NOTICE TO CONTRACTORS
OFFICE OF THE STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
801 N. BROADWAY AVENUE
BARTOW, FLORIDA 33830

October 2, 2020

District Procurement Office
District One

ADDENDUM NUMBER TEN

PROJECT DESCRIPTION: I-75 at U.S. 301 Interchange

FINANCIAL PROJECT NO.: 201032-5-52-01
COUNTY: Manatee County
CONTRACT NO.: E1R87

The following is a list of the revisions made to the Request for Proposal Package.

Request For Proposal	Page	
	iii	ATTACHMENTS, 10_Right_of_way_Maps, **replaced *13075-000_2010325_Final ROWMaps.pdf* with updated *13075-000_2010325_FinalROW_Maps_09.30.20.pdf*** to reflect the removal of TCE 700A, as referenced previously in Addendum No. 9. Please revisit the FDOT FTP Site for this updated Right-of-Way Maps File.
	iv	ATTACHMENTS, Bid Price Proposal Forms. **Replaced *Bid Blank (375-020-17).pdf, Bid or Proposal Bond (375-020-34).pdf, DBE_Bid_Package_Information (275-030-11).pdf, 201032-5_Bid Proposal Form 08.18.pdf, Design_Build_Proposal_of_Proposer (375-020-12).pdf* with the following updated Forms: *201032-5_Bid Proposal Form 9.30.pdf, Bid Blank (375-020-17).pdf, Bid or Proposal Bond (375-020-34).pdf, Contract Affidavit (375-020-30) -Contract.pdf, DB Contract Bond Form (375-020-14) -Contract.pdf, Design_Build_Proposal_of_Proposer (375-020-12).pdf, Vendor Scrunity-DBE (375-030-60 & 275-030-11, 11B).pdf.*** Please revisit the FDOT FTP Site for these updated forms located within the 'Bid_Price_Proposal_Forms.zip' file.
	vi	REFERENCE DOCUMENTS, 04_Concept_Plans, Struct, Calculations, Load Rating **added *BARS_Sheets-130101and130102.pdf, US301-LoadRating-130101.pdf, US301-LoadRating-130102.pdf, US301-LoadRating-130103.pdf, US301-LoadRating-130104.pdf*** (new documents located within B_ReferenceDocs_1of4.zip file on FDOT FTP Site). Please note that the RFP Index naming for the Load Rating Documents associated with bridges 130156, 130157, 130158 and 130159 was updated to match the file name of the referenced document (the RFP index was missing the "1" in the file names for those bridges, the actual reference documents did not change)
	all	Header updated to reference the Request for Proposal - **Addendum No. 10** and date of **October 1, 2020**.

Attached to Addendum Ten is the RFP dated October 1, 2020.

Acknowledge receipt of Addendum Number Ten in the space provided on the proposal.

Jamie Boyer

Contracts Administrator

PLEASE SIGN BELOW IN RECEIPT OF THIS NOTICE AND ADDITIONAL DOCUMENTS ANNOTATED ABOVE.

_____ _____

Signature Date

_____

Company Name

Florida Department of Transportation
District I

DESIGN-BUILD
REQUEST FOR PROPOSAL
for
I-75 at U.S. 301 Interchange

Manatee County

Financial Projects Number: 201032-5-52-01, 201032-5-56-01, 201032-5-56-02
Federal Aid Project Number: D118 127 B
Contract Number: E1R87

Table of Contents

ATTACHMENTS

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

01_Project_Advertisement
- E1R87 Draft Planned Ad- 8.28.17.docx

02_Div1_Specifications
- 20103255201_Division I Design-Build Specifications.pdf
- Contaminated Material – Mercury-Containing Devices and Lamps (sp0080409).pdf
- Damage Recovery (sp0081200).pdf
- Eagle (sp0070104-2.pdf
- Gopher (sp0070104-3).pdf
- Incentive-Disincentive (sp0081300mid).pdf
- Indigo Snake (sp0070104-7).pdf
- Legal Req - Electronic Payroll System.pdf
- Legal Req – E-Verify (sp0072900).pdf
- Legal Req – Scrutinized Companies (sp0073000).pdf
- Legal Req – Title VI Assurance (sp0073100).pdf
- Manatees (sp0070104-4).pdf
- Partnering (sp0080306).pdf
- Public Records (sp0030900d1-720).pdf

03_Div2_3_Specifications
- Contractor Quality Control General Requirements (sp1010000db).pdf
- Mobilization (sp1010000db).pdf
- Structures Foundations (sp4550000db).pdf

04_Value_Added_Developmental_Specifications
- Value Added Bridge Components (dev475-115).pdf

05_Technical_Special_Provisions
- 20103253201_MobilitySafetyInitiative.pdf
- 439970-1_T457_Cathodic_Protection_Integral_Pile_Jacket_TSP.doc

06_Permits
- 20-5-28 SWFWMD Permit.pdf
- NPR SAJ-2019-02884_10-28-19_with plans.pdf

07_Typical_Section_Package
- Approved_Typ_Section_Pkg.pdf

08_Pavement_Des_Package
- 201032-5_ESAL.PDF
- 201032-5_PvmtDesignReport_8-20-2020.pdf

09_Approved_Variations
- Approved_Variation_Base_Clearance.pdf
- Approved_Variation_Borderwidth.pdf
- Approved_Variation_Lanewidth.pdf
- Approved_Variation_LongSlope.pdf
- Approved_Variation_Shoulder_CrossSlope.pdf
- Approved_Variation_Vert_Clear.pdf
- VertClear_Env_Drift_Variation_8-13-14.pdf

10_Right_of_way_Maps
- 13075-000_2010325_FinalROW_Maps_09.30.20.pdf

11_Temporary_Construction_Easement

TCEs_700.1-701.1_702.1_703.1_8.29.2019.pdf
12_Noise_Study_Addendum
201032_I-75 at US 301 Final NSRA_092118.pdf
13_IMR
Approved_I-75_US301_IMR-September-2015.pdf
IMR_Full_AppendixA-B-C-D.pdf

Bid Price Proposal Forms:
201032-5_Bid Proposal Form 9.30.pdf
Bid Blank (375-020-17).pdf
Bid or Proposal Bond (375-020-34).pdf
Contract Affidavit (375-020-30) -Contract.pdf
DB Contract Bond Form (375-020-14) -Contract.pdf
Design_Build_Proposal_of_Proposer (375-020-12).pdf
Vendor Scrunity-DBE (375-030-60 & 275-030-11, 11B).pdf

REFERENCE DOCUMENTS

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

01_As_Built_Roadway_Plans
13020-3501 FP 1960691US301west.pdf
13020-3510US301east.pdf
13075-3404ManateeRiver.pdf
13075-3411SaltMarsh.pdf
13075-3432_replConcPvmt.pdf
196058-1 Lighting.pdf
196058-1 Roadway.pdf
196058-1 S&PM.pdf
196058-1 Signal.pdf
196058-1 Utility.pdf
414730-1_414732-1_414736-1 Sarasota-Manatee FMS as-built plans.pdf
420616-1 Modify Interchange.pdf
420616-1 S&PM.pdf
420616-1Signal.pdf
422498-1 Resurface.pdf
422498-1 S&PM.pdf
422498-1 Signal.pdf
431212-1_US301_As-Built_Roadway_Plans_2016.pdf
431212-1_US301_As-Built_Signalization_Plans_2016.pdf
43121215201-2016_US301_RRR.pdf
02_Utilities

201032-5 Utility-Conflict-Matrix Phase IIR for RW issues.pdf
Bradenton - 201032-5 City of Bradenton Facilities.pdf
Bradenton - Off Site Utilities Plan - Directional Bore under I-75.pdf
FPL Trans - 201032-5 Phase III - Green Line Marked 2-2-17.pdf
FPL Trans - FPID 201032-5-52-01 Phase III No Conflict Letter 2-20-17.pdf
Frontier - 201032-5 green line showing manhole rings.pdf
Frontier - 201032-5 RGB Phase IIR.pdf
Frontier - 201032-5 US 301 at I-75 UWS.doc
Frontier - 201032-5 Utility-Conflict-Matrix Phase IIR.pdf
Frontier - 201032-5 UWS bdg.pdf
Frontier - 201032-5-52-01 US 301 at I-75 FTR 1.pdf
Frontier - 201032-5-52-01 US 301 at I-75 FTR 2.pdf
Frontier - 201032-5-52-01 US 301 at I-75 FTR 3.pdf
Frontier - RE_ 201032-5 I-75 (SR 93) at US 301 Interchange-no manholes.pdf
Manatee - 201032-5 MCU Phase IIR Mark-Ups.pdf
Manatee - 201032-5 UHWCA Request DRAFT.pdf
Manatee - FPID_201032-5-56-01_-02_Concept_Plans_I-75_at_US_301_20191001.pdf
Manatee - Utility Work Schedule_201032-5-52-01_US301-I75_20191001.docx
Manatee County_16inch FM_Lift Station Info.pdf
Manatee Trans - I-75 (Maps).pdf
Manatee Trans - I-75 (Traffic &Fiber).pdf
Manatee Trans - I-75 (Utilities).pdf
Peace River Coop - 201032-1 PRECO No Involvement.pdf
Spectrum - 201032-5 Phase IIR RGB Spectrum bdg.pdf
Spectrum - 201032-5 Utility-Conflict-Matrix Phase IIR.pdf
Spectrum - 201032-5 UWS Phase IIR bdg.pdf
TECO PG - 201032-5 RGB Phase IIR.pdf
TECO PG - 201032-5 Utility-Conflict-Matrix Phase IIR.pdf

03_SR64_Plans
201032-6 Control Structure As-Builts.pdf
201032-6 Post Construction Field Notes.pdf
20103265201-2017_SR64_Roadway.pdf
Baselines Recovery.pdf
BM 132M Reset Form.pdf
Recovered Bench Marks.pdf
Visual As-Builts.pdf

04_Concept_Plans
60th_Ave
Preliminary Concept – 60th Ave. at 301.pdf
ITS
201032-5 I-75 at US 301 RTVM V2.xlsx
20103255201_ITS_PLANS.pdf
I-75 US 301 DB SEMP 2020-06-12.pdf
Lighting
20103255201_LIGHTING_PLANS.pdf
Lighting Analysis_2020-03-16.VSL
Lighting Analysis_BridgeUnderdeck_2020-03-16.VSL
Roadway
20103253201-ROADWAY-PLANS.pdf
Signals
2010325201_SIGNALS.pdf

