

Florida Department of Transportation
District 1

PHASED DESIGN-BUILD (PDB)

REQUEST FOR QUALIFICATIONS (RFQ)

For

**Pine Island Road Causeway and Bridge, Lee County
Emergency Procurement**

Financial Projects Number(s): 451937-2-32-01, 451937-2-52-01

Federal Aid Project Number(s): E221-006

Contract Number: H1I24

November 21, 2022

DRAFT

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Capitalized terms not defined in this Request for Qualifications utilize the definitions found in the

Florida Department of Transportation Division I Design-Build Specifications, July 2022. Unless otherwise noted, “days” shall refer to calendar days throughout this RFQ.

ATTACHMENTS

The Attachments listed below are hereby incorporated into and made a part of this Request for Qualifications (RFQ) as though fully set forth herein. See herein this RFQ for clarifications for the application of Attachments and Governing Regulations to this Project.

A001_Project Advertisement
A002_Executive Order (EO-22-218)
A003_Executive Order (EO-22-219)
A004_Division I Design-Build Specifications
A005_Division II and III Special Provisions
 sp1010000db-722
 sp1050813db-722
 sp4550000db-722
 sp4750000db-722
A006_FHWA_1273_2022-07-05

REFERENCE DOCUMENTS

The following documents are being provided with this RFQ. Except as specifically set forth in the body of this RFQ, 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 RFQ, 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 Proposer agrees that by accepting copies of the documents, any and all claims for damages, time, additional compensation, or any other impacts based on the documents are expressly waived.

The Department may, at its sole discretion, determine that reliance by the Design-Build Firm on certain information included in these Reference Documents is in the Department’s best interest. If the Design-Build Firm wants to rely on a specific Reference Document, the Reference Document(s), or components thereof, shall be identified in a Work Package Proposal prepared by the Design-Build Firm. Each time a Reference Document, or component thereof, that is to be relied upon, must be specifically approved by the Department and shall be documented in the associated task work order.

R001_FHWA-ProgressiveDB
R002_Pine Island Emergency Repair Before and After
R005_Marketing Presentation For Pine Island

I. Introduction

The Florida Department of Transportation (Department) has issued this RFQ to solicit letters of response (“Responses”) from Proposers to design and build the reconstruction of the Pine Island Causeway and Little Pine Island Bridge approaches in Lee County due to catastrophic damage caused by Hurricane Ian. Reconstruction of the Pine Island Causeway and Little Pine Island Bridge approaches shall hereinafter be known as Pine Island reconstruction (Project). The selected Proposer will serve as the Design-Build Firm to collaborate and coordinate with the Department, its representatives, and project stakeholders to design and construct the Project in phases that are aligned with the Department’s goals and available funding. This Project is being procured as an emergency contract pursuant to the State of Florida Governor’s Executive Order No. 22-218, as amended by Executive Order No. 22-219.

A. Phased Design-Build Introduction

The Project will be delivered through a collaborative project delivery method that combines the Planning Phase, Preconstruction Phase, and Construction Phase under one Contract. The selection of a Design-Build Firm will be based on the qualifications of the Proposers. The Department will evaluate the Proposers consistent with the criteria contained in this RFQ and select the highest scoring Proposer. After selection, the Design-Build Firm and the Department will negotiate services under the Contract and issue Task Work Orders for the Work to complete the project. As design progresses and at the Department's request, the Design-Build Firm may be asked to prepare contract bid documents and solicit bids from subcontractors and develop a Work Package Proposal (WPP) that includes fee for portions of the Project. These Work Packages will include fees for final design of all Work contained within the Work Package. If the Department accepts the WPP, the Design-Build Firm and the Department may enter into an agreement, via a Task Work Order modifying the overall Contract, to perform construction services for the Work Package. It is expected that the Project will be constructed in phases through multiple Work Packages aligned with the Department's available funding which is subject to change.

B. Description of Work

The limits of the Project are CR 78 (Pine Island Rd.) from west of Little Pine Island Bridge (Bridge No. 120111) to west of Shoreview Drive. Roadway segments within the Project limits are owned, operated, and maintained by Lee County.

The Project scope consists of, but is not limited to, NEPA documentation, survey, permitting, utility coordination, preconstruction activities related to the development of construction plans and reconstruction of the Pine Island Rd. Causeway and approaches to Little Pine Island Bridge (Bridge No. 120111) to address permanent repairs required resulting from damage caused by Hurricane Ian.

The approximate locations of currently known damage and/or permanent repair needs within the limits of the existing Lee County right-of-way are: (1) West and East approaches to Little Pine Island Bridge (Bridge No. 120111); and (2) Pine Island Road Causeway from the East end of the Matlacha Pass Drawbridge to West of Shoreview Drive. The Design-Build Firm will be responsible for confirming the Lee County right-of-way limits and identification of permanent repair needs and locations prior to issuance of a task work order for the development of construction plans.

During the progression of the Project, the Design-Build Firm shall collaborate and coordinate with the Department, its representatives, project stakeholders and adjacent ongoing and future projects.

Project Stakeholders (including but not limited to):

- Lee County
- Property Owners
- Utility Agencies and Owners - see Reference Documents for known utilities in area
- Lee County School District
- Businesses, Business Organizations, and Hotels in adjacent areas
- Neighborhood Associations
- Fire, Law Enforcement, and Emergency services
- General Traveling Public
- Others

C. Project Goals

The Design-Build Firm shall progress, optimize, innovate, deliver, and construct the Project consistent with the Department's goals listed below:

- Develop design and deliver phases of construction to provide for a permanent roadway meeting the applicable standards within Lee County right-of-way
- Resiliency options for potential inclusion in permanent construction
- Proactively communicate, collaborate, and coordinate with Project stakeholders and the public
- Minimize impacts to the natural and built environments
- Complete NEPA and related environmental documentation prior to construction
- Complete permitting required for construction
- Restore access to private property
- Ensure that all NEPA commitments are met
- Minimize disruption to traffic flow during construction.
- Minimize impacts to and endeavor to avoid utilities and coordinate Utility/Agency Owner's (UAO) utility relocation schedules and plans
- Align phased Project delivery and earned value with available funding and environmental commitments
- Use innovation, design optimization accelerated construction techniques and sharing of risk to expedite project completion

II. Phased Design-Build (PDB) Delivery Approach

A. Definitions

Terms contained in this RFQ shall have the meanings set forth in the RFQ. If a word is not defined in the RFQ or a definition is not modified in this RFQ, it shall have the meaning as set forth in the Attachments (specifically the Div-I Design-Build Specifications). The following terms, when used in the RFQ, have the meaning described below:

Construction Phase. The portion of the Project in which Work Packages are delivered through task work orders that authorize Construction Work according to the Contract Documents.

Construction Sub-Package (CSP). A portion of work contained within a Work Package to be performed by a single entity, either the Design-Build Firm or a subcontractor.

Construction Work. All labor, materials, equipment, incidentals, and services required to complete the requirements of the Contract Documents and scope of work described within a Work Package. Construction Work does not include Preconstruction Phase work or final design services.

Opinion of Probable Construction Cost (OPCC). A cost estimate performed with preliminary construction documents showing description of pay items, units of measurements, quantity, unit prices, extended costs, overhead, salaries, safety administration, offices, yards, bonds, insurance, licenses, permits, fees, expenses, indirect, equipment, contingencies, risks, and other work to indicate overall cost for the Project or individual Project elements and/or Work Packages.

Phased Design-Build (PDB). A collaborative project delivery method that combines the phases of work under one Contract to prepare preliminary designs that meet the scope and goals of the Project, develop Work Package Proposals for portions of the Project, and perform final design and construction services for the Work Packages. It is expected that the Project will be constructed in phases through multiple Work Packages aligned with the Department's work program and available funding which is subject to change.

Phasing Plan. A document demonstrating an overall plan, strategy, and timeline for constructing the Project in divided components of work with Critical Activities identified for review and authorization of work.

Proposer. An individual, firm, corporation, company, or joint venture submitting a letter of response stating their qualifications to perform the Work.

Request for Qualifications (RFQ). This package and document, its associated attachments, references, and forms provided to the engineering and contracting industry that defines the scope of work, the procurement process, and the responsibilities of the Design-Build Firm and forms the foundation for the Contract between the Design-Build Firm and the Department. This RFQ package shall govern any discrepancies between any of the attachments and Contract Documents.

Risk Register. A document identifying project risks, probabilities, risk mitigation strategies, cost impacts, schedule impacts, and ownership.

Work Package. A segment or component(s) of the Project with a specific scope of work, requirements, obligations, and responsibilities that can be documented with preliminary or final construction Contract Documents.

Work Package Proposal (WPP). The Design-Build Firm's submittal to the Department associated with a specific segment of Work. The WPP shall include preliminary or final construction documents, master schedule, and validation of adherence to Subcontractor Plan. If the WPP is approved by the Department, the Department will issue a task work order to the Design-Build Firm for the Work Package.

B. Clarifications of Attachments and Governing Regulations for Phased Design-Build

Attachments and Governing Regulations referenced herein that are published by the Department may reference terminology that is not directly applicable to the PDB delivery method. The following terms are being clarified for interpretation and application of attachments and governing regulations. The following definitions shall have priority over definitions found in other Attachments to this RFQ. In no case, however, shall the Design-Build Firm be relieved of its duty to design and construct the Project in accordance with the Governing Regulations and the Design and Construction Criteria contained herein without approval by the Department and documentation of the approved deviation in a task work order. Deviations from the Governing Regulations and the Design and Construction Criteria contained herein may include but are not limited to a Design Exception, Design Variation or other modification of these requirements through written approval by the Department. If a provision contained in the Attachments and Governing Regulations is claimed to be ambiguous or unclear as to its applicability to the Project, the Department shall have the right to determine in its sole discretion how such ambiguity is resolved.

Bid Proposal. Refers to the fee related to a unique Work Package.

