score Design-Build contracts, unless prior approval from the Chief Engineer has been obtained to exclude Stipend Award. The amount of the stipend compensation shall be within the ranges established by Rule 14-91, Design-Build Procurement and Administration Procedure 625-020-010 and the Design-Build Guidelines. For Factored Design-Build, the Department has elected to pay a stipend to the top two responsive non-selected Short-Listed Design-Build Firms to offset some of the costs of preparing the Proposals.

The Department has elected to pay a stipend to ***Note to Developer of the RFP: For Factored Design-Build, insert "the top two"*** 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 \$_____ 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.

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

VIII. Bid Proposal Requirements.

A. Bid Price Proposal:

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

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.

Attachment F

Utilities Procedure Manual

6.2 Advance Relocations and Work Relocation Schedules

Advance relocations and Design-Build Utility Work Schedules reduce the risk of Design-Build. The higher risk assessment project can be determined by the project selection. These risks should drive the amount of project development that must be done.

Are the concept plans detailed enough to identify needed relocations that can be performed prior to the Design-Build Firm starting? If so, develop the plans to a point where the UAO can agree to relocate before the Design-Build Firm starts the project. The Department will not participate in any revisions or further reimbursements for that work.

Are the concept plans detailed enough to identify needed relocations that must be performed once the Design-Build Firm starts? If so, develop the plans to a point where the UAO can agree to relocate according to a Design-Build Utility Work Schedules and put in them in the RFP. The Department will not participate in any revisions or further reimbursements due to changing any of the executed Design-Build Utility Work Schedules.

6.3 RFP Development.

The DUO should shall ensure that all of the following are included in the RFP:

- a. Utility easement's in the project limits,
- b. UAOs with utilities in the area and their contact information,
- c. UAO's status as reimbursable or non-reimbursable,
- d. Utilities that were relocated for the project as described in **UPM Section 6.2**, and

All Utility Work Schedules already executed.

6.4 Project Assistance

The DUO will schedule a mandatory meeting between the DUO, Design-Build Firm, and UAOs on all DB projects. The DUO will explain the roles/responsibilities of each party.

The DUO must assist the Design-Build Firm in understanding the time frames and the Design-Build Firm's responsibility to get relocation agreements. After awarding the Design Build contract through the procurement process, the DUO shall assist the Design build firm when a UAO fails to respond to a written statutory request after 30 calendar days have elapsed.

Attachment G

FDOT Design Manual – Chapter 907

907 RFP Concept Plans

907.1 General

This Chapter provides minimum requirements for the development of RFP Concept Plans that are included as an Attachment to the Request for Proposal (**RFP**). The requirements of this chapter must be met for Adjusted Score Design-Build Projects, and Low Bid Design-Build Projects.

The requirements provided in the **FDM 900 Series** and the **FDOT CADD Manual** form the basis for format and assembly of the plans.

Additional information regarding Design-Build contracting method can be found at:

<https://www.fdot.gov/construction/designbuild/design-build.shtm>

907.2 Index of RFP Concept Plans

Place an index of sheets on the left side of the Key Sheet. Assemble RFP Concept Plans in the following order:

- (1) Key Sheet (see **Exhibit 907-1**)
- (2) Typical Section Details
- (3) Model Management
- (4) Project Control
- (5) Roadway Plan-Profile
- (6) Stormwater Facilities
- (7) Drainage Map
- (8) Soil Survey
- (9) Report of Core Borings
- (10) Selective Clearing and Grubbing
- (11) Mitigation Plan
- (12) Traffic Plan (S&PM, Signalization, ITS, Lighting)
- (13) Landscaping Plan
- (14) Architectural Plan

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- (15) Structures Plan
- (16) Utility Work by Highway Contractor

907.3 RFP Concept Plans Development

Table 907.3.1 provides the minimum information that is to be shown on each sheet of the RFP Concept Plans. Written approval is required from the District Construction Engineer and the Chief Engineer when deviating from the minimum information set forth in **Table 907.3.1**.

Consider exceeding the minimum level of completion for higher risk elements.