Signing
20103255201_SPM_PLANS.pdf
Struct
BDR
I-75_US301 BDR_2014_Sept_final.pdf
Calculations
Load_Rating
BARS_Sheets-130101and130102.pdf
US301-LoadRating-130101.pdf
US301-LoadRating-130102.pdf
US301-LoadRating-130103.pdf
US301-LoadRating-130104.pdf
US301-LoadRating-130156.pdf
US301-LoadRating-130157.pdf
US301-LoadRating-130158.pdf
US301-LoadRating-130159.pdf SaltMarsh_Calcs_150831.pdf
US301-Volume-I.pdf
US301-Volume-II.pdf
US301-Volume-III.pdf
US301-Volume-IV.pdf
US301-Volume-IX-(Appendix-Electronic-Only).pdf
US301-Volume-V.pdf
US301-Volume-VI.pdf
US301-Volume-VII.pdf
US301-Volume-VIII.pdf
Existing Plans
Existing Plans Fender Repair.pdf
Existing Plans Kay Rd.pdf
Existing Plans Manatee River.pdf
Existing Plans Salt Marsh .pdf
I-75 over Manatee River Bridge Scour Countermeasure Plans_2001.pdf
B_General_Notes.pdf
B_I75_over_Salt_Marsh.pdf
B_I75_over_Salt_Marsh_Rehabilitation.pdf
B_NBI75_over_US301.pdf
B_SBI75_over_US301.pdf
B_Walls.pdf
05_Bridge_InspectionandScour_Reports
130100_2017-11-15_INSPECTION REPORT REGULAR NBI.pdf
130101_1995-04-30_Phase 1 Scour Evaluation.pdf
130101_2017-11-28_INSPECTION REPORT REGULAR NBI.pdf
130101_2019-11-21_INSPECTION REPORT REGULAR NBI.pdf
130102_1995-04-30_Phase 1 Scour Evaluation.pdf
130102_2017-11-28_INSPECTION REPORT REGULAR NBI.pdf
130102_2019-11-21_INSPECTION REPORT REGULAR NBI.pdf
130103_2000-03-22_Phase 3 Scour Evaluation.pdf
130103_2000-03-22_Phase 4 Scour Evaluation.pdf
130103_2000-03-23_Phase 1 Scour Evaluation.pdf
130103_2000-03-23_Phase 2 Scour Evaluation.pdf
130103_2017-11-29_INSPECTION REPORT REGULAR NBI.pdf
130103_2019-11-26_INSPECTION REPORT REGULAR NBI.pdf

130104_2000-03-15_Phase 1 Scour Evaluation Report Revised.pdf
130104_2000-03-15_Phase 2 Scour Evaluation Report.pdf
130104_2000-03-15_ Phase 3 Scour Evaluation Report Revised.pdf
130104_2001-10-15_ Phase 4 Scour Evaluation Report Revised.pdf
130104_2017-11-29_INSPECTION REPORT REGULAR NBI.pdf
130104_2018-07-20_Inspection Report Special Accident.pdf
130104_2019-11-26_INSPECTION REPORT REGULAR NBI.pdf
06_Geotechnical_Reports
201032-5_ Miscellaneous Structures Geotechnical Report.pdf
201032-5_Box Culvert Geotechnical Report.pdf
201032-5_Geotechnical Roadway Soil Survey Report.pdf
201032-5_I-75 over Manatee River Bridge Geotechnical Report.pdf
201032-5_I-75 over Salt Marsh Bridge Geotechnical Report.pdf
07_Contamination_reports
6511-12-069A_FINAL Lev II ponds Rev1.pdf
Final_Lev_I_PSR_CSER.pdf
sscAsbestos_130101-130104.pdf
08_Bridge_Hydraulics_Reports
Final Northbound I-75 over Manatee River No-rise-certification-signed.pdf
Final-ManateeBHR-I-75.pdf
FinalBHR-SaltMarsh (3).pdf
09_PDandE_Documents
Project Development Summary Report
Project Development Summary Report 7-09.pdf
Preferred Alternative
Final Preferred Alternative.pdf
Preferred Concepts
CADD Files
Contrd00.dgn
CrossDrains.dgn
DSGNRD10_I75_Preferred Alt.dgn
Dsgnrw00 Manatee.dgn
Floodrd00.dgn
Noise Walls.dgn
Segments.dgn
ShaprdDSGNRD10_I75_Preferred Alt.dgn
Sheet01.dgn
SHEET01.HMR
Sheet01.prj
Sheet02.dgn
SHEET02.HMR
Sheet02.prj
Sheet03.dgn
SHEET03.HMR
Sheet03.prj
Sheet03A.hmr
Sheet04.dgn
SHEET04.HMR
Sheet04.prj
Sheet04a.dgn
Sheet04A.hmr

Sheet04b.dgn
Sheet04b.hmr
Sheet05.dgn
SHEET05.HMR
Sheet05.prj
Sheet06.dgn
SHEET06.HMR
Sheet06.prj
Sheet07.dgn
SHEET07.HMR
Sheet07.prj
Sheet07a.dgn
Sheet07b.dgn
Sheet08.dgn
SHEET08.HMR
Sheet08.prj
Sheet08a.hmr
Sheet09.dgn
SHEET09.HMR
Sheet09.prj
Sheet10.dgn
SHEET10.HMR
Sheet10.prj
Sheet11.dgn
SHEET11.HMR
Sheet11.prj
Sheet12.dgn
SHEET12.HMR
Sheet12.prj
Sheet13.dgn
SHEET13.HMR
Sheet13.prj
Sheet14.dgn
SHEET14.HMR
Sheet14.prj
Sheet14a.dgn
SHEET14A.HMR
Sheet14a.prj
Sheet14b.dgn
SHEET14B.HMR
Sheet14b.prj
Sheet14c.dgn
Sheet14c.hmr
Sheet15.dgn
SHEET15.HMR
Sheet15.prj
Sheet16.dgn
SHEET16.HMR
Sheet16.prj
Sheet16a.dgn
Sheet16a.hmr

Sheet16a.prj
Sheet17.dgn
SHEET17.HMR
Sheet17.prj
Sheet17A.hmr
Sheet18.dgn
SHEET18.HMR
Sheet18.prj
Sheet19.dgn
SHEET19.hmr
Sheet19.prj
Sheet20.dgn
SHEET20.HMR
Sheet20.prj
Sheet21.dgn
SHEET21.HMR
Sheet21.prj
Sheet21a.dgn
SHEET21A.HMR
Sheet21a.prj
Sheet21b.dgn
Sheet21b.hmr
Sheet21c.dgn
Sheet21c.hmr
Sheet21d.dgn
Sheet21d.hmr
Sheet22.dgn
SHEET22.HMR
Sheet22.prj
Sheet23.dgn
SHEET23.HMR
Sheet23.prj
Sheet23a.dgn
Sheet23a.hmr
Sheet23b.dgn
Sheet23b.hmr
Sheet24.dgn
SHEET24.HMR
Sheet24.prj
Sheet25.dgn
SHEET25.HMR
Sheet25.prj
Sheet26.dgn
SHEET26.HMR
Sheet26.prj
Sheet27.dgn
SHEET27.HMR
Sheet27.prj
Sheet28.dgn
SHEET28.HMR
Sheet28.prj

Sheet28a.dgn
SHEET28A.HMR
Sheet28a.prj
SHEET28B.HMR
Sheet28b.prj
Sheet29.dgn
SHEET29.HMR
Sheet29.prj
Sheet30.dgn
SHEET30.HMR
Sheet30.prj
Sheet31.dgn
SHEET31.HMR
Sheet31.prj
Sheet31a.dgn
SHEET31A.HMR
Sheet31a.prj
Sheet31b.dgn
SHEET31B.HMR
Sheet31b.prj
Sheet31c.hmr
SHEET32.DGN
SHEET32.HMR
Sheet32.prj
SHEET33.HMR
Sheet33.prj
SHEET7A.HMR
Sheet7a.prj
SHEET7B.HMR
Sheet7b.prj
Topord00.dgn
Wetlrd00.dgn

Data
FilterList.xls

Preliminary Alternatives
I-275 - 1u Hybrid.pdf
I-275 2u .pdf
I-275 3u.pdf
I-275 4u.pdf
I-275 5u.pdf
I-275 6u Elevate Express .pdf
I-275 7u Braid Express.pdf
Moccasin 1u.pdf
SR 64 1u Loop.pdf
SR 64 2u Diamond.pdf
SR70 1u Loop.pdf
SR70 2u Flyover.pdf
SR70 3u Diamond.pdf
US301 1u Loop.pdf
US301 2u Loop.pdf
US301 3u Diamond.pdf

- US301 4u Diamond.pdf
- Public Hearing Preferred Alternative
  - Preferred Alternative.pdf
- Public Workshop Alternatives
  - Trans Display Segment 1 200 Scale.pdf
  - Trans Display Segment 2 Alt 1 200 Scale.pdf
  - Trans Display Segment 2 Alt 2 200 Scale.pdf
  - Trans Display Segment 3 200 Scale.pdf
  - Trans Display Segment 4 200 Scale.pdf
  - Trans Display Segment 5 200 Scale.pdf
  - Trans Display Segment 6 Alt 1 200 Scale.pdf
  - Trans Display Segment 6 Alt 2 200 Scale.pdf
  - Trans Display Segment 7 200 Scale.pdf
  - Trans Display Segment 8 Alt 1 200 Scale.pdf
  - Trans Display Segment 8 Alt 2 200 Scale.pdf
  - Trans Display Segment 9 200 Scale.pdf

Public Involvement

- I-75 MPO Presentation.ppt
- Manatee BOCC Pres v3.ppt
- Tara Preserve Meeting Sign In Sheet 5-6-2008.pdf
- Tara Preserve Noise Barrier Sign In Sheet 111208.pdf
- 313 Newspaper Clippings
  - FW_ Duane's article.pdf
  - I-75 Manatee_Tampa Trib _01-28-2008.pdf
  - Sarasota HeraldTribune_11 17 -08.pdf
  - TampaTribune May 15 2007Article_Tolls On I75.pdf
    - I-75 Manatee_Tampa Trib _01-28-2008_files
- Advance Notification Package
  - Advance Notification Package 7-06.pdf
- Correspondence
  - Correspondence FHWA.pdf
  - Correspondence-FDOT.pdf
  - Correspondence-Other.pdf
  - Correspondence-Public.pdf
  - FDOT Record Denise Colantuono Tara Preserve.pdf
  - Local Agency Govt Coord Memos.pdf

Local Gov Coord

- Agency_Elected lists for Kick_off.pdf
- I-75 Manatee kick off letter.pdf
- I-75 MPO Consistency Letter - 6-4-09.pdf
- I75 Manatee MPO PPT 03_09.pdf
- I75 Manatee PPT 01_08.pdf
- Manatee BOCC Pres 05_09.pdf
- MPO handout.pdf