Design-Build Firm. The individual, firm, corporation, company, or joint venture contracting with the Department to perform services and work to deliver this Project using the PDB delivery approach with the Department for the phases of the Project. The word "Contractor" is also deemed to include the Design-Build Firm contracting with the Department for performance of Work, including all engineering services, construction, and furnishing of materials. If the Design-Build Firm is made up of multiple firms, either through a joint venture or other mechanism to act as one entity, when the Contract Documents preclude the Design-Build Firm from taking an action, it also would preclude the members of a joint venture from taking the same action in an individual capacity. Members of the Design-Build Firm may not act as individual separate entities in order to accomplish something that the Design-Build Firm is not permitted to do.

Proposal. Refers to the complete WPP prepared by the Design-Build Firm and presented to the Department for the completion of a Work Package, comprised of technical and price proposals, including plans, specifications, special provisions, schedule, etc., that has been collaboratively developed and mutually agreed to, or pending mutual agreement subject to continued negotiations, by the Department and Design-Build Firm during the Preconstruction Phase or related to changes during the Construction Phase.

Request for Proposal. Refers to this RFQ including all attachments. This specifically means that this RFQ shall take the same position in Contract hierarchy as an RFP would in Div-I Design Build Specification 5-

2. It does not include the reference documents.

Technical Proposal. Refers to the scope of improvements, inclusive of plans, specifications, and special provisions, for a Work Package collaboratively developed and mutually agreed-to by the parties through a task work order.

C. Overview of Phased Design Build Process

The Work shall be performed by the Design-Build Firm in phases. These phases will be determined by the Department and the Design-Build Firm and will result in a separate Task Work Order for each phase of Work. The completion of all Task Work Orders will result in the completion of the Project. The Department is under no obligation to enter into any Task Work Order. Each Task Work Order for Construction Work will require the Design-Build Firm to provide a payment and performance bond in the amount of the Task Work Order or as determined by the Department.

Each Task Work Order will have specific method of compensation and a corresponding NTP. Design and planning services will be separate Task Work Orders and will be paid for on a negotiated rate sheet basis based on negotiation with the Design-Build Firm.

Task Work Orders for Construction Work services will be paid for on a negotiated unit price basis for each Work Package.

As part of this Design-Build Agreement, the Design-Build Firm shall work collaboratively as a team with the Department, its representatives, and project stakeholders to maximize the Project scope, value, and quality of the Project.

If the Design-Build Firm is required to submit a deliverable to the Department, and the Department has the right to review and approve the deliverable, the Department is under no obligation to approve the deliverable until it is satisfied that the deliverable is acceptable. Failure of the Department to approve the deliverable does not entitle the Design-Build Firm to additional compensation and shall not be a basis for a claim or dispute.

Unless otherwise stated herein, or agreed to during the development of the Master Schedule and/or subsequent Work Package schedules, the Department shall have 15 calendar days, excluding Saturdays, Sundays, and Holidays, for each review. Unless otherwise stated herein or otherwise agreed to in writing by both Parties, any deliverable not accepted or approved by the Department, as required by the submittal type, within the time required is deemed to be rejected.

During the execution of the Contract, there will be several instances where task work orders are issued to allow the Design-Build Firm to move on to the next portion of Work. No task work order will be issued for this Project unless the Department has the funds encumbered to fund the Work associated with the task work order. The Department, in its sole discretion, may refuse to consider issuance of new task work orders on the Project during the month of June. No claims shall be permitted in relation to this election.

D. Initial Task Work Orders

The following are tasks/deliverables that are anticipated that the Design-Build Firm shall perform/submit during future Phases of the Work. These will be negotiated and may be the subject of future Task Work Orders:

Develop a collaborative team environment that fosters communication, accountability, and trust.

Implement an interactive design process to incorporate mitigation strategies for identified risks and innovations into the design.

Prepare the Project Management Plan for submittal to and approval by the Department.

Prepare the Quality Management Plan for submittal to and approval by the Department.

Prepare the Safety Plan for submittal to and approval by the Department.

Prepare the Stakeholder Engagement Plan for submittal to and approval by the Department and Lee County, as needed.

Develop Work Packages.

Develop Conceptual Traffic Control Plans for submittal to and approval by the Department and Lee County, as necessary

Conduct regular risk and opportunity/innovation workshops.

Third-party coordination with Utility Agency/Owners (UAO's) (anticipated to be led by the Design-Build Firm with Department oversight)

Prepare a Hurricane Preparedness Plan for submittal to and review and acceptance by the Department and Lee County.

Preliminary Design Services

Weekly design meetings and minutes, plus regular discipline-specific meetings, including but not limited to MOT/detours, structures, geotechnical, drainage, utilities, signing, ITS, etc.

Presentations and engineering drawings to show work in progress or innovations

Prepare and submit applications for permits and submit applicable fees required by authorities with jurisdiction

Develop Project Technical Provisions in accordance with Lee County specifications

Perform design and provide documentation pursuant to the FDOT applicable manuals, policies, and procedures and the requirements in this RFQ.

Perform utility coordination, surveys and prepare utility adjustment sheets.

Prepare designs and construction documents for utility adjustments and relocations

Conduct any remaining site investigations and surveys

Complete the NEPA document and related technical memorandums for permanent repairs for FDOT's review and approval.

Ensure National Environmental Protection Act (NEPA) commitments are met

Preconstruction Services

Risk Management

Prepare and maintain a Risk Register. Each modification to the Risk Register must be submitted to the Department for review and approval.

Develop and implement mitigation plans for identified risks.

Identify, evaluate optimize and propose alternatives to reduce schedule, reduce costs, or improvements that otherwise will improve the Project.

Perform constructability and maintainability reviews of designs, plans and specifications at major milestones as determined by the parties.

Cost Estimating

Develop opinions of probable construction cost ("OPCC") at 60% Plans and 90% plans, as defined by the

FDM, or as requested by the Department, and the Design-Build Firm shall share the details of its cost model with the Department and its representatives.

Cooperate with the Department and its representatives in review of OPCC at 60% and 90% milestones, or as requested by the Department.

Develop a cost and WPP for submittal to and review by the Department.

If directed by the Department, continue to participate in value engineering services so that the Design-Build Firm can reduce the cost. At the Department's request the Design-Build Firm shall meet with the Department to review and discuss the WPP and make adjustments in response to comments from the Department.

Master Schedule

Update the Master Schedule as needed.

Phasing Plan

Update the Phasing Plan as needed.

Subcontractor Management

Develop an on-the-job training ("OJT") plan that complies with the requirements developed by the Department. The requirements of the OJT plan will be provided by the Department.

Solicit bids and select subcontractors.

The Design-Build Firm shall develop WPPs in accordance with the Phasing Plan.

The Department shall review each draft WPP and provide feedback at its discretion. Thereafter, the Department and the Design-Build Firm shall engage in good faith negotiations to finalize the Work Package on a timely basis. At the Department's request, the Design-Build Firm shall meet with the Department to review and discuss the draft Work Package and make adjustments in response to comments from the Department.

In accordance with other requirements herein, the Department and the Design-Build Firm shall work together to develop iterative versions of a budget for the Project and OPCCs at various milestones and for various phases of the Project. Based on such iterative process, upon Approval by Department of an agreed to scope of work depicted in Design Documents of a sufficient level of completeness, the Design-Build Firm shall prepare and submit, in a form agreed to by the parties, a Work Package Proposal.

Each WPP shall be for a unique Work Package. Each Work Package may be comprised of one or more Construction Subcontractor Packages that may be competitively bid to Subcontractors or self-performed.

The Department shall review the WPP and provide any feedback or direction it elects in its discretion including direction to the Design-Build Firm to continue to participate in value engineering exercises so that the Design-Build Firm can reduce the cost of the Work Package Proposal. At the Department's request, the Design-Build Firm shall meet with the Department to review and discuss the cost for the Work Package and make adjustments in response to comments from the Department.

If the Department and Design-Build Firm agree upon a fee and other items comprising the WPP, then they shall execute and issue a task work order (subject to availability of funds), which shall set forth each of the items listed below to the extent they are relevant to the scope of the Construction Work authorized by the

Work Package:

1. The Schedule of Values;
2. The Work Package Schedule, including a total duration of the work in calendar days. The schedule shall identify the critical path, identify and account for long-lead procurement needs, and identify

and account for the Department's ROW acquisition dates for the Work Package. The Work Package Schedule shall be contained within the Master Schedule.;

3. The parties respective obligations for obtaining any required Governmental Approvals;
4. A list of the Design Documents, including all addenda thereto, including a list of clarifications and assumptions made to supplement the information contained in the Design Documents;
5. The studies, plans, and reports generated as part of the Preconstruction Phase, including any Site investigation reports, the Utility Map, ROW Plans, Hazardous Materials Report, Project Management Plan, Quality Management Plan, Safety Plan, and Disadvantaged Business Enterprise (DBE) Performance Plan.
6. Any changes to identified Key Personnel positions or the individuals serving in such positions;
7. The Technical Provisions;
8. Risk Register;
9. The Design-Build Firm's obligations to perform work under any Utility Agreements;
10. Any other documents or information required by the Department;
11. Any clarifications made by the Department under the provisions of this RFQ; and
12. Additional obligations or requirements agreed to by both parties.

E. Construction Phase

a. Self-Performance and Subcontracting Requirements

The Design-Build Firm shall self-perform at least thirty percent (30%) of the Construction Work. Materials purchased for the job by the Design-Build Firm shall count towards its self-performance requirement.

b. Calculation of the Fee for each TWO

The fee for each WPP shall be the following and any other components agreed to by the Department and the Design-Build Firm:

1. The Design-Build Firm's reasonable, good faith estimate of the cost of the Work, to include both direct and field indirect costs, presented as the Schedule of Values. This shall include all values for self-performed work and subcontracted work that makes up the Work Package.

c. Final Payment on Work Packages

At the completion of a Work Package, the Final Payment amount for that Work Package shall be the sum of the schedule of values.

d. Schedule of Values

The Schedule of Values approved by the Department will be the basis for determining each monthly progress estimate and the final estimate for each Work Package. 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. The monthly progress estimates cut-off date will be as provided for on the Department's website currently at [Estimate Cut-Off Dates \(fdot.gov\)](https://www.fdot.gov/estimate-cut-off-dates). If Department no longer publishes the estimate cut-off

dates the estimate cut-off date shall be the third Sunday of the month. The Design-Build Firm must submit the schedule of values to the Department for approval for each Work Package.