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Table 907.3.1 RFP Concept Plans Development

SHEET / CONTENT
KEY SHEET
Financial Project IDs
(Federal Funds) notation, if applicable
County Name and State Road
Fiscal Year and sheet number
Consultant's name, address, and contract number, if applicable
Department's Project Manager's name
List of Component Plan Sets
Project Location URL and Work Limits
Index of sheets including Developmental Standard Plans (when required in RFP)
Contract plans and component plans list (lead component only)
TYPICAL SECTION DETAILS
Project Specific Details
MODEL MANAGEMENT
Proposed Roadway Design and R/W Lines
Baselines
Model Information
PROJECT CONTROL
Benchmarks, Reference points, Control points
ROADWAY PLAN-PROFILE
Plan View
Existing topography including utilities
North arrow and scale
Centerline of construction or baseline of survey
Equations and exceptions
Curve data
Existing R/W lines
Begin & end stations for the project
Begin & end bridge stations
Proposed drainage structures with pipes
Proposed R/W lines
Proposed side drainpipes
Proposed geometrics
Limits of wetlands

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Table 907.3.1 RFP Concept Plans Development cont'

SHEET / CONTENT
Profile View
Scale
Equations
Existing ground line
Begin & end stations for the project
Begin & end bridge stations
Highwater elevation
Final profile grades and vertical curve data
Nonstandard superelevation transition details
Highwater elevations
STORMWATER FACILITIES
North arrow and scale
Centerline of construction or baseline of survey
Existing topography, drainage structures, and utilities
R/W lines
Soil boring locations
Fence and gate locations
Drainage structures with structure and pipe labeling
Stormwater facility delineation with side slopes, dimensions, and elevations
Stormwater facility section views
Outlet structure details and notes
100-year flood plain boundaries and elevations
Contamination sites, delineated wetlands, and sink holes and depressions
DRAINAGE MAP
Proposed drainage structures with structure numbers
Proposed cross drains with pipe sizes and structure numbers
Flow arrows along proposed ditches
Retention and detention ponds, pond number and area size
Bridges and bridge culverts with begin & end stations
Flood Data Summary (if applicable)

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Table 907.3.1 RFP Concept Plans Development cont'

SHEET / CONTENT
SOIL SURVEY & REPORT OF CORE BORINGS
Soil data
TEMPORARY TRAFFIC CONTROL PLAN
Typical section for each phase
Description of the phasing sequence and work involved
Other worksheets as necessary to convey concept and scope
Detour Plans with off-site detour routing
UTILITY ADJUSTMENTS
All existing utilities highlighted with dispositions
Develop conflict matrix
General Notes sheet including any work restrictions stipulated by UAOs and limitations on relocations, protections, or adjustments
Verified utility locations (SUE data)
SELECTIVE CLEARING AND GRUBBING
Existing vegetation to be protected, relocated, or removed
Project-specific notes and details
MITIGATION PLANS
Project specific
TRAFFIC PLAN
North arrow and scale
Basic roadway geometrics
Begin & end stations and exceptions
Station equations
Conflicting utilities, lighting, and drainage
Guide sign locations with panel legends depicted
Pavement markings including stop bars and crosswalks
Signal pole locations shown at correct station location and offset
Signal head locations
ITS device locations shown at correct station location and offset
Light pole symbols shown at correct station location and offset

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Table 907.3.1 RFP Concept Plans Development cont'

SHEET / CONTENT
LANDSCAPE PLAN
Contents are Project Specific
ARCHITECTURAL PLAN
Contents are Project Specific
STRUCTURES PLAN
Plan and Elevation
Substructures: For end bents, piers, or intermediate bents, show substructure elements and sizes including all deviations from the typical dimensions, foundation type including element spacing and the arrangement of piles or drilled shafts
Superstructure: Include cross section showing lanes, shoulders, railings, slab thickness, beam type and spacing and web depth for steel girders. If applicable, show geometric changes in shapes of various components. Also show construction phases and maintenance of traffic data, outline of the existing structure and portions to be removed, and utilities (existing and proposed as available)
Retaining Walls: 1) Submit preliminary control drawings when proprietary or standard cast-in-place walls are proposed. 2) Control drawings for critical temporary walls.
Bridge Hydraulics Recommendation Sheet
Report of core borings.
Proposed construction sequence and methods indicate construction easements and methods of construction access
Aesthetic details.
Post-tensioning layouts
Foundation layouts and pile/shaft data table
Sidewalks: If provided, show preliminary accessible elements
Special details required by the Engineer or details which are not normally used on Department projects
UTILITY WORK BY HIGHWAY CONTRACTOR
Key Sheet
Mainline plan-profile showing proposed utility horizontal and vertical locations
Summary of Quantities Sheet

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907.3 RFP Concept Plans Delivery

After the RFP Concept Plans have been reviewed, District comments addressed, and plans updated, submit the following:

- (1) Final RFP Concept Plans
- (2) CADD.zip file
- (3) Typical Section Package
- (4) Toll Siting Technical Memorandum in accordance with GTR, when applicable