Public Hearing

- 200 Scale Interchanges for Handout.pdf
- agenda 10_23_08.doc
- All boards.pdf
- FAW ad.pdf
- Final PH Script.pdf
- I-75 October 2008 Hearing Handout v09.pdf

- I-75 PH Transcript.pdf
- I-75PDandE-ProjectSchedule-rev7-08.pdf
- PH Agency Letter.pdf
- PH Elected Official Letter.pdf
- PH legal ad.pdf
- PH Property Owner Letter.pdf
- PH Speaker Script.pdf
- Preferred Alternative Evaluation Matrix 10-08.pdf
- PRESS RELEASE- I-75 PD&E Study Public Hearing.pdf
- Priority Interchanges Sarasota 2_9_09.pdf
- Public Hearing Ad Affidavit.pdf
- Public Hearing Speaker Cards.pdf
- Response Letters.pdf
- Return Envelopes.pdf
- Sign In Sheets_Public.pdf
- Sign In Sheets_Staff.pdf
- Tara Preserve Meeting Sign In Sheet 5-6-2008.pdf
- Title VI Nondiscrimination Complaint Form 27501010.pdf
- Comments & Responses
  - ALL COMMENTS.pdf
  - Braden Woods email comment 2 & response.pdf
  - Comments Summary 12-15-08.pdf
  - Curran Web Comment Form.pdf
  - I-75 Manatee Comment.pdf
  - Response Letters.pdf
  - Response to Brigham Moore 11-26-08
  - Response to Mr Crapo.pdf
  - Response to Woodard 12-17-08.pdf
  - URS email to FDOT_Response Letter to Mr. Crapo_11 21 08.pdf
- Crapo Staff Responses
- Mail Lists
  - parcels_manatee_1_sept.pdf
  - parcels_manatee_2_sept.pdf
  - parcels_manatee_3_sept.pdf
  - parcels_manatee_4_sept.pdf
  - parcels_sept_08.xls
  - property owners_ no dups.xls
  - Public Officials & Agencies.xls
    - Returns
      - 3209_001.pdf
      - 3209_014.pdf
      - PH Return to Sender.pdf

Public Information Workshop

- display ultimate ROADWAY TYPICAL SECTIONS.pdf
- Evaluation Matrix 2-22-08.pdf
- I-75 February 2008 PA Handout v04.pdf
- Noise handout_021308.pdf
- Public Meeting Room.pdf
- Workshop Ad Affidavit.pdf
- Workshop Ad FINAL Revised.pdf
- Workshop Comment Form.pdf

- Workshop Comments & Responses.pdf
- Workshop Comments Summary 3-17-08.pdf
- Workshop News Release 2-11-08.pdf
- Workshop Post Comment Period.pdf
- Workshop Prop Owner Mail Returns.pdf
- Workshop Sign_In sheets 2_26_08.pdf
- Workshop Video Script 2-08.pdf
- Boards
  - Board - Adv & DisAdv REV.ai
  - Board - Advanges & Dis v02.pdf
  - Board - Floodplains v02.pdf
  - Board - Floodplains.ai
  - Board - Mail Comments v02.pdf
  - Board - Mail Comments.ai
  - Board - Matrix v03.pdf
  - Board - Matrix.ai
  - Board - Prj Loc Map.ai
  - Board - Project Location Map v02.pdf
  - Board - Pub Wrkshp.ai
  - Board - Schedule v02.pdf
  - Board - Schedule.ai
  - Board - Traffic v02.pdf
  - Board - Traffic.ai
  - Board - Typicals v02.pdf
  - Board - Typicals.ai
  - NEW Board - Traffic v02.pdf
- Mail List
  - all property owners.xls
  - parcels_12_07.xls
  - parcels_manatee_1.pdf
  - parcels_manatee_2.pdf
  - parcels_manatee_3.pdf
  - parcels_manatee_4.pdf
  - Public Officials & Agencies.xls
- Post Comment Period
  - FDOT Transmit_Bovitt Noise Comment.pdf
  - Holmes Post Comment Period.pdf
  - Pescatore Post Comment Period.pdf
  - Workshop Post Comment Period.pdf
- Pre-workshop comments
  - Art Blair web comment 12_08_06 Manatee .pdf
  - David Otteni web comment 12_07_06 .pdf
  - Davis Response.pdf
  - Michael Dale 6223 Wingspan Way.pdf
  - Michael Dale web comment.pdf
  - Ravazzoli Comment & Response.pdf
  - Redwine Comment & Response.pdf
  - Schmidt Comment & Response.pdf

Public Involvement Program
- Final PIP_8-06.pdf

Web Comments Responses

Art Blair Location.pdf
Comments Responses.pdf
David Otteni Location.pdf
FDA Utility mailout Letters.pdf
FDOT comment response Mr. Malik_ Noise pollution.pdf
FDOT email JohnSchmidt_ I-75PDE Manatee Comment Fomr.pdf
FDOT email WilliamDavis_WEb Comment Noise.pdf
Gregory email FDOT_WilliamDavis_WEb Comment Noise.pdf
Gregory email to FDOT _JohnSchmidt_ I-75PDE Manatee Comment Fomr.pdf
I-75 PD&E WEB Manatee_Matt Case_092107 .pdf
I-75 Web Comment - Blair noise Response.pdf
I-75 Web Comment - Blair noise_Draft Response.pdf
I-75 Web Comment - Cambria noise Response.pdf
I-75 Web Comment - Cambria noise_Draft Response.pdf
I-75 Web Comment - Otteni noise Response.pdf
I-75 Web Comment - Otteni noise_Draft Response.pdf
I-75 Web Comment - Richard Kimsey Evacuation.pdf
I-75PDE Manatee Comment Form_Pete Logan.pdf
J. Nelson email _I-75 PD&E WEB Sarasota_042707 .pdf
James email to Dickson_ I-75 Manatee PublicWorkshop .pdf
James email to Nancy Breo_ I-75 Noise Abatement.pdf
James response to Malik_ Noise pollution_080608.pdf
Jeff James email on NoiseComment_Cotsanas_022008.pdf
Michael Dale email_02 13 08_I-75PDE Manatee Comment Form.pdf
Piazza email to Hartzler .pdf
Piazza emial to James_Web Comment River Place Natural Sound B.pdf
Tammy Cambria Location.pdf

Supporting Documents
Alternatives Anal Tech Memo
Alternatives Analysis Technical Memorandum 4-08.pdf
Biological Assessment FFWCC
Biological Assessment-FFWCC 8-08.pdf
Biological Assessment USFWS
Biological Assessment-USFWS 8-08.pdf
Conceptual Stage Relocation
Conceptual Stage Relocation Plan 2-09.pdf
CSER
Contamination Screening Evaluation 2-09.pdf
EDR Report
EDR Data Map.pdf
EDR Report.pdf
Cultural Resource Assess
Cultural Resource Assessment Survey 2-09.pdf
Design Variation Package
Design Variation Package 6-09.pdf
Geotechnical Memorandum
Geotechnical Memorandum 9-07.pdf
Location Hydraulic Report
Location Hydraulic Report 10-08.pdf
NMFS
SERO-2019-02224 I-75 additional Manatee River Bridges_Signed Final.pdf

Noise Study Report
Noise Study Report 4-09.pdf
Preliminary Pond Siting Report
Preliminary Pond Siting Report 2-09.pdf
Section 4f Determination of Applicability
Section 4f Determination of Applicability 7-08.pdf
Traffic Technical Memorandum
Traffic Technical Memorandum 9-08.pdf
Traffic Technical Memorandum Addendum 9-08.pdf
USFWS
2010911_fws_ltr_I-75 from N of SR 64 to N of US 301.pdf
Utilities Assessment
Utilities Assessment 8-08.pdf
Water Quality Impact Eval
Water Quality Impact Evaluation 2-08.pdf
Wetlands Evaluation Report
Wetlands Evaluation Report 2-09.pdf

10_Cadd_Files
See "Index of CADD Files.doc" for complete list of files provided in this directory

11_Drainage Documents
ASAD
I-75.MDB
US 301.MDB
Compensatory Treatment
ALGNRD01.DGN
BDPLRD01.DGN
CLIPRD95.dgn
CLIPRD96.dgn
DRMPRD92.dgn
Drprrd01.dgn
POST_Planrd01.dgn thru POST_Planrd30.dgn
rwdtrd01.dgn
TEXTDR96.DGN
Topord01.dgn
Cross Drains
Crossdrains-POST.hy8
Crossdrains-PRE.hy8
POST Discharge Calculations.xlsx
PRE Discharge Calculations.xlsx
Tc Cacls.xls
Ditch Tabs
Ditch LT.xlsm
Ditch MED.xlsm
Ditch RT.xlsm
Ditch RW.xlsm
Floodplain
Foot per Foot_revised 9-13-18.xlsx
RDXSRD01_floodplain.DGN
RDXSRD01_floodplain.DGN

- ICPR
  - Ponds
    - Basin 1
      - 10YR24HR.I32
      - 10YR24HR.R32
      - 25YR24HR.I32
      - 25YR24HR.R32
      - 100YR24HR.R32
      - Recovery.I32
      - SMF 1.ICP
    - Basin 2
      - 10YR24HR.I32
      - 10YR24HR.R32
      - 25YR24HR.I32
      - 25YR24HR.R32
      - 100YR24HR.I32
      - 100YR24HR.R32
      - Recovery.I32
      - SMF 2.ICP
    - Basin 3
      - 3AB
        - 10YR24HR.I32
        - 10YR24HR.R32
        - 25YR24HR.I32
        - 25YR24HR.R32
        - 100YR24HR.I32
        - 100YR24HR.R32
        - Drawdown.I32
        - FDOT10YR24H.I32
        - FDOT10YR24H.R32
        - FDOT25yr.R32
        - FDOT50yr.R32
        - SMF 3AB.ICP
      - 3C
        - 10YRFDOT.I32
        - 10YRFDOT.R32
        - 25YR24HR.I32
        - 25YR24HR.R32
        - 100YR8HR FDOT.I32
        - 100YR8HR FDOT.R32
        - 100YR24HR FDOT.I32
        - 100YR24HR FDOT.R32
        - 100YR24HR.I32
        - 100YR24HR.R32
        - Drawdown.I32
        - SMF 3C.ICP
- Pond Calcs
  - Basin 1 Pond Calcs.xlsx
  - Basin 2 Pond Calcs.xlsx
  - Basin 3 Pond Calcs.xlsx
  - BMPTRAINS-Ver-8.6.xlsm