F. Combined Invoice for Work

The Design-Build Firm is responsible for submitting invoices requesting payment. These invoices shall be submitted no later than twelve o'clock noon (12:00 P.M.), Monday, after the estimate cut-off date or as directed the Department and shall include all sums earned by the Design-Build Firm under the Contract and any task work order, including the estimates associated with each Schedule of Values associated with any ongoing Work Packages. The Schedule of Values estimates portion of the invoice shall be based on the completion or percentage of completion of tasks as defined in each schedule of values. Final payments will be made upon completion of each individual Work Package. The Project as a whole will not be final accepted until all Work Packages have been completed and accepted by the Department. The Design-Build Firm will maintain responsibility and maintenance responsibility over the entire Project limits until the Project has been final accepted by the Department. Tracking DBE participation will be required under normal procedures according to the Construction Project Administration Manual. 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 determine, at the Department's sole discretion, whether work of sufficient quality and quantity has been accomplished by comparing the reported percent complete against actual work accomplished.

G. Prompt Payment Law

Participants providing goods and services to the Department should be aware of the following time frames. The Department has five (5) calendar days, excluding Saturdays, Sundays, and Holidays, 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 later of the date the invoice is received or the goods or services are received, inspected and approved.

If a payment is not available within forty (40) days of the Department's receipt of an invoice, 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 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.

H. The Department's Rights

By entering into the Contract with the Design-Build Firm, the Department is not obligated to authorize Construction Work on any component of the Project, or once a task work order has been issued for a specific Work Package to continue to approve any additional Work Package Proposals. If the Department, in its sole discretion, determines that the parties are unable or unwilling to agree upon any Work Package Proposal, then the Department may, at its election, take one or more of the following actions:

- Enter into discussions with the Design-Build Firm to reconcile basis of costs differences.
- Direct the Design-Build Firm to value engineer or reexamine the scope of the Work Package and make modifications to the proposal to satisfy the Department's concerns, and then resubmit the

proposal as a new Work Package Proposal.

- Enter into negotiations with the Design-Build Firm to remove portions of the Work Package Proposal and either create a new Work Package Proposal with a modified scope, or add those removed portions to previously approved Work Packages through amendments, modifying the previously agreed upon task work order for the associated Work Package accordingly.
- Take any other action allowed under the terms of the Contract.
- Reject the Work Package Proposal in its entirety.

The Department's decision on approving or not approving a Work Package Proposal does not modify any other portion of the Contract without written agreement of the parties.

I. Department's Availability of Funds

The Design-Build Firm shall align commitment/start of work on the phase of work for the Project to not exceed the Department's available budget as defined by the Department prior to the execution of a Task Work Order. The Department's budget is subject to change and contingent upon appropriation.

J. Liquidated Damages (LDs)

The Design-Build Firm and the Department will negotiate a final completion date for the Project to be established and memorialized in TWO #1. This final completion date will be subject to delay adjustments following the Design-Build Specifications (i.e., requiring Department approval). Liquidated Damages, as defined in the Design-Build Specifications, will begin to accrue after the final acceptance date of the Project has been exceeded.

III. 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 date and time stated shall cause a Proposer to be disqualified.

Date	# of working Days	Event
<u>2022</u>		
11/15/2022		Planned Ad
11/17/2022	2	FHWA advertisement approval
11/21/2022	1	Anticipated Advertisement with RFQ
12/1/2022	6	Deadline to submit technical questions to the Department by 12:00pm (noon)
12/2/2022	1	Deadline for the Department to post responses to technical questions by 12:00pm (noon)

12/6/2022	1	Letters of Response expressing statements of qualifications delivered electronically to District 1 Office by 5:00 pm local time.
12/7/2022	1	Contracting Unit reviews Letters of Response to confirm the Proposer's prequalification, responsiveness to RFQ, Proposer's ability to self-perform in specific work classes and Proposer's ability to not exceed their maximum capacity rating.
12/13/2022	4	Evaluators (Technical Review Committee) submit qualification-based scores to Contracting Unit by 12:00 pm local time.
12/14/2022	1	Contracting Unit provides qualification-based evaluation scores to Selection Committee to review and confirm scores by 10:00 am local time
12/14/2022	0	Meeting Date of Selection Committee to review and confirm evaluation scores and determine intended award (selection) of Design-Build Firm at approximately 1:00 pm local time
12/14/2022	0	Final Selection Posting Date
12/19/2022	3	FHWA Concurrence to Award
12/20/2022	1	Anticipated Award Date
<u>12/21/2022</u>	1	Anticipated Execution Date for the Contract

IV. 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.

Proposer shall be evaluated of their capacity to self-perform a minimum of \$300 million of Construction Work.

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 Response.

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. Protest Rights

Any person who is adversely affected by the specifications contained in this RFQ must file a notice of intent (NOI) to protest in writing within seventy-two hours of the posting of this RFQ. Pursuant to Section 120.57(3) 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 NOI 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.

D. Non-Responsive Letters of Response

Letters of Response in response to this RFQ (“Responses”) found to be non-responsive shall not be considered. Responses may be rejected if found to be in nonconformance with the requirements and instructions herein contained. A Response may be found to be non-responsive by reasons, including, but not limited to, failure to utilize or complete prescribed forms, conditional responses, incomplete responses, indefinite or ambiguous responses, failure to meet deadlines, responses materially inconsistent with the Phased Design Build approach outlined in this RFQ, and improper and/or undated signatures.

Other conditions which may cause rejection of responses include evidence of collusion among Proposers, obvious lack of experience or expertise to perform the required work, submission of more than one response 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 responses wherein the same Engineer is identified in more than one response), 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) excluded parties list.

Letters of Response shall not include, and the Department will not give consideration to tentative or qualified commitments in the responses. 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.

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

E. Waiver of Irregularities

The Department, in its sole discretion, shall have the right to waive minor informalities or irregularities in Letters of Response 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 by giving a Proposer an advantage or benefit not enjoyed by other Proposers.

1. Any design exhibits that are part of a Letter of Response shall be deemed preliminary only.
2. The Proposer who is selected for the Project will be required to fully comply with the Design and

Construction Criteria, regardless that the Letter of Response may have been based on a variation from the Design and Construction Criteria.

3. Proposers shall identify separately all innovative aspects in the Letter of Response. 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 delivering the Project, use of new products, new uses for established products, etc.
4. The Proposer shall obtain any necessary permits or permit modifications not already provided by the Department.
5. Changes to the Design Concept may be considered together with innovative construction techniques, as well as other areas, as the basis for grading the Letter of Responses and Presentation with Questions and Answers in the area of innovative measures.

F. Department's Responsibilities

This RFQ does not commit the Department to undertake studies, respond to the Proposers, nor to procure or contract for any articles, materials, or services.

The Department does not guarantee the details pertaining to borings as shown on any documents supplied by the Department during this RFQ stage or during the Planning and Preconstruction Phases, to be more than a general indication of the materials likely to be found adjacent to holes bored at the site of the work.

V. Letter of Response Requirements:

A. General

Each Proposer desiring to be considered for this Project is required to submit a Letter of Response demonstrating their qualifications and approach to perform the required scope of work, responsibilities, requirements, and approach to deliver the Project. The Letter of Response shall include sufficient information to enable the Department to evaluate the capability of the Proposer to provide the desired services. The data shall be significant to the Project and include innovative and practical processes, ideas and approaches.

B. Submittal Requirements

A Letter of Response will not be accepted by the Department after the due date and time listed on the advertisement in this RFQ.

The Letter of Response shall be submitted electronically with the information, paper size and page limitation requirements as listed.

The Letter of Response must also be submitted electronically in PDF format including bookmarks for each section. Bookmarks which provide links to content within the Letter of Responses are allowed. Bookmarks which provide links to information not included within the content of the Letter of Responses shall not be utilized. No macros will be allowed. The minimum width and height of the font shall be 10 points. The font type shall be Times New Roman. A bold or italicized font may be used provided it complies with the aforementioned requirements for font type and size.

Submit the Letter of Response electronically in PDF format to D1.DesignBuild@dot.state.fl.us

General requirements are:

- Paper size: 8½" x 11". The maximum number of pages for Proposals shall be five (5), single-sided, typed pages including text, graphics, tables, charts, and photographs.
- Resumes for key personnel shall be limited to 2 pages per resume. No more than seven (7) resumes will be accepted. Resumes do not count towards the page limit.

The minimum information to be included in the Letter of Response:

Section 1: Qualifications and Team Organization

- Describe the qualifications and organization of the Proposer including structure, key leadership personnel, and discipline leads.
- Describe similar experience in roadway and bridge approaches reconstruction projects, emergency contracts, and accelerated construction
- Safety Approach: Describe the Proposer's approach to improving safety for the traveling public and field staff.
- Collaboration Approach: Describe the Proposer's approach to develop a culture of collaboration with the Department, its representatives, Project stakeholders, and its own team including subcontractors and trades during all phases of the Project.
- Project Controls Approach: Describe the Proposer's approach to cost control, risk mitigation, transparency, schedule management, budget management, construction phasing, design quality management, and construction quality management during all phases of the Project.
- Innovation Approach: Describe the Proposer's approach to developing, evaluating, and presenting innovations and acceleration that improve the Project.

C. Responsiveness Check

The Department will ensure that the Proposer has submitted a responsive LOR. The Letter must comply with all of the requirements of the RFQ.

D. Evaluation Criteria

The Department shall conduct an evaluation of the Letter of Response provided from each Proposer. An overall score for each Proposer will be based on the following criteria:

Item	Value
1. Qualifications and Organization	30
2. Experience	20
3. Safety Approach	10
4. Collaboration Approach	15
5. Project Controls Approach	10
6. Innovation Approach	15
Maximum Score	100

E. Final Selection Formula

The Proposer selected will be the Proposer whose score is highest considering the qualifications and approach from the Letter of Response.

The Department reserves the right to consider any response as non-responsive if any part of the Letter of Response does not meet the criteria established in this RFQ.

F. Final Selection Process

After the evaluation scores are received, the Department's contracting unit will open the scores and provide them to the Project Selection committee to review. A meeting will be held for the Project Selection committee to meet, review the evaluation of the Technical Review Committee of each Proposer and make a final determination of the highest score which shall determine the intended selection of the Proposer. 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 responses. If the Selection Committee decides not to reject all responses, the contract will be awarded to the Proposer determined by the Selection Committee to have the highest score. In the case of a tie, between two or more firms, the Selection Committee may make a decision to award to any of the tied firms, or may take any other action it deems appropriate for the procurement.

The Department will enter into an agreement with the selected Proposer for the services, obligations, basis of payment, and performance of work described in this RFQ. The Department, at its sole discretion, shall have the right to enter into a Contract with the next highest scoring Proposer if an agreement is not reached with the highest scoring Proposer. The Department may continue this process, if an agreement with the previous Proposer is not achieved. The Department may, in its sole discretion, cancel this procurement, without hindering any future ability to start a new procurement for the same Work.

VI. Design-Build Introduction

The remaining Sections of this RFQ will be used during the Phases of Work and as a basis for the development of WPPs and the issuance of task work orders for specific Work Packages, following the Phased Design-Build approach described in the previous Sections. All of the requirements below may be adjusted through negotiation on applicable Task Work Orders. If not specifically modified in a Task Work Order, the obligations below apply. The Department, in its sole discretion, may waive an obligation listed below.

A. Design-Build Firm's Responsibility

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

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

The Design-Build Firm shall examine the Contract Documents and the site of the proposed work carefully before submitting a WPP 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 design and WPPs 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.

Beginning at Construction Mobilization, the Design-Build Firm will provide litter removal, graffiti removal, and mowing within the Project limits in accordance with Specification Section 107 (litter removal to take place just before each mowing operation). The litter removal (completed prior to each mowing operation) and the mowing operations shall be carried out by the Design-Build Firm every 30 calendar days for the contract duration and anytime the length of the grass exceeds 12-inches. Each litter removal and mowing operation shall be coordinated with the Department in advance of each operation. For the contract duration, the Design-Build Firm shall provide litter removal operations once a week and sweeping operations twice a month, and graffiti removal as needed.

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, the Department shall have oversight, review, and approval authority of the permitting process for this Federal-aid project.

The Department will determine the environmental impacts and coordinate with the appropriate agencies during the preparation of NEPA documents. For federal projects, NEPA documents will be processed by the Department's (EMO) Office for approval by OEM pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated May 26, 2022 and executed by the FHWA and the Department.

VII. Disadvantaged Business Enterprise (DBE) Program

A. DBE Availability Goal Percentage

The Department 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 DBEs 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 DBEs 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 DBEs.

The Department is reporting to the FHWA the planned commitments to use DBEs, as well as actual dollars paid to DBEs. 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 DBEs. 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 DBEs with capacity to perform on the Project. The successful Design-Build Firm should meet with the DBE DBE/SS or SDP to discuss the DBEs 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 EOC system. The timing of entry shall be established in the Subcontracting Plan. 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.

VIII. Project Requirements and Provisions for Work

The following requirements and provisions shall be binding upon the Design-Build Firm unless the Department, in its sole discretion, explicitly waives a requirement or provision. In collaboration with the Department, the Design-Build Firm is encouraged suggest modifications to these requirements and provisions that may allow for alternatives to reduce schedule, reduce costs, or otherwise improve the accomplishment of goals identified for the Project.

A. Governing Regulations

The services performed by the Design-Build Firm in the Planning, Preconstruction, and Construction Phases shall be in compliance with all applicable Manuals and Guidelines including the Department, FHWA, American Association of State Highway and Transportation Officials (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 Letters of Response are due in the District Office. The Design-Build Firm shall use the 2009 edition of the MUTCD (as amended in 2012). The Design-Build Firm shall comply with Buy America requirements set forth in the Build America, Buy America (BABA) Act, effective November 10, 2022. 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 Department may, in its sole discretion, allow or require the use of more current versions of any of these governing regulations on any task work order entered into on this Project. The decision to use a more current version of a governing regulation shall be documented in the task work order with specifics

as to what the governing regulation applies. The services will include preparation of all documents necessary to complete the Project as described in Section I of this document.

1. Florida Department of Transportation Design Manual (FDM)
<http://www.fdot.gov/roadway/FDM/>
2. Florida Department of Transportation Specifications Package Preparation Procedure
<http://www.fdot.gov/programmanagement/PackagePreparation/Handbooks/630-010-005.pdf>
3. Florida Department of Transportation Standard Plans for Road and Bridge Construction
<http://www.fdot.gov/design/standardplans/>
4. Standard Plans Instructions (Refer to Part I, Chapter 115, FDM)
<http://www.fdot.gov/roadway/FDM/>
5. Florida Department of Transportation Standard Specifications for Road and Bridge Construction (Divisions II & III), Special Provisions and Supplemental Specifications
<https://www.fdot.gov/programmanagement/Implemented/SpecBooks/default.shtm>
6. Florida Department of Transportation Surveying Procedure 550-030-101
<http://fdotwp1.dot.state.fl.us/ProceduresInformationManagementSystemInternet/FormsAndProcedures/ViewDocument?topicNum=550-030-101>
7. Florida Department of Transportation EFB User Handbook (Electronic Field Book)
http://www.fdot.gov/geospatial/doc_pubs.shtm
8. Florida Department of Transportation Drainage Manual
<http://www.fdot.gov/roadway/Drainage/ManualsandHandbooks.shtm>
9. Florida Department of Transportation Soils and Foundations Handbook
<http://www.fdot.gov/structures/Manuals/SFH.pdf>
10. Florida Department of Transportation Structures Manual
<http://www.fdot.gov/structures/DocsandPubs.shtm>
11. Florida Department of Transportation Computer Aided Design and Drafting (CADD) Manual
<http://www.fdot.gov/cadd/downloads/publications/CADDManual/default.shtm>
12. AASHTO – A Policy on Geometric Design of Highways and Streets
https://bookstore.transportation.org/collection_detail.aspx?ID=110
13. MUTCD - 2009

- <http://mutcd.fhwa.dot.gov/>
14. Safe Mobility for Life Program Policy Statement
<http://www.fdot.gov/traffic/TrafficServices/PDFs/000-750-001.pdf>
 15. Traffic Engineering and Operations Safe Mobility for Life Program
<http://www.fdot.gov/traffic/TrafficServices/SafetyisGolden.shtm/>
 16. Florida Department of Transportation American with Disabilities Act (ADA) Compliance – Facilities Access for Persons with Disabilities Procedure 625-020-015
<https://fdotwp1.dot.state.fl.us/ProceduresInformationManagementSystemInternet/?viewBy=0&procType=pr>
 17. Florida Department of Transportation Florida Sampling and Testing Methods
<http://www.fdot.gov/materials/administration/resources/library/publications/fstm/disclaimer.shtm>
 18. Florida Department of Transportation Flexible Pavement Coring and Evaluation Procedure
<http://www.fdot.gov/materials/administration/resources/library/publications/materialsmanual/documents/v1-section32-clean.pdf>
 19. Florida Department of Transportation Design Bulletins and Update Memos
<http://www.fdot.gov/roadway/Bulletin/Default.shtm>
 20. Florida Department of Transportation Utility Accommodation Manual
https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/programmanagement/programmanagement/utilities/docs/uam/uam2017.pdf?sfvrsn=d97fd3dd_0
 21. AASHTO LRFD Bridge Design Specifications
https://bookstore.transportation.org/category_item.aspx?id=BR
 22. Florida Department of Transportation Flexible Pavement Design Manual
<http://www.fdot.gov/roadway/PM/publicationS.shtm>
 23. Florida Department of Transportation Rigid Pavement Design Manual
<http://www.fdot.gov/roadway/PM/publicationS.shtm>
 24. Florida Department of Transportation Pavement Type Selection Manual
<http://www.fdot.gov/roadway/PM/publicationS.shtm>
 25. Florida Department of Transportation ROW 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. FHWA Checklist and Guidelines for Review of Geotechnical Reports and Preliminary Plans and Specifications
<http://www.fhwa.dot.gov/engineering/geotech/pubs/reviewguide/checklist.cfm>
28. AASHTO Guide for the Development of Bicycle Facilities
https://bookstore.transportation.org/collection_detail.aspx?ID=116
29. FHWA Hydraulic Engineering Circular Number 18 (HEC 18).
http://www.fhwa.dot.gov/engineering/hydraulics/library_arc.cfm?pub_number=17
30. 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>
31. Florida Department of Transportation Project Development and Environment Manual, Parts 1 and 2
<http://www.fdot.gov/environment/pubs/pdeman/pdeman1.shtm>
32. Florida Department of Transportation Driveway Information Guide
<http://www.fdot.gov/planning/systems/programs/sm/accman/pdfs/driveway2008.pdf>
33. AASHTO Highway Safety Manual
<http://www.highwaysafetymanual.org/>
34. Florida Statutes
<http://www.leg.state.fl.us/Statutes/index.cfm?Mode=View%20Statutes&Submenu=1&Tab=statutes&CFID=14677574&CFTOKEN=80981948>
35. Florida Department of Transportation Equal Opportunity Construction Contract Compliance Manual
<http://www.fdot.gov/equalopportunity/contractcomplianceworkbook.shtm>
36. Florida Department of Transportation Traffic Engineering and Operations Bulletins & Memos
<https://www.fdot.gov/traffic/trafficops-bulletins.shtm>
37. Florida Department of Transportation Roadway Design Bulletin & Memos
<https://www.fdot.gov/roadway/bulletin/default.shtm>
38. Florida Interchange Access Request Users Guide
39. <https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/systems/systems-management/document-repository/iar/2020->

[interchange-access-request-users-guide.pdf?sfvrsn=7814243_2](https://www.fdot.gov/programmanagement/otherfdotlinks/developmental/default.shtm) Developmental Specifications
<https://www.fdot.gov/programmanagement/otherfdotlinks/developmental/default.shtm>

B. Geotechnical Services

1. General Conditions:

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

C. Environmental Permits

1. Storm Water and Surface Water:

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

2. Permits:

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

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

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

responsible for complying with all permit conditions.

The Design-Build Firm is responsible for providing any required mitigation of all wetland and species impacts identified in the permits. 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 application 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 Saturdays, Sundays, and Holidays) to review and comment on the 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).