- equivalent_calcs.xlsx
- ICPR Conductivity Calcs.xlsx
- Spread
  - Barrierwall_calcs.pdf
  - I-75 Spread.xlsx
  - Manatee River BridgeSpread.xlsx
  - Salt Marsh Bridge Spread.xlsx
- 12_Noise Model Files
  - Barrier Runs
    - Manatee Palms_Final_minus40ft
      - objects.dat
      - objects.idx
    - Tidewater Preserve_ShldBridge
      - objects.dat
      - objects.idx
    - Tom Bennett Park
      - objects.dat
      - objects.idx
    - US 301_6-18
      - objects.dat
      - objects.idx
    - US 301_11-18_backyard
      - objects.dat
      - objects.idx
    - US 301_19 and 20
      - objects.dat
      - objects.idx
    - Winter Quarters_Final Barrier
      - objects.dat
      - objects.idx
  - Build Runs
    - Build Overal_US 301
      - objects.dat
      - objects.idx
    - Build Overall_tidewater
      - objects.dat
      - objects.idx
    - Build Overall_Winter Quarters
      - objects.dat
      - objects.idx
    - Build _Heritage Harbor1
      - objects.dat
      - objects.idx
    - Manatee Palms_Rev_Dec2017
      - objects.dat
      - objects.idx
    - Manatee Palms_Rev_Dec2017_Add receptors
      - objects.dat
      - objects.idx
  - Existing_US 301
    - objects.dat

objects.idx
TNM Files_Read me.txt
13_Pile Driving Logs_Salt Marsh Bridges
Pile Records – I-75 Over Salt Marsh NB – ALL.pdf
Pile Records – I-75 Over Salt Marsh SB.pdf

I. Introduction.

The Florida Department of Transportation (Department) has issued this Request for Proposal (RFP) to solicit competitive bids and proposals from Proposers for the design and construction of the I-75 (SR 93) at U.S. 301 (SR 43) Interchange in Manatee County.

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

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

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

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

The Design Build Firm shall provide to the Department an estimate of the purchase price of the land from the property owner and any conditions related to the purchase. The Department will provide to the successful Design-Build Firm an estimate of all costs related to the acquisition and use of the additional

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

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

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

Description of Work

The project includes the reconstruction of the I-75 interchange at US 301 to meet current and ultimate capacity needs. As detailed below this reconstruction requires the widening of a portion of I-75 and US 301, widening of existing bridges, rehabilitation of existing bridges, and the construction of new bridges.

Improvements to the interchange and bridges over the Manatee River, constructed with this project, shall be compatible with the ultimate I-75 improvements depicted in the I-75 Manatee County PD&E Study included as a Reference Document. These ultimate improvements include a ten lane facility with two express lanes and three general use lanes in each direction, divided by a 64 foot median with a median barrier to prevent cross over accidents. The express lanes will include 12 foot inside shoulders (10 foot paved), two 12 foot express lanes, a 12 foot outside shoulder and a double faced concrete barrier to separate the express lanes from the general use lanes. The general use lanes are located adjacent to the express lanes and consist of a 12 foot inside paved shoulder, three 12 foot lanes, and a 12 foot outside paved shoulder with a barrier wall/retaining wall.

The I-75 interchange at US 301 is to be reconstructed from the existing partial cloverleaf interchange to a diamond interchange. All ramps are to be reconstructed and shall include two new bridges over the Manatee River to facilitate a new NB I-75 exit ramp and new SB entrance ramp. These new bridges shall include full-width stub-outs to accommodate tying into the ultimate general-use lane improvements described above. For the Design-Build Firm's reference, the NB stub-out is depicted at Sta. 1780+62.06 (BL NB I-75) and the SB stub-out is depicted at Sta. 1807+89.80 (BL SB I-75) in the concept plans on Roadway Plan (13), Sheet No. 94.

The I-75 mainline is to be widened to provide an auxiliary lane in each direction between the SR 64 exit/entrance ramps and the US 301 exit/entrance ramps. This includes widening of the I-75 bridges over Salt Marsh (SB Bridge No. 130101 and NB Bridge No. 130102). The inside roadway shoulders shall be

constructed with full depth pavement. A 10 foot minimum inside paved shoulder must be provided for the entire project length to correct the existing deficient width from having to have special signs limiting emergency shoulder use. From the new US 301 ramp terminals to south of the Manatee River Bridges the full typical ultimate section of the general use lanes shall be constructed. I-75 cross slopes within the limits of the project are to be corrected to current FDM standards.

A new Median Crossover on I-75 was requested by the East Manatee Fire Rescue District and approved by FHWA on Dec. 2, 2019. The crossover is to be located at Sta. 677+00.00 (MP 8.749). The Design-Build Firm will need to design the Median Crossover at this location and redesign Pond SMF-1C accordingly.

The I-75 NB bridge over Salt Marsh (Bridge No. 130102) is to be rehabilitated, including the removal and replacement of all expansion joints, repair of voids at the southeast slope protection, install galvanic cathodic protection pile jackets at Piles 4-10, 10-8, 19-5, 21-5, 22-6, 23-6, 24-6, and 26-10, and repair all substructure concrete deficiencies as noted in the November 28, 2017 Routine Bridge Inspection Report for Bridge No. 130102 (130102_2017-11-28_INSPECTION REPORT REGULAR NBI.pdf). Reference Document Section 05 Bridge inspection Reports. The piles are identified as "Bent Number – Pile Number" with the bents being numbered from south to north and the piling being numbered from left to right in the direction of stationing. Concrete restoration is to consist of the repair of spalls, delamination and cracking in accordance with Chapter 5 of the Bridge Maintenance Reference Manual. Expansion Joint replacements shall be in accordance with Chapter 8 of the Bridge Maintenance Reference Manual. All other rehabilitation scope of work (other than joint replacements) shall be in accordance with the I-75 over Salt Marsh Rehabilitation concept plans. Reference Document Section 04 Concept Plans.

The I-75 bridges over Manatee River and US 301 (SB Bridge No. 130103 and NB Bridge No. 130104) are to be rehabilitated, including full-depth deck replacement at specific locations as defined below, full bridge deck methacrylate sealing, and expansion joint and joint header replacement. Full-depth deck replacements are to be conducted, restoring the bridges to their existing geometry, full-depth deck replacements are to include replacement of overhangs, bays, and/or full span widths, as defined below. Overhangs are defined as the deck area measured from the outside coping to the centerline of the exterior beam. Bays are defined as the deck area measured from the centerline of a beam to the centerline of the adjacent beam. Bays are numbered from left to right in the direction of stationing, with Bay 1 being between the left-most exterior beam and the adjacent interior beam. Expansion joint and joint header replacements is to be performed adjacent to areas of deck replacement at the existing joints. Full-depth deck replacements of these bridges shall include:

I-75 SB over Manatee River/US 301 (Bridge No. 130103)			
Location	Reference	Length (ft.)	Width (ft.)
Span 1, Bays 3 & 4	Full span length	40.00	17.67
Span 2, Full span width	Full span length	96.42	58.75
Spans 4 &5, Bays 3 & 4	Centered over Bent 5	10.00	17.67
Span 4, Bays 3 & 4	Beginning 20ft. from Bent 5	20.00	17.67
Spans 6 & 7, Left overhang and Bays 1 & 2	Centered over Bent 7	10.00	20.54
Spans 8 & 9, Left overhang and Bays 1 & 2	Centered over Bent 9	10.00	20.54
Span 23, Full span width	Full span length	96.42	58.75

I-75 NB over Manatee River/US 301 (Bridge No. 130104)

Location	Reference	Length (ft.)	Width (ft.)
Span 2, Bays 2 through 4	Full span length	96.42	26.50
Span 3, Bays 3 & 4	Full span length	96.42	17.67
Spans 12 & 13, Bays 4 & 5	Centered over Bent 13	10.00	17.67
Span 17, Bays 3 & 4	Beginning 24ft. from Bent 18	10.00	17.67
Span 20, Bays 5 & 6 and Right overhang	Centered at mid-span	30.00	20.54
Span 21, Bays 3 & 4	Beginning 20ft. from Bent 22	10.00	17.67
Span 23, Bays 2 through 4	Mid-span to 15ft. from Bent 24	30.00	26.50
Span 26, Full span width	South from Bent 27	30.00	58.75
Spans 29 & 30, Bays 5 & 6 and Right overhang	Centered over Bent 30	10.00	20.54
Spans 30 & 31, Bay 5	Centered over Bent 31	10.00	8.83
Span 34, Bays 3 & 4	Beginning 10ft. from Bent 34	10.00	17.67

US 301 is to be reconstructed/widened/resurfaced from Sta. 205+32.22 to Sta. 569+11.32, as depicted in the typical section package, to provide three travel lanes in the eastbound direction and four lanes in the westbound direction from 51st Avenue East to east of 60th Avenue East, left and right turn lanes to all ramps and side streets, and sidewalks on both sides. US 301 cross slopes within the limits of the project are to be corrected to current FDM standards.

It is the responsibility of the Design-Build Firm to account for any changes in the existing conditions and update their construction plans accordingly. This includes any recent or proposed changes to I-75, SR 64, US 301, 60th Ave., and 51st Ave. that may differ from the concept plans. The Design-Build Firm shall not do anything that would preclude the future improvements shown in the Preliminary Concept plans for improvements to 60th Street at US 301 and should allow anything that could simplify their implementation. The Design-Build Firm's plans will also need to account for any new standards such as, and not limited to sloped barrier wall for bridges.

All existing roadway and shoulder surfaces that are to remain shall be milled and resurfaced, at a minimum between the following station ranges:

NB I-75 from Sta. 613+74.87 to Sta. 27+27.45
SB I-75 from Sta. 613+45.24 to Sta. 838+06.90
US 301 from Sta. 205+32.22 to Sta. 569+11.32

Manatee County Area Transit (MCAT) Bus Route 1 has a stop on US 301 just east of 60th Avenue that shall remain in service. The Design-Build firm will need to coordinate with MCAT prior to construction activities and discuss the impacts and construction schedule for the bus stop.

Tidewater Preserve Boulevard is not a public road and access must be maintained at all times. Right-of-way documents for all parcels, perpetual easements and temporary construction easements (TCE) will be obtained and certified by September 30, 2020, with the exception of Parcel 100A, Parcel 100B, TCE 701, TCE 700B, TCE 702 and perpetual easement 802, which will be obtained prior to March 31, 2021. No construction activities or equipment staging shall be planned within these aforementioned parcels and easements until after March 31, 2021. Temporary fencing shall be installed to separate I-75 from Tidewater Preserve Boulevard access. The Design-Build Firm shall be responsible for restoring Tidewater Preserve Boulevard and all the TCEs when work along Tidewater Preserve Blvd. and at the TCEs is complete. All ground shall be restored to pre-construction elevations and slopes and roadway items shall meet current standards. To facilitate this the Contractor shall collect cross section survey data

of the roadway and TCEs before and after construction and provide this data to the Department for verification. The Design-Build Firm shall be responsible for restoring all roadway and drainage related items including, but not limited to grading, sodding, pavement, curb & gutter, roadway signing and pavement markings, L/A fencing, etc. New L/A fencing shall be installed where existing fencing is removed for construction, missing or knocked down. Tidewater Preserve shall be responsible for restoring the lighting, landscaping and irrigation.