D. Railroad Coordination

There are no known railroad facilities within the anticipated project limits.

E. 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.

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

The Design-Build Firm shall provide final ROW 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.

F. 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.

G. Submittals

The Department will perform an Independent Department Review (IDR) of all Category 2 bridge structures contained in each Work Package. The Design-Build Firm shall submit 60% structures plans for the Department to begin developing the modeling for the design review of each Work Package. 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's reviewer 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 IDR process. The Department's disposition of any such conflicts will be final.

1. Component Submittals:

The Design-Build Firm may submit applicable components of Work Package plans set instead of submitting an entire Work Package plan set; however, sufficient information from other components must be provided to allow for a complete review. In accordance with the FDM, components of the Work Package plans set are roadway, signing and pavement marking, signalization, Intelligent Transportation Systems (ITS), lighting, hardscape/aesthetics, architectural, and structural.

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 Work Package Proposal. Within fifteen (15) calendar days, excluding Saturdays, Sundays, and Holidays, 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:

For each Work Package, 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.

Department review comments for the 60%, 90%, and 100% phase submittals will generally be provided through the Department’s Electronic Review Comments (ERC) system. For each phase submittal, it shall be the Design-Build Firm’s responsibility to proactively and satisfactorily resolve all comments requiring a response from the Design-Build Firm with the Department’s reviewers prior to making a subsequent phase submittal of the same component. Department acceptance of a subsequent phase submittal will not be conditioned on resolution of comments marked “For Information Only” by the reviewer.

90% Phase III Submittal

11” X 17” plans (all required components)
signed and sealed geotechnical report
signed and sealed geotechnical report
Settlement and Vibration Monitoring Plan (SVMP) for Department acceptance and update throughout the construction period
signed and sealed Bridge Hydraulic Report
design documentation
Technical Special Provisions
Hardscape/Aesthetics Plans
Bridge Load Rating Calculations
Completed Bridge Load Rating Summary Detail Sheet
Load Rating Summary Form
Erosion Control Plans

All of the information above shall be submitted electronically in .pdf format. All QC plans and documentation for each component submittal shall be electronic in .pdf format.

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

Final Submittal

11” X 17” plans (all required documents)
signed and sealed 11” X 17” plans
signed and sealed design documentation
signed and sealed design documentation
Settlement and Vibration Monitoring Plan (SVMP)
Hardscape/Aesthetics Plans
final documentation
all the CADD files
all the permit packages
signed and sealed copy of the Bridge Load Rating Summary Detail Sheet with supporting calculations
signed and sealed copy of the Load Rating Summary Form with supporting calculations
signed and sealed copy of Erosion Control Plans approved by the appropriate agencies
signed and sealed Construction Specifications Package or Supplemental Specifications

Package

signed and sealed copy of Construction Specifications Package or Supplemental Specifications Package

Technical Special Provisions in .pdf format

all major design changes introduced since the 90% plan submittal that affect the modeling or component design of various bridge components

all the IDR comments and the Engineer of Record's (EOR) response

All of the information above shall be submitted electronically in .pdf format. All QC plans and documentation for each component submittal shall be electronic in .pdf format.

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:

Following the issuance of a task work order, 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 of an approved Work Package 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 EOR 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 utility agreements and permits, if applicable; have an approved temporary construction dewatering plan; and provide five (5) days notice before starting the specific activity. The plans to begin construction may be in any format including report with details, 8 1/2" X 11" sheets, or 11" X 17" sheets, and only the information needed by the Design-Build Firm to construct the specific activity needs to be shown. Beginning construction prior to the Department stamping the plans and specifications Released for Construction does not reduce or eliminate the Phase Submittal requirements.

As-Built Set:

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

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. As-Built Plans shall be submitted for each Work Package as it is finished. If the Work Package does not have completed As-Built Plans (due to the item of work needing more than one Work Package to be completed), the Design-Build Firm will notify the Department of the reasoning. The As-Built Plans shall be submitted prior to Project completion for Department review and acceptance as a condition precedent to the Departments issuance of final acceptance.

The Department shall review, certify, and accept the As-Built Plans prior to issuing final acceptance of the Project in order to complete the As-Built Plans.

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

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

- 1 set of 11" X 17" signed and sealed As-Built plans, drawings and Certified Surveys
- 1 set of 11" X 17" signed and sealed SWFWMD As-Built Plans
- 3 sets of 11 "X 17" copies of the signed and sealed As-Built plans, drawings and Certified Surveys (including as-built channel survey)
- 1 signed and sealed copy of the Bridge Load Rating Summary Form and Calculations based on as-built conditions
- 4 sets of final documentation (if different from final component submittal)
- 4 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

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.

- Permit Authorizations from SWFWMD
- Environmental Document approval
- Master Signing Plan
- Preliminary Lighting Design Analysis Report (LDAR)
- Maintenance of Communication Plan
- Power Design Analysis Report (PDAR)

H. Contract Duration

The Department and the Design-Build Firm shall negotiate a contract duration and it shall be memorialized in TWO #1. The time for the Project shall begin to accrue starting with the first NTP.

I. Project Schedule

The Design-Build Firm shall submit a Schedule, in accordance with Sub-article 8-3.2 (Design-Build Division I Specifications), during the Planning Phase. 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 SDO and Independent Department Reviews and the Schedule shall allow for review durations for the 60%, 90%, and Final submittals as specified by the Department during the Planning Phase. Durations for Department review of Category 2 structures may vary by individual structure and review phase, but in no case will they be less than twenty (20) calendar days (excluding weekends and Department observed Holidays).

IDR durations are subject to change based on the Design-Build Firm's Planning Phase deliverables. Upon review of the Planning Phase deliverables, new IDR review times may be provided to the Design-Build Firm. 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 IDR 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 minimum number of activities included in the Schedule shall be those listed in the Schedule of Values and those listed below. These minimums shall be provided for each planned Work Package the Design-Build Firm anticipates releasing:

- Anticipated Award Date and NTP for each Phase of Work and Work Package
- Design Workshop
- Design Submittals
- Design Survey
- Utility Coordination and Adjustments
- Contaminated Materials Management and Location (including any testing)
- Submittal Reviews by Lee County, Department and FHWA
- Design Review / Comment Resolution / Acceptance Milestones
- Geotechnical Investigation
- Roadway Design
- Foundation Design (60%, 90%, Final, RFC)
- Substructure Design (60%, 90%, Final, RFC)
- Superstructure Design (60%, 90%, Final, RFC)
- Walls Design
- Signing and Pavement Marking Design
- Intelligent Transportation System Design

- Lighting Design
- Maintenance of Traffic Design
- Aesthetics Design (60%,90%, Final, RFC)
- Shop Drawing Submittals
- Other Contractor-Initiated Submittals including RFI's, RFM's, RFC's, and NCR's
- Permit Submittals
- Environmental Permit Acquisition
- Materials Quality Tracking
- Start of Construction
- Construction Mobilization
- Clearing and Grubbing
- Erosion Control Plan
- Embankment/Excavation
- Foundation Construction
- Substructure Construction
- Superstructure Construction
- Walls Construction
- Roadway Construction
- Signing and Pavement Marking Construction
- Signalization and Intelligent Transportation System Construction
- Lighting Construction
- Maintenance of Traffic Set-Up (per duration)
- As-built Preparation and Review Coordination
- 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

J. Key Personnel/Staffing

The Design-Build Firm's work shall be performed and directed by key personnel identified in the Letter of Response 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. The proposed substituted personnel must have similar experience as the person they are replacing. Any proposed change to key personnel shall be subject to review and approval by the District Construction Engineer. The Design-Build Firm shall have available professional staff meeting the minimum training and experience set forth in Florida Statute Chapter 455.

K. 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 Response 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 Response.

L. 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
- Phasing Meetings
- Scoping Meetings
- System Integration Meetings
- Design Workshops
- Progress Meetings
- Aesthetic Design Review Meetings
- Comment Resolution Meetings
- Adjacent Project Coordination Meetings
- Intelligent Transportation System Meetings
- Utility Meetings
- Public Meetings
- Project/Stakeholder Coordination Meetings
- Pre-activity Meetings
- DBE, OJT, DBRA, EEO Compliance Meetings
- Dispute Review Board 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 two-week look ahead for activities to be performed during the coming two weeks.

Aesthetic Design Review meetings will be scheduled following weekly meetings as required, anticipated to be needed bi-monthly. In the event the Design-Build Firm purposes modification to any aesthetics, the modification will be presented at the aesthetic design review meeting for review and approval.

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.

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 systems and subsystems. An ITS system is a collection of organized things, hardware, software, and combination of parts working together to accomplish a goal. Whereas an ITS subsystem is derived from ITS system and it is an integral part of a larger ITS system. ITS devices such as MVDS, CCTV, DMS, WWVDS, ITS HUB Building, and power generators are ITS systems. An ITS subsystem provides a specified service to the larger system, and can be implemented in ITS hardware, ITS software or some combination of the ITS hardware and ITS software.

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.

M. 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 the 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 communication 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 and staffing necessary for various public meetings, which may be in person and virtual (hybrid), and include:

- Kick-off or introductory meeting(s)
- Metropolitan/Transportation Planning Organizations (TPO) (Board Meetings, Citizens Advisory Committee (CAC) Meetings, Technical Advisory Committee (TAC) Meetings, Bicycle and Pedestrian Advisory Committee (BPAC) Meetings, Livable Roadways Committee (LRC) Meetings, and other committees)
- City and/or County Elected Official/Board Meetings
- Public Information Meetings • Elected and appointed officials
- Special interest groups (private groups, homeowners associations, environmental groups, minority groups, business groups and individuals)
- Open Houses
- Public Hearings

The Design-Build Firm shall include attendance at weekly meetings for the term of the contract to support the public involvement program. The DBF PI Liaison will be responsible for preparing and documenting the meeting minutes as well as engaging other DBF team members as needed.

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, including collateral materials for detours and diversions, 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 stakeholder presentations, workshops, information meetings, open houses, and public hearings.