Parcel identified as TCE 700A on previous documents will not be obtained by the Department. Any adjustments to the design and or construction to mitigate any items in the technical proposal that could have relied on the availability of this parcel (if applicable) are to be included in the LS price proposal.

All work described above is to include all ancillary construction work (clearing and grubbing, earthwork, shoulder widening, resurfacing, driveways, guardrail, retaining wall, noise barrier, signalization, etc.) required to meet all project design criteria, permitting requirements, project commitments, and current and future capacity and Level of Service requirements.

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

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

A. Design-Build Responsibility

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

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

The Design-Build Firm shall be responsible for reviewing the approved Environmental Document of the PD&E Study.

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

The Design-Build Firm may propose changes which differ from the approved Interchange Access Request (if applicable) and/or the Project Development & Environment (PD&E) Study. Proposed changes must be coordinated through the Department. If changes are proposed to the configuration, the Design-Build Firm shall be responsible for preparing the necessary documentation required for the Department to analyze and satisfy requirements to obtain approval of the Department, and if applicable, the Office of Environmental Management (OEM) for the NEPA document, or FHWA for the Interchange Access Request document. The Design-Build

Firm shall provide the required documentation for review and processing. Approved revisions to the configuration may also be required to be included in the Reevaluation of the NEPA document Reevaluations, per Section O (Environmental Services/Permits/Mitigation) of the RFP. The Design-Build Firm will not be compensated for any additional costs or time resulting from proposed changes.

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

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

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

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

B. Department Responsibility

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

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

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

II. Schedule of Events.

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

Date	Minimum # of Days	Event

August 26, 2019	0	Planned Advertisement
October 14, 2019	49	Official Advertisement
November 22, 2019	39	Letters of Interest for Phase I of the procurement process due in District Office by 5:00 pm local time
December 13, 2019	21	Proposal Evaluators submit Letter of Interest Scores to Contracting Unit 12:00 pm local time
December 17, 2019	4	Contracting Unit provides Letter of Interest scores and Proposal Evaluators comments to Selection Committee 12:00 pm local time
December 19, 2019	2	Public Meeting of Selection Committee to review and confirm Letter of Interest scores 1:30 am/pm local time
December 19, 2019	0	Shortlist Posting
December 23, 2019	4	Final RFP provided to Design-Build Firms continuing to Phase II of the procurement process
January 6, 2020	14	Mandatory Pre-Proposal Meeting at 10:00 am local time in District One Headquarters, 801 N. Broadway Avenue, Bartow, FL 33830. All Utility Agency/Owners that the Department contemplates an adjustment, protection, or relocation is possible are to be invited to the Mandatory Pre-Proposal Meeting.
January 8, 2020	2	Utility Coordination Meeting facilitated by the District Utility Engineer at 8:00 am at District One Manatee Operations Ctr., 14000 East SR 64, Bradenton, FL 34212.
January 13, 2020	5	Deadline for Design-Build Firm to request participation in One-on-One Alternative Technical Concept Discussion Meeting No. 1. 12:00 PM local time.
January 21, 2020	8	Deadline for Design-Build Firm to submit preliminary list of Alternative Technical Concepts prior to One-on-One Alternative Technical Concept Discussion Meeting No. 1. 12:00 PM local time.
January 28, 2020	7	One-on-One Alternative Technical Concept Discussion Meeting No. 1. 90 Minutes will be allotted for this Meeting.
January 28, 2020	0	Deadline for Design-Build Firm to request participation in One-on-One Alternative Technical Concept Discussion Meeting No. 2. 5:00 PM local time.
February 3, 2020	6	Deadline for Design-Build Firm to submit preliminary list of Alternative Technical Concepts prior to One-on-One Alternative Technical Concept Discussion Meeting No. 2
February 10, 2020	7	One-on-One Alternative Technical Concept Discussion Meeting No. 2. 90 Minutes will be allotted for this Meeting.
March 3, 2020	22	Deadline for submittal of Alternative Technical Concept Proposals 5:00 pm local time.
March 3, 2020	0	Final Deadline for submission of requests for Design Exceptions or Design Variations. 5:00 pm local time
April 8, 2020	36	Addendum issued for approved Des. Exceptions 5:00 pm local time.
April 15, 2020	7	Deadline for Design-Build Firm to request participation in One-on-One Alternative Technical Concept Discussion Meeting No. 3, 12:00 p.m. local time
April 22, 2020	7	One-on-One Alternative Technical Concept Discussion Meeting No. 3. 60 Minutes will be allotted for this Meeting. This ATC meeting is for continuing discussion on ATCs submitted prior to March 3, 2020 for which the Department requested additional information and were not approved or for new ATCs that are a direct response to an

		Addendum issued on or after February 11, 2020 . GoToMeeting (Addendum No. 4).
April 29, 2020	7	Deadline for submittal of Alternative Technical Concept Proposals for which the Department requested additional information and were not approved or for new ATCs that are a direct response to an Addendum issued on or after February 11, 2020. Deadline is 5:00 pm local time.
May 15, 2020	16	DDE completes review of ATCs and notifies Design-Build Firms.
July 6, 2020	52	Deadline for submittal of questions, for which a response is assured, prior to the submission of the Technical Proposal. All questions shall be submitted to the Pre-Bid Q&A website.
July 20, 2020	14	Deadline for the Department to post responses to the Pre-Bid Q&A website for questions submitted by the Design-Build Firms prior to the submittal of the Technical Proposal.
July 27, 2020	7	Technical Proposals due in District Office by 5:00 p.m. local time
July 27, 2020	0	Deadline for Design-Build Firm to "opt out" of Technical Proposal Page Turn meeting.
August 3, 2020	11	Technical Proposal Page-Turn Meeting. Times will be assigned during the Pre-Proposal Meeting. 30 Minutes will be allotted for this Meeting. Hosted via GoToMeeting.
August 31, 2020	28	Question and Answer Written Reponses. Deadline for the Department to provide a list of questions/clarifications for the Design-Build Firm to answer.
September 8, 2020	8	Deadline for submittal of Question and Answer Written Responses to the Department's questions/clarifications from the Design-Build Firm. 12:00 pm local time.
September 14, 2020	7	Deadline for submittal of follow up questions to previously submitted Question and Answer Written Responses to the Department's questions/clarifications from the Design-Build Firm.
September 21, 2020	7	Deadline for submittal of Question and Answer Written Responses to the Department's follow up questions. 5:00 pm local time
September 21, 2020	0	Deadline for submittal of questions, for which a response is assured, prior to the submission of the Price Proposal. All questions shall be submitted to the Pre-Bid Q&A website.
October 1, 2020	7	Deadline for the Department to post responses to the Pre-Bid Q&A website for questions submitted by the Design-Build Firms prior to the submittal of the Price Proposal.
October 1, 2020	0	Deadline for the Design-Build Firm to submit a written statement per Section III. Threshold Requirements, F. Question and Answer Written Responses
October 8, 2020	7	Price Proposals due in District Office by 11:00 am local time.
October 8, 2020	0	Virtual Public announcing of Technical Scores and opening of Price Proposals at 11:00 am local time
October 15, 2020	7	Virtual Public Meeting of Selection Committee to determine intended Award.
October 15, 2020	0	Posting of the Department's intended decision to Award.
October 29, 2020	14	FHWA Concurrence to Award
November 4, 2020	6	Anticipated Award Date
November 16, 2020	12	Design-Build Firm executes the contract
November 23, 2020	7	FDOT executes the contract

III. Threshold Requirements.

A. Qualifications

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

B. Joint Venture Firm

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

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

C. Price Proposal Guarantee

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

D. Pre-Proposal Meeting

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

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

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

E. Technical Proposal Page-Turn Meeting

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

Page-Turn meetings shall be held via GoToMeeting using a webcam. Each Design-Build Firm will receive their own Microsoft Outlook meeting invitation with a unique GoToMeeting Link and phone number. Only eight (8) representatives from each Design-Build Firm can attend and participate in the Page-Turn Meeting. The Design-Build Firm shall provide a list of attendees and their email addresses to the Procurement GoToMeeting Organizer 24 hours prior to your scheduled time slot. Time slots have been adjusted to allow the Procurement GoToMeeting Organizer to join the GoToMeeting 15 minutes prior to the start time to ensure proper functioning of audio/webcam.

F. Question and Answer Written Reponses

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

The Design-Build Firm shall submit to the Department a written letter answering the questions provided by the Department. The questions and written answers/clarifications will become part of the Contract Documents and will be considered by the Department as part of the Technical Proposal.
One (1) week prior to the Price Proposal due date the Design-Build Firm shall submit to the Department a written statement as follows: "[insert name of the Design-Build Firm] confirms that, despite any provision

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

G. Protest Rights

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

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

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

H. Non-Responsive Proposals

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

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

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

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

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

I. Waiver of Irregularities

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

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

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

3. In no event will any such elections by the Department be deemed to be a waiving of the Design and Construction Criteria.

4. The Proposer who is selected for the Project will be required to fully comply with the Design and Construction Criteria for the price bid, regardless that the proposal may have been based on a variation from the Design and Construction Criteria.

5. Proposers shall identify separately all innovative aspects as such in the Technical Proposal. An innovative aspect does not include revisions to specifications or established Department policies. Innovation should be limited to Design-Build Firm's means and methods, roadway alignments, approach to Project, use of new products, new uses for established products, etc.

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

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

J. Modification or Withdrawal of Technical Proposal

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

K. Department's Responsibilities

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

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

L. Design-Build Contract

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

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

IV. Disadvantaged Business Enterprise (DBE) Program.

A. DBE Availability Goal Percentage:

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

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

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

B. DBE Supportive Services Providers:

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

C. Bidders Opportunity List:

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

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

V. Project Requirements and Provisions for Work.

A. A. Governing Regulations:

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

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

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

3. Florida Department of Transportation Standard Plans for Road and Bridge Construction
   http://www.fdot.gov/design/standardplans/
4. Standard Plans Instructions (Refer to Part I, Chapter 115, FDM)

http://www.fdot.gov/roadway/FDM/

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

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

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

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

9. Florida Department of Transportation Soils and Foundations Handbook http://www.fdot.gov/structures/Manuals/SFH.pdf

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

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

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

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

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

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

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

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

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

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

20. Florida Department of Transportation Utility Accommodation Manual https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/programmanagement/programmanagement/utilities/docs/uam/uam2017.pdf?sfvrs

n=d97fd3dd_0

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

B. B. Innovative Aspects:

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

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

1. Alternative Technical Concept (ATC) Proposals

The Department has chosen to incorporate in the Design-Build method of project delivery the process whereby Design-Build Firms may propose innovative technical solutions for the Departments approval which meet or exceed the goals of the project. The process involves the submission of an Alternative Technical Concept (ATC) as outlined below. This process has shown to be very cost effective in providing the best-value solution which often times is a result of the collaborative approach of the contractor and their designer which is made possible with the Design Build project delivery method and the ATC process.