The Design-Build Firm shall, as determined by the Department, attend the meetings with an appropriate number of personnel to assist the Department, PIC and Construction Engineering and Inspection (CEI)/Department. The Design-Build Firm shall forward all requests for group meetings to the Department and PIC. The Design-Build Firm shall inform the Department and PIC 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) 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, other agencies, and the public.
- Providing up-to-date information, including lane, ramp, and street closures, 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.

N. Quality Management Plan (QMP)

• Design:

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

The Design-Build Firm shall provide a Design Quality Management Plan, which describes the Quality Control (QC) procedures to be utilized to verify, independently check, and review all design drawings, specifications, and other documentation prepared as a part of the contract. In addition, the QMP shall

establish a Quality Assurance (QA) program to confirm that the Quality Control procedures are followed. The Design-Build Firm shall describe how the checking and review processes shall 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) calendar days, excluding Saturdays, Sundays, and Holidays, days following issuance of the written Notice to Proceed. A marked up set of prints from the Quality Control review will be sent in with each review submittal. The responsible Professional Engineers or Professional Surveyor that performed the Quality Control review, as well as the QA manager will sign a statement certifying that the review was conducted.

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

- **Construction:**

The Design-Build Firm shall be responsible for developing and maintaining a Construction Quality Control Plan for each Work Package, 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. For each Work Package, update the JGS monthly or at a frequency as required by the Department in its sole discretion.

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.

O. 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.

P. Computer Automation

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

The Design-Build Firm will be required to furnish the Project's CADD files after the plans have been Released for Construction. The Design-Build Firm's role and responsibilities are defined in the

Department's CADD Manual. The Design-Build Firm will be required to submit final documents and files which shall include complete CADD design and coordinate geometry files in MicroStation and/or AutoCAD design files format.

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

Q. Construction Engineering and Inspection (CEI)

The Department is responsible for providing CEI and Quality Assurance Engineering.

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

R. 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, powder coating, etc. in accordance with the latest Specifications. Additional testing requirements specific to Project elements may be specified in other Sections of this RFQ or stipulated by the Department in task work orders for a Work Package.

S. Value Added

The Design-Build Firm may provide Value Added Project Features, in accordance with Article 5-14 of the Specifications for the features determined to be acceptable to the Department during the Preconstruction Phase of the Project. An initial list of potential Value-Added Project Features that would be considered includes:

- Roadway features
- Roadway drainage systems
- Approach slabs
- Superstructure
- Substructure
- Concrete defects
- Structural steel defects
- Post-tensioning systems

The Design-Build Firm shall develop the Value-Added criteria, measurable standards, and remedial work plans during the Preconstruction Phase for features proposed by the Design-Build Firm.

T. Adjoining Construction Projects

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

The Design-Build Firm shall consider and include in the Construction Plans and Bid 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.

U. 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 Department Construction Project Manager. All issues shall be directed to the Department Construction Project Manager. If the issue cannot be resolved by the Department Construction Project Manager in coordination with the Department Resident Engineer and Department Design Project Manager as applicable, the Department 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. When 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's Project Manager shall be responsible for initiating any escalation, and the Department shall only receive this request from the Design-Build Firm itself.

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.

IX. 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. The Design-Build Firm may, during the Preconstruction Phase, propose revisions to the criteria described herein. Acceptance of any such revisions is at the Department's sole discretion.

The Design-Build Firm shall schedule and participate in a Design Workshop. The Design Workshop shall occur near the end of the Planning Phase with the primary objective of clarifying technical issues and/or comments relating to the Project scope, specifications, and requirements.

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

- The Design-Build Firm shall dispose of all cleared and grubbed material off-site. Burning of material and/or debris is prohibited within the project limits.
- Areas available to the Design-Build Firm for use to stage equipment, stockpile materials, and stage construction are limited to the following locations and schedule. No staging equipment, stockpiles, and staging construction shall occur in wetlands.

B. Vibration and Settlement Monitoring

To be determined and defined in future TWO.

Construction Noise

The Design-Build Firm shall use means and methods of construction that minimize noise throughout all phases of the Project. Location of mobile and stationary equipment such as, air compressors, generators, pumps, etc., shall be such as to minimize impact to businesses and residences in the vicinity of the Project. All equipment associated with the work shall be equipped with noise suppression devices which shall be maintained in their original operating condition considering normal wear. Manufacturer installed noise suppression devices such as mufflers, engine covers, insulation, etc. shall not be removed nor rendered ineffectual nor remain off the equipment while the equipment is in use. The necessity for additional noise suppression, beyond standard manufacturer feature, shall be at the sole discretion of the Department.

C. Geotechnical Services

Driven Pile Foundations for Bridges and Major Structures

The Design-Build Firm shall determine whether the resistance factors used for pile design will be based on static/statnamic load testing. Prepare a Technical Special Provision (TSP) for tests other than the Modified Quick Test, such as Statnamic Load Test. 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 identified during the Preconstruction Phase.

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

1. Evaluating geotechnical conditions to determine the pile type, diameter and length and construction methods to be used.
2. Performing the subsurface investigation prior to establishing the minimum and anticipated pile tip elevation requirements, in accordance with the FDOT Soils and Foundations Handbook.
3. Selection of pile type and size.
4. Determination of the need for preforming and temporary or permanent casing to achieve the required minimum pile tip elevation for lateral stability, uplift or tension capacity.
5. Selection of test pile lengths, locations and quantity of test piles. Minimum of 1 test pile per bent/pier.
6. Selection of pile testing methods.
7. Determining the frequency of such testing unless otherwise stated herein.
8. 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.
9. Preparing and submitting a Pile Installation Plan for the Department's acceptance.
10. Selection of production pile lengths.
11. Development of the driving criteria and submit the pile driving criteria to the Department for review and acceptance prior to commencing driving the production piles.
12. Driving piles to the required capacity and minimum penetration depth.
13. 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.

14. Submitting Foundation Certification Packages for the Department's review.
15. 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

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 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 identified during the Preconstruction Phase.

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 prior to establishing the drilled shaft tip elevations and socket requirements. For redundant drilled shaft bridge foundations, at least one test boring is to be located at each bent/pier in accordance with the Soils and Foundations Handbook. Ensure at least one boring is within 20-ft of every shaft considering variable soil conditions. For non-redundant drilled shaft bridge foundations, perform at least one test boring per drilled shaft, considering variable site conditions/karstic areas in accordance with the Soils and Foundations Handbook.
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 for review by the Department.
15. Providing safe access, and cooperating with the Department in verification of the drilled shafts,

both during construction and after submittal of the certification package.

Spread Footings Foundations

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 Visual Barrier Walls

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

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

Specialty Geotechnical Services Requirements

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

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

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

D. Utility Coordination

The Design-Build Firm shall be responsible for coordinating with all Utility Agency Owners (UAOs) that have utilities within the Project Right of Way and shall comply with the Contract Documents, including Rule 14-46.001 (Utility Accommodation Manual) in performing the Utility Adjustment Work.

The Design-Build Firm shall perform all utility coordination duties and responsibilities required in this RFQ.

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 UCM. The UCM 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 UCM 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 UAOs and making sure this information is properly coordinated.
6. Identifying, preparing, reviewing and facilitating any agreement required for any utility work needed through final approval and execution. The UCM shall also be responsible for monitoring and reporting the performance of all involved parties under said agreement.
7. Preparing, reviewing, approving, signing, and coordinating the implementation of and submitting to the Department for review, all Utility Work Schedules.
8. Resolving utility conflicts.
9. Performing constructability and maintainability 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 (DUO) 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).

Location of Existing Utilities:

The Design-Build Firm shall be responsible for determining the locations of UAO facilities within the project limits by Subsurface Utility Engineering (SUE).

Out of Service Left in Place Facilities:

Any UAO who wants to leave out of service facilities within the Project, must first provide a letter to the District Utilities Office to obtain approval from the Department.

E. Roadway Plans

General:

During the Planning Phase, the Design-Build Firm shall prepare a Roadway Geometrics Package for the Department's approval prior to submittal of any Roadway Plans Package associated with an individual Work Package. The Roadway Geometrics Package should be developed in accordance with FDM 900 Series (NexGen Plans Production). The Roadway Geometrics Package shall include the following details for the Department's review:

- Horizontal and vertical alignments of the roadway
- Typical sections of improvement for the roadway
- Identification of clear zone encroachments and mitigative measures
- Identification of any design exceptions requested at the time of submittal of the Roadway Geometrics Package

Based on the Approved Roadway Geometrics Package, the Design-Build Firm shall prepare the Roadway Plans Package for each Work Package identified in the Phasing Plan. This work effort includes the roadway design and drainage analysis needed to prepare a complete set of Roadway Plans, Temporary Traffic Control Plans (TTCP), Environmental Permits and other necessary documents.

Design Analysis:

The Design-Build Firm shall develop and submit a signed and sealed Typical Section Package and Pavement Design Package for review and concurrence by Lee County and the Department. Any deviation from AASHTO will require a Design Exception. The Design-Build Firm is required to submit and obtain Department approval of any Design Exception or Design Variation.

Portions of the approach roadways impacted by construction or traffic control operations shall be restored to a condition equal to or better than the existing condition and the means of restoration shall be submitted for the Department's approval. All design for the Project shall be completed using 3D design as specified in the FDOT CADD Manual.

The submittal packages shall include the following:

1. Roadway Design:

See FDM Part 9; Chapter 901 for Roadway Design sheets, elements and completion level required for each submittal.

2. **Typical Section Package:**

Transmittal letter
Location Map
Roadway Typical Section(s)
Pavement Description (Includes milling depth)
Minimum lane, shoulder, median widths
Slopes requirements
Barriers
ROW
Data Sheet
Design Speed

3. **Pavement Design Package:**

Pavement Design
Minimum design period
Minimum ESAL's
Minimum design reliability factors
Resilient modulus for existing and proposed widening (show assumptions)
Roadbed resilient modulus
Minimum structural asphalt thickness
Cross slope
Identify the need for modified binder
Pavement coring and evaluation
Identify if ARMI layer is required
Minimum milling depth

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

4. **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; F.A.C., 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 shall 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 Design-Build Firm shall design and permit a stormwater management system that meets State water quality and quantity standards within the Department's right of way.