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

For this Project, the Department considers the following to be requirements of the Project that are not to be changed by the Design-Build Firms:

- Department Commitments (Section V.D of this RFP)
- Number of Lanes, Lane Widths, and Shoulder Widths as shown in the Concept Plans and Typical Section Package
- Widening of the Manatee River Bridges.
- The AM and PM design year 2038 traffic volumes and traffic parameters including truck percentages, D-Factor, and K-Factor as presented in the IMR included in the RFP as a Reference Document.
- Signal progression timings along US 301 from 51st Avenue to 60th Avenue as presented in the IMR included in the RFP as a Reference Document.
- Degradation in level of service (LOS) or increase in traffic delay at any intersection, merge/diverge area, ramp, arterial segment, or freeway segment within the project limits in the design year 2038 compared to the IMR included in the RFP as a Reference Document.
- Reduction or elimination of multi-modal corridor as shown in the PD&E Typical Section median.

The Department will keep all ATC submissions confidential prior to the Final Selection of the Proposer to the fullest extent allowed by law, with few exceptions. Although the Department will issue an addendum for all ATC Proposals contained in the list below, the Department will endeavor to maintain confidentiality of the Design-Build Firms specific ATC proposal. Prior to approving ATC's which would result in the issuance of an Addendum as a result of the item being listed below, the Design-Build Firm will be given the option to withdraw previously submitted ATC proposals. Any approved ATC Proposal related to following requirements described by this RFP shall result in the issuance of an Addendum to the RFP:

- New Design Exceptions required or modifications to Department approved Design Exceptions already provided in the Attachments.
- Changes to the RFP pavement types or minimum pavement design requirements.
- Significant changes in scope as determined by the Department.

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

- Modifications to the horizontal geometry depicted in the Roadway Concept Plans (Reference Document 04) exceeding 2-ft. laterally at any location.
- Modifications to the vertical geometry depicted in the Roadway Concept Plans (Reference Document 04) that lower the roadway profile or that raise the roadway profile by 2-ft. or more at any location.
- Modifications to the Typical Section Package (Attachment 06) directly related to the horizontal and/or vertical geometry
- New Design Variations required or modifications to Department approved Design Variations (Attachment 08).
- Modification of the ultimate general-use lanes "stub-outs" locations, described above and depicted in the concept plans on Roadway Plan sheet 13, exceeding 2-ft in any direction.
- Station limits of the milling and resurfacing and reconstruction designs in the Department's Approved Pavement Design package may be adjusted to meet the D/B Firm's means and methods. Milling depths and pavement layer thicknesses including stabilization, base groups, structural course, and friction course shall meet or exceed those in the Department's Approved Pavement Design package.

2. One-on-One ATC Proposal Discussion Meetings

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

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

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

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

Alternative Technical Concept (ATC) meetings shall be held via GoToMeeting using webcam. Each Design-Build Firm will receive their own Microsoft Outlook meeting invitation with a unique GoToMeeting Link and phone number. The Design-Build Firm shall provide a list of attendees and their email addresses to the Procurement GoToMeeting Organizer to receive the invitation with your scheduled time slot. Time slots will be adjusted to allow the Procurement GoToMeeting Organizer to join the GoToMeeting 15 minutes prior to the start time to ensure proper functioning of audio/webcam and presenting options.

3. Submittal of ATC Proposals

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

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

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

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

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

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

e) Impacts: A preliminary analysis of potential impacts on vehicular traffic (during construction), environmental impacts, community impacts, safety, and life-cycle Project and infrastructure costs, including impacts on the cost of repair, maintenance, and operation;

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

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

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

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

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

4. Review and Approval of ATC Submittals

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

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

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

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

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

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

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

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

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

C. Geotechnical Services:

1. **General Conditions**:

The Design-Build Firm shall be responsible for identifying and 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.

D. Department Commitments:

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

1) To ensure the project will not adversely affect listed plant or animal species, FDOT has committed to the following:

a) FDOT will resurvey suitable habitat within the project study area for gopher tortoises prior to construction. If any burrows are located within the project area, FDOT will coordinate with the Florida Fish and Wildlife Conservation Commission (FFWCC) to secure any approvals required to relocate the tortoises.
b) FDOT will resurvey suitable habitat within the project study area for Florida sandhill crane nests prior to construction if construction is to begin during or just prior to nesting season (January through June). If nests are located within the project study area, FDOT will coordinate with the FFWCC to provide appropriate habitat mitigation or conservation measures. The Design-Build Firm will need to ensure that they do not impact the Florida sandhill crane during construction.
c) FDOT will coordinate with FFWCC to provide appropriate habitat mitigation or conservation measures.
d) FDOT will resurvey the known Bald Eagle Nests in the project area prior to construction. If one or more of the nests are active FDOT will coordinate with the USFWS and obtain a Bald Eagle Nest Permit.
e) The Design-Build Firm will be required to implement Eastern Indigo Snake construction criteria as part of the permit requirements.
f) The Design-Build Firm will be required to implement standard manatee construction conditions for all in-water work as part of the permit requirements.
g) The Design-Build Firm will be required to utilize "ramp up" pile driving in the area of the Manatee River and Salt Marsh.
h) No nighttime in-water work will be performed. In-water work can be conducted from official sunrise until official sunset times.

E. Environmental Permits:

1. **Storm Water and Surface Water:**

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

2. **Permits:**

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

The Department will have up to 15 calendar days (excluding weekends and Department observed holidays) to review and comment on the draft permit package. The Design-Build Firm will address all comments by the Department and obtain Department approval, prior to submittal of the permit application to the agency(ies). 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 package, prior to submittal of the permit application(s) by the Design-Build Firm to the regulatory agency(ies).

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

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

The Design-Build Firm must ensure that the project is constructed in accordance with all conditions of each permit. The Design-Build Firm is responsible for advertising all public notifications and their costs. The Department is not responsible for any delays caused by third party objections to permits that were not properly noticed by the Design-Build Firm.

The Department has a perpetual Sovereign Submerged Land Easement which covers the project area. The

Design-Build Firm is responsible for securing any modifications or additional SSL Easements that may be required due to any design changes or modifications.

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

3. **Mitigation of Environmental Impacts:**

The Design-Build Firm, under the control and direction of the Department, shall be responsible for all activities and costs associated with any wetland impacts including mitigation and/or wildlife-related permit, commitments, requirements, understandings, or agreements throughout the life of the project.

The Department's goal is to secure all mitigation for the wetland impacts identified within the Southwest Florida Water Management District (SWFWMD) Environmental Resource Permit 43020580.071 (App. ID 768339), US Army Corps of Engineers Dredge and Fill Permit (SAJ-2018-02189), and US Coast Guard Bridge Permit (TBD) prior to award. If the Department is unable to secure the required mitigation, the Design-Build Firm is responsible for coordinating with the Department's Permit Section, proposing mitigation alternatives, and providing Department approved mitigation. The goal of the project is to avoid impacts, minimize where impacts cannot be avoided, and then mitigate for the minimized impacts.

If any design modifications by the Design-Build Firm propose to increase the amount of wetland and/or protected species impacts such that mitigation is required, the Design-Build Firm shall be responsible for providing the Department information on the amount and type of wetland and/or species impacts as soon as the impacts are identified (including temporary impacts and/or any anticipated impacts due to construction staging or construction methods).

Any additional mitigation required due to design modifications proposed by the Design-Build Firm shall be the responsibility of the Design-Build Firm and shall be satisfied through the purchase of mitigation bank credits. In the event that permitted mitigation bank credits are unavailable or insufficient to meet the project needs, the Design-Build Firm will be responsible for providing alternative mitigation consistent with the provisions of section 373.4173, Florida Statutes, and acceptable to the Department and permitting agency(ies)**.** The Design-Build Firm shall be solely responsible for all costs associated with permitting activities including long term monitoring and shall include all necessary permitting activities in their schedule.

The Design-Build Firm shall coordinate all discussions of wetland and protected species impact mitigation through the Department's Permits Section and Environmental Management Office and mitigation proposals shall be reviewed and approved by the Department prior to submittal to any regulatory agency. The Department will review and comment on the mitigation proposal within fifteen (15) calendar days (excluding weekends and Department observed Holidays).

F. Railroad Coordination: - Not Applicable

G. Survey:

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

H. Verification of Existing Conditions:

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

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

I. Submittals:

The Department will perform an Independent Department Review (IDR) of all Category 2 bridge structures. The DB Team shall submit 60% structures plans for the Department to begin developing the modeling to perform an in-depth design review. 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 DB Team for review and response. The Department will resolve all conflicts arising between the DB Team and Department's reviewer during the Independent Department Review process. The Department's disposition of any such conflicts will be final.

1. Component Submittals:

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

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 bridges are limited to foundation, substructure, and superstructure.

Category 1 and 2 bridge submittals shall contain the following:

- Plan sheets for the component under review developed to the specified level of detail (i.e. 90% plans, Final plans, etc.) as outlined in the FDM.
- A complete set of the most developed plan sheets for all other major elements of the bridge. These sheets shall be marked "For Information Only" on the index sheet. In no case shall a plan sheet be less than 30% complete.
- Design documentation including a complete set of calculations, geotechnical reports, pertinent correspondence, etc. in support of the 90% and final component submittals.

2. Phase Submittals:

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

Submit to the Department the EOR's response to the Independent Department reviewer's comments prior to the subsequent submittal of the component bridge plans for Category 2 Bridge Structures. 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.

60% Phase Submittal (Required for Category 2 structures)

Structure designs meeting the submittal requirements of the FDM for 60% plans.
1 copy of draft geotechnical report
1 copy of design documentation
1 copy of draft Technical Special Provisions
Any other information required for the Department to perform an independent design review

90% Phase Submittal

11" X 17" plans (all required components)
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 Report(s)
Technical Special Provisions
Bridge Load Rating Calculations
Completed Bridge Load Rating Summary Detail Sheet
Load Rating Summary Form
Summary of all major design changes introduced since the 60% plan submittal that affect the modeling or component design of various bridge components
CADD Files, including 3D Design Files
QC Plans and Documentation for each component submittal

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

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

Final Submittal

1 hard copy set of signed and sealed 11" X 17" plans (all required documents)
1 hard copy set of signed and sealed design documentation
Settlement and Vibration Monitoring Plan (SVMP)
Signed and Sealed Bridge Load Rating Summary Detail Sheet
Signed and Sealed Load Rating Summary Form
Signed and Sealed Construction Specifications Package or Supplemental Specifications Package
Technical Special Provisions
Summary of all major design changes introduced since the 90% plan submittal that affect the modeling or component design of various bridge components
Independent Department Review comments and the EOR's response along with a statement that all comments have been addressed and resolved.
CADD Files, including 3D Design Files
QC Plans and Documentation for each component submittal

All of the information above shall be submitted electronically in .pdf format, along with the designated hard copy components.

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

3. Requirements to Begin Construction:

The Department's indication that the signed and sealed plans and specifications are "Released for

Construction" authorizes the Design Build Firm to proceed with construction based on the contract plans and specifications. The Department's review of submittals and subsequent Release for Construction is to assure that the Design-Build Firm's EOR has approved and signed the submittal, the submittal has been independently reviewed and is in general conformance with the contract documents. The Department's review is not meant to be a complete and detailed review. No failure by the Department in discovering details in the submittal that are released for construction and subsequently found not to be in compliance with the requirements of the contract shall constitute a basis for the Design-Build Firm's entitlement to additional monetary compensation, time, or other adjustments to the contract. The Design-Build Firm shall cause the Engineer of Record to resolve the items not in compliance with the contract, errors or omissions at no additional cost to the Department and all revisions are subject to the Department's approval.

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

As-Built Set:

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

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

The Design-Build Firm shall submit the ITS As-Built documentation per section 611-2.3 of the Standard Specifications for Road Construction 90 days prior to anticipated Final Acceptance. The Design-Build Firm shall follow the ITS Facilities Management (ITSFM) requirements as shown on the Department website: http://www.fdot.gov/Traffic/ITSFM/ All personnel collecting ITSFM data shall complete the training established by FDOT. Information on the required training is also available on the ITS Facilities Management (ITSFM) website.

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

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

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

- 1 set of 11" X 17" signed and sealed As-Built plans, drawings and Certified Surveys
- 2 sets of 11 "X 17" copies of the signed and sealed As-Built plans, drawings and Certified Surveys (including as-built channel survey)
- 1 signed and sealed copy of the Bridge Load Rating Summary Form and Calculations based on as-built conditions
- 2 sets of final documentation (if different from final component submittal)
- 2 sets of survey information, including electronic files and field books
- CADD Files
- 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.

- Requirements Traceability Verification Matrix (RTVM) – Submitted monthly with the Certified Monthly Estimate and Payment

5. Railroad Submittals: - Not Applicable

J. Contract Duration:

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

K. Project Schedule:

The Design-Build Firm shall submit a Schedule, in accordance with Subarticle 8-3.2 (Design-Build Division I Specifications). The Design-Build Firm's Schedule shall allow for up to fifteen (15) calendar days (excluding weekends and Department observed Holidays) review time for the Department's review of all submittals with the exception of Category 2 structures submittals. The review of Category 2 structures submittals requires Central Office involvement and the Schedule shall allow for up to twenty (20) calendar days (excluding weekends and Department observed Holidays) for these reviews. The Design Build Firm shall allow sixty (60) calendar days (excluding weekends and Department observed Holidays) for Independent Department Review of Category 2 structures by the Department's consultant after the 90% phase submittal. For the review of all additional Category 2 structures submittals the Schedule shall allow for up to twenty (20) calendar days (excluding weekends and Department observed Holidays) for these reviews. This activity will be performed concurrently 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:

- Anticipated Award Date
- Submittal of the Draft Category 2 Component Submittal Report – (10) calendar days prior to the IDR Kickoff Meeting
- Kickoff Meeting with the Department's Independent Review consultant
- Final Category 2 Component Submittal Report
- Design Submittals
- Completed Category 2 bridge design for the Department's Independent Review
- Shop Drawing Submittals
- Other Contractor-Initiated Submittals including RFI's, RFM's, RFC's, and NCR's
- Design Survey
- Submittal Reviews by the Department and FHWA
- Design Review / Acceptance Milestones
- Materials Quality Tracking
- Geotechnical Investigation
- Start of Construction
- Clearing and Grubbing
- Construction Mobilization
- Embankment/Excavation
- Environmental Permit Acquisition
- Foundation Design (60%, 90%, Final, RFC)
- Foundation Construction
- Substructure Design (60%, 90%, Final, RFC)
- Substructure Construction
- Superstructure Design (60%, 90%, Final, RFC)
- Superstructure Construction
- Walls Design
- Walls Construction
- Roadway Design
- Roadway Construction
- Signing and Pavement Marking Design
- Signing and Pavement Marking Construction
- Signalization and Intelligent Transportation System Design
- Signalization and Intelligent Transportation System Construction
- Lighting Design
- Lighting Construction
- Maintenance of Traffic Design
- Permit Submittals
- Maintenance of Traffic Set-Up (per duration)
- Erosion Control
- Holidays and Special Events (shown as non-work days)
- Additional Construction Milestones as determined by the Design-Build Firm
- Final Completion Date for All Work

L. Key Personnel/Staffing:

The Design-Build Firm's work shall be performed and directed by key personnel identified in the Letter of

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

M. Partner/Teaming Arrangement:

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

N. Meetings and Progress Reporting:

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

- Department technical issue resolution
- Local government agency coordination
- Maintenance of Traffic Workshop
- Pavement Design Meeting
- Permit agency coordination
- Scoping Meetings
- System Integration Meetings

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

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

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

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

System Integration Meetings will be held on mutually agreeable dates.

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

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

O. Public Involvement:

1. General:

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

2. Community Awareness:

The Design-Build Firm will review and comment on a Community Awareness Program provided by the PIC for the Project.

3. Public Meetings:

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

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

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

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

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

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

The Design-Build Firm shall provide all the support services listed in No. 3 above.
All legal/display advertisements announcing workshops, information meetings, and public meetings will be prepared and paid for by the Department.

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

5. **Public Involvement Data:**

The Design-Build Firm is responsible for the following:

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

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

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

P. Quality Management Plan (QMP):

1. **Design:**

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

The Design-Build Firm shall provide a Design Quality Management Plan, which describes the Quality Control (QC) procedures to be utilized to verify, independently check, and review all design drawings, specifications, and other documentation prepared as a part of the contract. In addition the QMP shall establish a Quality Assurance (QA) program to confirm that the Quality Control procedures are followed. The Design-Build Firm shall describe how the checking and review processes are to be documented to verify that the required procedures were followed. The QMP may be one utilized by the Design-Build

Firm, as part of their normal operation or it may be one specifically designed for this Project. The Design-Build Firm shall submit a QMP within fifteen (15) working days following issuance of the written Notice to Proceed. A marked up set of prints from the Quality Control review will be sent in with each review submittal. The responsible Professional Engineers or Professional Surveyor that performed the Quality Control review, as well as the QA manager will sign a statement certifying that the review was conducted.

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

2. **Construction:**

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

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

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

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

Q. Liaison Office:

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

R. Engineers Field Office: - Not Applicable

S. Schedule of Values:

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

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

T. Computer Automation:

The Project shall be developed utilizing computer automation systems in order to facilitate the development of the contract plans. Various software and operating systems were developed to aid in assuring quality and conformance with Department policies and procedures. The Department supports 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.

U. Construction Engineering and Inspection:

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

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

V. Testing:

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

.

W. Value Added:

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

- Roadway features
- Roadway drainage systems,
- Approach slabs

- Superstructure
- Substructure
- Concrete defects
- Structural steel defects
- Post-tensioning systems
- And any other products or features the Design-Build Firm desires.

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

X. Adjoining Construction Projects:

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

- I-75 (SR 93) at SR 64 Interchange Landscape Project; 438995-1-52-01

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

Y. Issue Escalation:

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

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

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

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

VI. Design and Construction Criteria.

A. General:

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

B. Vibration and Settlement Monitoring:

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

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

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

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

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

C. Geotechnical Services:

Driven Pile Foundations for Bridges and Major Structures

The Design-Build Firm shall determine whether the resistance factors used for pile design will be based on static/statnamic load testing. Prepare a Technical Special Provision (TSP) for tests other than the Modified Quick Test, such as Bidirectional (Osterberg Cell) Load Test or Statnamic Load Test. For Bidirectional Load Tests use the same loading and unloading intervals, as well as the same loading times specified for the Modified Quick Test. Comply with the instrumentation requirements of 455-2.4. Before the resistance factors for static/statnamic load testing may be used for pile foundations in any of the following areas of the Project, a minimum of one (1) successful load test must be performed in a representative location:

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

1. Selection of pile type and size.
2. Selection of test pile lengths, locations and quantity of test piles.
3. Selection of pile testing methods.
4. Determining the frequency of such testing unless otherwise stated herein.
5. Performance of the selected test pile program, including dynamic load test personnel and equipment. The Department may observe the installation of test piles and all pile testing.
6. Preparing and submitting a Pile Installation Plan for the Department's acceptance.
7. Selection of production pile lengths.
8. Development of the driving criteria.
9. Driving piles to the required capacity and minimum penetration depth.
10. Inspecting and Recording the pile driving information.
11. Submitting Foundation Certification Packages.
12. 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 Technical Special Provision (TSP) for tests other than the Modified Quick Test, such as Bidirectional (Osterberg Cell) Load Test or Statnamic Load Test. For Bidirectional Load Tests use the same loading and unloading intervals, as well as the same loading times specified for the Modified Quick Test. Comply with the instrumentation requirements of 455-2.4. Before the resistance factors for static/statnamic load testing may be used for drilled shafts in any of the following areas of the Project, a minimum one (1) successful load test must be performed in a representative location.

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

1. Evaluating geotechnical conditions to determine the drilled shaft diameter and length and construction methods to be used.
2. Performing the subsurface investigation and drilling pilot holes prior to establishing the drilled shaft tip elevations and socket requirements. For redundant drilled shaft bridge foundations, perform at least one test boring in accordance with the Soils and Foundations Handbook at each bent/pier.
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 Cross-Hole Sonic Logging (CSL) or Thermal Integrity tests on all nonredundant drilled shafts supporting bridges. For redundant drilled shaft bridge foundations and drilled shafts for miscellaneous structures, perform CSL or Thermal Integrity testing on any shaft suspected of containing defects.
13. Repairing all detected defects and conducting post repair integrity testing using 3D tomographic imaging and gamma-gamma density logging.
14. Submitting Foundation Certification Packages in accordance with the specifications.
15. Providing safe access, and cooperating with the Department in verification of the drilled shafts, both during construction and after submittal of the certification package.