The Design-Build Firm shall perform design and generate construction plans documenting that the permitted systems function to criteria.

The Design-Build Firm shall verify that all existing cross drains and storm sewers that are to remain have adequate hydraulic capacity and design life. Flood flow requirements will be determined in accordance with the Department's procedures. The remaining design life of existing pipes to remain shall be

determined using the Department's Culvert Service Life Estimator program. If any of these existing cross drains or storm sewers are found to be hydraulically inadequate or found to have insufficient design life, they must be replaced or supplemented in accordance with the drainage requirements of this RFQ. If any existing cross drains or storm sewers require repairs but otherwise would have sufficient remaining design life, repairs shall be made in accordance with the requirements of this RFQ and the Department's Pipe Repair Matrix. All existing pipes that will be placed out of service shall be grout filled and plugged.

The Design-Build Firm will consider optional culvert materials in accordance with the Department's Drainage Manual Criteria, as well as the following: The Design-Build Firm shall use one type of pipe material on pipe runs between drainage structures. All precast storm sewer manholes and inlets shall have resilient connectors from the Approved Products List (APL) in compliance with Specification Section 942. The Design-Build Firm shall include the type of resilient connectors, any required pipe adaptors, and the pipe material for each structure in the drainage shop drawing submittals. Drainage structure shop drawings shall be reviewed and approved by the Drainage Engineer of Record. The Department will not be responsible for approving the Drainage Structure Shop Drawings, but will review each submittal to ensure that the EOR and Design-Build Contractor have reviewed/stamped each page and then return each submittal marked "Rejected" or "Released for Construction".

The use of inverted siphons shall not be allowed on this Project.

Alternate "G" grates and frames shall be used for this Project in accordance with the Drainage Manual.

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.

F. 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, American Disabilities Act (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.

The Design-Build Firm shall use design criteria as specified in the FDOT Design Manual (FDM) for this Project unless otherwise noted or modified during the Planning or Preconstruction Phases.

G. 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

H. Structure Plans

1. Bridge Design Analysis:

- The Design-Build Firm shall submit to the Department final signed and sealed design documentation prepared during the development of the plans.
- 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.
- 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.
- The Design-Build Firm shall evaluate scour on all bridges over water using the procedures described in HEC 18.
- The EOR 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 EOR shall review all specialty engineer submittals (camber curves, falsework systems, etc.) to ensure compliance with the contract plan requirements and intent.
- 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 during the Preconstruction Phase.
- For superstructures, if the controlling low member elevation of the superstructure is less than 1-foot above the design wave crest elevation, wave forces shall be calculated and applied according to AASHTO Guide Specifications for Bridges Vulnerable to Coastal Storms. For substructures, wave forces shall be calculated and applied according to AASHTO Guide Specifications for Bridges Vulnerable to Coastal Storms. The wave vulnerability classification of the bridges shall be Extremely Critical "Critical/Essential" per section 5.1 of the AASHTO Guide Specifications for Bridges Vulnerable to Coastal Storms (Equivalent to "Extremely Critical" per SDG 2.5

commentary). The "Service Immediate" performance level shall be used with applicable Strength Limit State load factors. A Level III analysis is required to develop wave forces from coastal storms.

- **Criteria**

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

- All plans and designs shall be prepared in accordance with the Governing Regulations of this RFQ.
- Bridge Widening: Bridge deck thicknesses for bridge widenings shall be determined during the Preconstruction Phase.
- 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.
- The LRFD Operational Importance Factor and LRFD Ductility Factor shall be 1.0 for all bridges.
- The minimum environmental classifications for all bridges are as follows: To Be Determined, and included in a future TWO.

Unless specified elsewhere in this RFQ, minimum horizontal clearances to bridge piers and abutments and minimum vertical clearances shall conform to the requirements of the FDOT Design Manual (FDM).

- The aesthetic requirements detailed in this RFQ or determined during the Preconstruction Phase shall be incorporated into the design of structures.
- Apply a concrete stained finish to all proposed bridges, bridge widenings, existing bridges within the project limits, proposed concrete bridge railings, existing concrete bridge railings, proposed retaining wall, existing retaining walls, proposed noise wall, and proposed visual barrier wall. The color and requirements for the structure components shall be as described in this RFQ or determined during the Preconstruction Phase. The existing concrete surfaces shall be cleaned prior to the application of the stain. Concrete coatings shall consist of a Silicone Acrylic Concrete Sealer. No application of concrete stain shall be performed over traffic. The Design-Build Firm shall submit color samples for final approval by the Department prior to application of the coating. Surfaces to be coated are as follows and additional limits will be identified during the Preconstruction Phase:

All exposed surfaces of all traffic barriers.

External edge of deck slab (coping) and underside of deck overhang at exterior beams.

External face of exterior beams.

All exposed surfaces of piers.
All exposed surfaces of end bents.
All exposed surfaces of wall copings.
All exposed surfaces of wall facing, including MSE wall panels.
Slope pavement.

- Integral abutments shall not be permitted.
- Use of uncoated weathering steel shall not be permitted.
- Structural Steel coating are as follows:
 - i. All new structural steel shall be coated with a High-Performance Coating System, which shall include a clear coat as a component of the finish coat.
 - ii. No application of structural steel coating shall be performed over traffic.
 - iii. No removal of structural steel coating shall be performed over traffic.
 - iv. Any modifications(s) to the existing structural steel coating procedures must be approved during the Preconstruction Phase.
- The minimum unit weight for lightweight concrete shall be 115 pounds per cubic foot (115 pcf).
- All bridge foundations shall be deep foundations
- Auger cast piles for bridges shall not be permitted, unless approved during the Preconstruction Phase.
- Micropiles for bridges shall not be permitted, unless approved during the Preconstruction Phase.
- The use of geosynthetic reinforced soil (GRS) walls and abutments shall not be permitted.
- For permanent retaining walls, partial height walls such as perched walls or toe-walls, as defined in the FDOT Structures Manual, shall not be permitted.
- All elements of proposed permanent bridge drainage systems shall be hidden from view.
- Conduits for lighting or utilities shall not be mounted to exposed faces of bridge elements or MSE walls.
- Install embedded conduit in accordance with Standard Plans Index 630-010 in all new concrete traffic railings/barriers mounted on bridges and retaining walls. Three 2-in. diameter conduits shall be installed in all new traffic railings except median traffic railings, which shall include two 2-in. diameter conduits.
- All proposed pier columns, including those for bridge widenings shall be designed to resist the LRFD vehicular collision force regardless of whether pier protection barrier is provided.
- Bridge traffic railing mounted supports for overhead sign structures shall not be permitted except at median traffic railings as shown in Index 521-001. At outside bridge traffic railings, overhead sign structure supports shall be mounted on pedestals behind the bridge traffic railings.
- Existing bridge joints for all widened bridges shall be removed, the joint surfaces cleaned and replaced with a Poured Joint with Backer Rod (Index

458-110).

- Traffic railing mounted supports for overhead sign structures on retaining walls shall not be permitted. Retaining wall mounted overhead sign structure supports shall be mounted on pedestals behind the traffic railings.
- Skew angles greater than 60 degrees are allowed only on bridge widenings. Any deviation increasing the skew angle shall require Department approval during the Preconstruction Phase.
- Verify the As-Built conditions, configurations, dimensions and horizontal/vertical geometry of all existing bridges being widened or modified.
- Investigate all existing retaining walls impacted by the proposed conditions for geotechnical and structural capacities and strengthen or replace the retaining walls as is necessary by these investigations.

I. Specifications

The Division I Design-Build Specifications along with required Division II and III Special Provisions are provided in Attachments A004 and A005. Draft Technical Special Provisions will be developed during the Planning and/or Preconstruction Phases.

Department Specifications may not be modified or revised. TSPs 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 TWOs are submitted to the District Office, along with any approved Developmental Specifications and TSPs, that are not part of this RFQ. 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 EOR 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.

J. 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 EOR, and Specialty Engineer, as appropriate. All "Approved" and "Approved as Noted" Shop Drawings submitted to the Department for review shall also include EOR 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".

K. Sequence of Construction

The Design-Build Firm shall construct the work in a logical manner in accordance with the Phasing Plan 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 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 ROW where direct access is not permitted.
5. Coordinate with adjacent construction Projects and maintaining agencies.

L. Stormwater Pollution Prevention Plans (SWPPP) and Erosion Control Plans

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

An Erosion Control Plan shall be developed and submitted for review. The plan shall address specific means and methods of construction and specific site conditions by phases. The plan shall be submitted to the SFWMD and permit coverage issued prior to any clearing and grubbing.

Any dewatering that results in offsite discharges or discharges to surface waters or wetlands shall require the submittal of a dewatering plan for review. The plan shall be submitted and approved by SFWMD prior to any dewatering.

Bypass pumping plans shall be prepared to address box culvert extensions or replacements. The plan shall include flow rates for mean annual, 10-year, and 50-year rain events. Any proposed work that includes blocking of flow shall include proposed pumping rates and controlling elevations of temporary sheet piling or other means to address the various flows and prevent upstream flooding.

M. Transportation Management Plan

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

This Project is considered a significant project.

1. Traffic Control Restrictions:

To be determined and defined in initial TWOs.

Hurricane Readiness Plan:

Within the Preconstruction Phase, the Design-Build Firm shall submit a Hurricane Readiness Plan which will address the measures the Design-Build Firm will implement in preparation for a hurricane or catastrophic event. The Plan shall also stipulate the measures to be taken post-event. The Plan shall address equipment and activities both on land and in the water.

ALL LANES AND AVAILABLE SHOULDERS WITHIN THE PROJECT LIMITS MUST BE OPEN TO TRAFFIC DURING AN EVACUATION NOTICE OF A HURRICANE OR OTHER CATASTROPHIC EVENT AND SHALL REMAIN OPEN FOR THE DURATION OF THE EVACUATION EVENT AS DIRECTED BY THE ENGINEER.

N. Environmental Services/Permits/Mitigation

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

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

The Design-Build Firm shall comply with all permit requirements related to endangered species, including but not limited to the Eastern Indigo Snake, and gopher tortoise as designated by the U.S. Fish and Wildlife Services, the National Marine Fisheries, the Florida Fish and Wildlife Conservation Commission any other governing agency with the statutory authority to designate endangered species.

The DESIGN-BUILD FIRM will collect pertinent environmental data, conduct analyses, and document the results of this analysis within technical reports or memoranda. The analyses and reporting will be performed and presented in accordance with the procedures in the PD&E Manual. The DESIGN-BUILD FIRM will analyze all Alternatives with respect to impacts to natural, cultural, social and physical resources and document all analyses in the reports. Wherever appropriate the DESIGN-BUILD FIRM will describe proposed measures to avoid, minimize, or mitigate project impacts on the environmental issues. Additionally, the DESIGN-BUILD FIRM will summarize results of the environmental analysis in the Environmental Document. The DESIGN-BUILD FIRM must verify and record in the Environmental Document any environmental resource that is identified as "No Involvement". The DESIGN-BUILD FIRM will summarize in the Environmental Document the results of analysis of environmental resources that were completed as part of another study or performed by others concurrent with this project.

- **SOCIOCULTURAL EFFECTS**

THE DESIGN-BUILD FIRM will conduct a Sociocultural Effects (SCE) evaluation in accordance with Part 2, Chapter 4 of the PD&E Manual. The DESIGN-BUILD FIRM will document the results of the SCE Evaluation in the Environmental Document and in the Project file and / or complete a stand-alone SCE report if required. If no involvement for a particular issue is indicated, then standard statements to that effect from Part 2, Chapter 4 of the PD&E Manual will be included in the Environmental Document.

- **CULTURAL RESOURCES**

The DESIGN-BUILD FIRM will prepare a Research Design and Survey Methodology for the project, to be submitted to the DEPARTMENT for approval prior to the initiation of field work. The DESIGN-

BUILD FIRM shall identify and map out the zones of probability for the Project Study Area, and identify any previously recorded resources. The Area of Potential Effect (APE) will be determined (including pond sites). The DESIGN-BUILD FIRM will summarize each of the cultural resource issues in the Environmental Document. If noninvolvement for a particular issue is indicated, then a statement to that effect will be included. The DESIGN-BUILD FIRM will use a professional qualified under the provisions of 36 CFR 61 in compliance with the National Historic Preservation Act of 1966 (Public Law 89-665, as amended) and the implementing regulations (36 CFR 800), as well as with the provisions contained in Chapter 267, Florida Statutes, to perform all work in this task.

The DESIGN-BUILD FIRM will assess the direct and indirect effects and will document the severity of the following items in the Environmental Document and Project file:

- Archaeological and Historic Resources
- Recreational, Section 4(f)
- NATURAL RESOURCES

The DESIGN-BUILD FIRM will assess and summarize each of the natural resource issues in the Environmental Document. If no involvement for a particular issue is indicated, then a statement to that effect will be included.

The DESIGN-BUILD FIRM will identify the natural resource evaluation area. The DESIGN-BUILD FIRM will assess the direct and indirect effects and will document the severity of the following items in the Environmental Document and Natural Resource Evaluation Report

The DESIGN-BUILD FIRM will document the results of the Wetlands and EFH, Wildlife and Habitat, evaluations in a Natural Resources Evaluation (NRE) report in accordance with Part 2, Chapter 16 of the PD&E Manual.

- Water Quality
- Special Designations
- PHYSICAL EFFECTS

The DESIGN-BUILD FIRM will summarize each of the physical effect issues in the Environmental Document. If no involvement for a particular issue is indicated, then a statement to that effect will be included. The DESIGN-BUILD FIRM will identify the physical effect evaluation area. The DESIGN-BUILD FIRM will assess the direct and indirect effects and will document the severity of the following: Noise, Transit Noise and Vibration Analysis, Air Quality, Construction Impact Analysis, Contamination per the PD&E Manual

- CUMULATIVE EFFECTS EVALUATION

The DESIGN-BUILD FIRM will perform and document cumulative effects evaluation of each resource of concern identified based on context and in consultation with the

DEPARTMENT as per the process outlined in the Cumulative Effects Evaluation Handbook. The cumulative effects evaluation should build upon information derived from the direct and indirect effects analyses.

- **PROJECT COMMITMENTS RECORD**

The DESIGN-BUILD FIRM will assist the DEPARTMENT in filling out Form No. 700-011-35 Project Commitments Record (PCR) to document project commitments in the Commitments section of the Environmental Document. DEPARTMENT Procedure 700-011-035 will be used by the DESIGN-BUILD FIRM for recording the project commitments. The DESIGN-BUILD FIRM will forward the completed PCR form to the DEPARTMENT Project Manager.

- **ENVIRONMENTAL DOCUMENT**

The DESIGN-BUILD FIRM will assist the DEPARTMENT in preparing an Environmental Document in accordance with the PD&E Manual. After completing the Environmental Reviews, the DESIGN-BUILD FIRM under the direction of the Department will prepare an Environmental Document in accordance with the PD&E Manual for review by EMO and approval by OEM.

O. Signing and Pavement Marking Plans

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

The Design-Build Firm shall be responsible for the design of all new 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. 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.

The signing and pavement marking aesthetics shall be consistent with the requirements specified in this RFQ.

P. Lighting Plans

The Design-Build Firm shall provide a lighting design and a lighting analysis, and prepare lighting plans in accordance with Department criteria. The lighting analysis will include the aesthetic lighting features. The Design-Build Firm shall be responsible for the design and construction of all lighting for the roadway, including roadway bridges, within the limits of proposed pavement construction. All lighting shall be LED lighting.

Q. Signalization Plans

The Design-Build Firm shall provide signalization design and prepare Signalization Plans in accordance with Department criteria.

The Design-Build Firm shall be responsible for all signalization construction of the Project as required in this RFQ.

Provide pedestrian push buttons and count-down signal heads at all pedestrian crossings at signalized intersections.

All signal structures shall be mast arms. No steel or concrete strain poles shall be permitted.

R. Intelligent Transportation System Plans

1. General

The Design-Build Firm shall prepare Intelligent Transportation Plans in accordance with Department criteria. Provide test results for all ITS devices, fiber optic cabling and infrastructure, and communications network equipment signed by the Department's CEI, Contractor, and the District Seven ITS Representative.

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

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
- MDVS structure, MDVS attachment, MDVS operation/layout
- WWVDS structure, WWVDS attachment, WWVDS operation/layout
- Ramp signaling system structure, ramp signaling system attachment, ramp signaling system operation/layout
- Each ITS device and cabinet location roadway cross sections
- Fiber optic splice and conduit
- ITS Power Generators, ITS HUB Building
- 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
- Power Design Analysis Report (PDAR) for ITS devices
- ITSFM data spreadsheets

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 ITS aesthetics shall be consistent with the requirements specified in this RFQ.

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

2. Design and Engineering Services:

The Design-Build Firm shall be responsible for all 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.

Maintenance Periodmobile

The Design-Build Firm's Maintenance Plan shall specifically describe the methods, activities, materials and schedule to achieve establishment of plant material as described below. Include a schedule for monthly inspections and reports. Acceptance of the Design-Build Firm's Maintenance Plan is not a release from responsibility of the maintenance as required in the Contract Documents.

DRAFT

List of Acronyms

AADT	Annual Average Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
ADA	American Disabilities Act
CADD	Computer Aided Design and Drafting
CCTV	Closed Circuit Television
CEI	Construction Engineering and Inspection
CMP	Critical Path Method
CSP	Construction Sub-Package
DBE	Disadvantaged Business Enterprise
DBE/SS	DBE Supportive Services
DBLA	Design-Build Firm's Landscape Architect
DMS	Dynamic Message Sign System
DUO	District Utility Office
EMO	Environmental Management Office
EOC	Equal Opportunity Compliance
EOR	Engineer of Report
ERC	Electronic Review Comments
ESAL	Equivalent Single Axle Loading
FAA	Federal Aviation Administration
F.A.C.	Florida Administrative Code
FDEP	Florida Department of Environmental Protection
FDM	FDOT Design Manual
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
FOC	Fiber Optic Communication
FON	Fiber Optic Network
FWC	Florida Fish and Wildlife Conservation Commission
G&A	General Home Office Overhead Account
GFDEOR	Geotechnical Foundation Design Engineer of Record
HDPE	High Density Polyethylene
IA	Independent Assurance
ICE	Independent Cost Estimator
IDR	Independent Department Review
ITS	Intelligent Transportation Systems
LCIS	Lane Closure Information System
LDAR	Lighting Design Analysis Report
LDs	Liquidated Damages
MEPDG	Mechanistic-Empirical Pavement Design Guide
MOC	Maintenance of Communications
MPO	Metropolitan Planning Organization
MUTCD	Manual on Uniform Traffic Control Devices
MVDS	Microwave Vehicle Detection System
NEPA	National Environmental Policy Act

NOI	Notice of Intent
NPDES	National Pollution Discharge Elimination System
ODA	Outdoor Advertising
OEM	Office of Environmental Management
OJT	On-the-Job Training
OPCC	Opinion of Probable Construction Cost
OSP	One Stop Permitting
PD&E	Project Development & Environment
PDB	Phased Design-Build
PDBF	Phased Design-Build Firm
PIC	Public Involvement Consultant
PoDI	Projects of Division Involvement
PCMS	Portable Changeable Message Sign
PTZ	Pan-tilt-zoom
RFQ	Request for Qualification
RISC	Rapid Incident Scene Clearance
ROD	Record of Decision
RRSP	Road Ranger Service Patrol
RTVM	Requirement Traceability Verification
SAM	System for Award Management
SDP	Specialized Development Program
SEIR	State Environmental Impact Report
SEIS	Supplemental Environmental Impact Statement
SEMP	System Engineering Master Plan
SIMR	Systems Interchange Modification Report
SVMP	Settlement and Vibration Monitoring Plan
SWPPP	Storm Water Pollution Prevention Plan
SWZ	Smart Work Zone
TMC	Traffic Management Center
TSP	Technical Special Provision
TTCP	Temporary Traffic Control Plans
UAO	Utility/Agency Owner
UCM	Utility Coordination Manager
VDS	Vehicle Detection Systems
WAP	Wire Access Point
WPP	Work Package Proposals
WZDx	Work Zone Data Exchange