Spread Footings Foundations

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

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

Auger Cast Piles for Sound Barrier Walls

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

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

Specialty Geotechnical Services Requirements

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

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

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

D. Utility Coordination:

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

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

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

1. Ensuring that all utility coordination and activities are conducted in accordance with the requirements of the Contract Documents.
2. Identifying all existing utilities and coordinating any new installations
3. Reviewing proposed utility permit application packages and recommending approval/disapproval of each permit application based on the compatibility of the permit as related to the Design-Build Firm's plans.
4. Scheduling and conducting utility meetings, preparing and distributing minutes of all utility meetings, and ensuring expedient follow-up on all unresolved issues.
5. Distributing all plans, conflict matrices and changes to affected Utility Agency/Owners and making sure this information is properly coordinated.
6. Identifying, preparing, reviewing and facilitating any agreement required for any utility work needed through final approval and execution. The UCM shall also be

responsible for monitoring and reporting the performance of all involved parties under said agreement.

7. Preparing, reviewing, approving, signing, and coordinating the implementation of and submitting to the Department for review, all Utility Agreements.
8. Resolving utility conflicts.
9. Obtaining and maintaining all appropriate "*Sunshine State One Call of Florida*" tickets.
10. Performing Constructability Reviews of plans prior to construction activities with regard to the installation, removal, temporary removal, de-energizing, deactivation, relocation, or adjustment of utilities.
11. Providing periodic Project updates to the Department Project Manager and District Utility Office as requested.
12. Coordination with the Department on any issues that arise concerning reimbursement of utility work costs between the Department and the utility.

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

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

UA/O	Utility Relocation Type	Design-Build Firm Responsibility	Cost Estimate
Bright House Networks dba Spectrum/Charter James Cruzan (727) 329-2846 james.cruzan@charter.com	Relocation by UA/O at UA/O Expense	Coordination and Schedule	At UAOs Expense
Florida Power & Light - Distribution Greg Coker (941) 723-4430 greg.coker@fpl.com	Relocation by UA/O at UA/O Expense and FDOT Expense	Coordination and Schedule	Reimbursable (201032-5-56-11) $16,000
Florida Power & Light - Transmission Ralph Diaz (561) 904-3617 Ralph.Diaz@fpl.com	Relocation by UA/O at UA/O Expense	Coordination and Schedule	At UAOs Expense
Manatee County - Utility Operations Michael L. Sturm, P.E. (941) 708-7450 ext. 7332 Michael.sturm@mymanatee.org	Utility Work By Highway Contractor (UWHCA) at UA/O	Design, Construction, Coordination, Schedule and all associated Cost	UWHCA Non-Reimbursable (201032-5-56-01) $1,372,624

	Expense and FDOT Expense		UWHCA Reimbursable (201032-5-56-02) $2,528,925
TECO Peoples Gas Dan Shanahan (941) 342-4006 djshanahan@tecoenergy.com	Relocation by UA/O at UA/O Expense	Coordination and Schedule	At UAOs Expense
Frontier Communications Denise Hutton (941) 906-6722 denise.hutton@ftr.com	Relocation by UA/O at UA/O Expense	Coordination and Schedule	At UAOs Expense
City of Bradenton Kim Clayback, P.E. 941-708-6300 ext. 224 kim.clayback@cityofbradenton.com	Relocation by UA/O at UA/O Expense	Coordination and Schedule	At UAOs Expense

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

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

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

E. Roadway Plans:

General:

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

Design Analysis:

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

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

Refer to the attached IMR for traffic related information.

The concept plans show a vertical profile that is compatible with the future ultimate improvements as depicted in the I-75 Manatee County PD&E Study (both included as Reference Documents). If the Design-Build Firm choses to modify the vertical profile they will need to show that the minimum vertical clearance over US 301, as specified in the FDM, can be achieved using conventional bridges with a single span and two span configurations (pier in the median of US 301 and no pier in the median of US 301).

Provide an Emergency Stopping Site at US 301 on the SB I-75 off ramp. Deceleration Length from mainline gore to start of Emergency Stopping Site is to be based desirably on 70 mph to 0 mph, but no less than 70 mph to 20 mph. The typical Emergency Stopping Site should be 24 feet wide by 150 feet long. Tapers into and out of the site are to be used. The site should be offset 8 feet from the outside edge of shoulder pavement creating a paved flush island either left or right side of the ramp. The width (24-foot typical) can vary, depending upon location, from a minimum of 12 feet to a maximum of 36 feet. The area of storage for vehicles should be desirably 3600 square feet, but no less than 3000 square feet. The eight (8) foot wide flush island should be striped (18 inches wide/45°/10' C-C). Place tubular markers at 10 foot centers in the centerline of the flush island. The pavement for the Emergency Stopping Sites, including the flush island, is to be the same as new mainline shoulder construction. Mainline signing and ramp signing is required to identify the Emergency Stopping Sites. The site is also required to have signing identifying it as an Emergency Stopping Site.

It is important that the Design-Build Firm has a clear understanding of the level of effort that will be required if a significant change in lane configuration, interchange type, or the traffic capacity of any area is proposed. A proposed change will be determined to be significant by the District Interchange Review Coordinator (DIRC) based on the criteria of Sections 1.5 and 4 of the FDOT Interchange Access Request Users Guide, dated January 2018 (IARUG) and criteria listed in this RFP. The DIRC may determine if a proposed change would require an Interchange Access Request (IAR) Re-evaluation showing that the new concept satisfies the safety, operational and engineering (SO&E) requirements and FHWA's policy points. Depending on the magnitude of proposed changes in lane configuration or interchange type, a public hearing and a Design Change Re-evaluation, needing approval through the FDOT Office of Environmental Management (OEM) and FHWA, may be required. The new proposed concept shall perform equal to or better than the concept approved in the I-75/US 301 IMR. The Design-Build Firm will be responsible for the revaluation and all required public involvement, agency coordination, and resulting schedule impacts.

These packages shall include the following:

F. Roadway Design:

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

1. **Typical Section Package:**

- Transmittal letter
- Location Map
- Roadway Typical Section(s)
    1. Pavement Description (Includes milling depth)

2. Minimum lane, shoulder, median widths
3. Slopes requirements
4. Barriers
5. Right-of-Way

- Data Sheet
- Design Speed

2. **Pavement Design Package:**

- Pavement Design
    1. Minimum design period
    2. Minimum ESAL's
    3. Minimum design reliability factors
    4. Resilient modulus for existing and proposed widening (show assumptions)

    5. Roadbed resilient modulus
    6. Minimum structural asphalt thickness
    7. Cross slope
    8. Identify the need for modified binder
    9. Pavement coring and evaluation
    10. Identify if ARMI layer is required
    11. Minimum milling depth

The following documents are Attachments provided by the Department and shall be used by the Design-Build Firm in the development of the pavement design:

- 201032-5_ESAL.PDF
- See Pavement Design for Resilient Modulus Recommendations and LBR
- See Pavement Design for FDOT Pavement Survey and Evaluation Report

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

3. **Drainage Analysis:**

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

The concept plans include an interchange stormwater treatment system that is designed to accommodate the ultimate interchange footprint at US 301 including any required runoff from the ultimate I-75 mainline,

express lanes, and ramps. The Design-Build Firm shall provide an interchange stormwater treatment system design that accommodates the ultimate interchange footprint. The Design-Build Firm shall construct the ultimate stormwater "trunk line" conveyance systems to the pond(s), the ultimate pond(s), and the ultimate outfall system(s). The outfall weir control structure shall be constructed for the proposed condition and permit requirements, while also being modifiable in the future for the ultimate condition and permit requirements.

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

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

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

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

The Design-Build Firm shall install manatee grating on any submerged or partially submerged pipes and culverts accessible to manatees that are greater than 8 inches, but smaller than 8-feet in diameter. Bars or grates no more than 8-inches apart shall be placed on the accessible ends to restrict manatee access.

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

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

The Design-Build Firm shall have a Registered Professional Engineer in Florida who specializes in coastal engineering on staff. The Design-Build Firm shall provide a Bridge Hydraulics Report and Bridge Hydraulics Recommendation Sheet and submit to the Department for approval. The Bridge Hydraulics Report and Bridge Hydraulics Recommendation Sheet shall be completed and signed and sealed by the qualified coastal engineer. The coastal engineer shall have a M.S. or Ph.D. in coastal engineering or a related engineering field and/or have extensive experience (as demonstrated by technical publications in technical journals with peer review) in coastal hydrodynamics and sediment transport processes.

The coastal engineer shall be able to demonstrate the existing and proposed circulation patterns in the waterway at the location of the proposed structure. The calculations shall also capture the maximum, minimum, and mean flow volumes and amplitudes at ebb and flood tide at the proposed structure in the existing and developed conditions. The calculations shall provide detailed descriptions of all areas of erosion and deposition, including existing deeps that can result in debris traps and zones of stratified water.

G. Geometric Design:

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

The design elements shall include, but not be limited to, the horizontal and vertical alignments, lane widths, shoulder widths, median widths, cross slopes, borders, sight distance, side slopes, front slopes and ditches. The geometric design developed by the Design-Build Firm shall be an engineering solution that is not merely an adherence to the minimum AASHTO and/or Department standards.

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

Modifications to the horizontal geometry depicted in the Roadway Concept Plans (Reference Document 04) exceeding 2-ft. laterally at any location shall require Department approval through the ATC process.

Modifications to the vertical geometry depicted in the Roadway Concept Plans (Reference Document 04) that lower the roadway profile or that raise the roadway profile by 2-ft. or more at any location shall require Department approval through the ATC process.

H. Design Documentation, Calculations, and Computations:

The Design-Build Firm shall submit to the Department design documentation, notes, calculations, and computations to document the design conclusions reached during the development of the construction plans.

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

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

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

I. Structure Plans:

1. Bridge Design Analysis:

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

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

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

d. The Design-Build Firm shall evaluate scour on all bridges over water using the procedures described in the FDOT Bridge Scour Manual (2005), HEC 18, the various editions of HEC-25, "Tidal Hydrology, Hydraulics, and Scour at Bridges" (FHWA 2004), "Highways in the Coastal Environment" (Volume 1 – FHWA 2008) (see HEC-18, Sections 9.7 and 9.8), "Highways in the Coastal Environment: Assessing Extreme Events"(Volume 2 – FHWA 2014), and the U.S. Army Coastal Engineering Research Center, 2002, Coastal Engineering Manual, EM 1110-2-1100. The Design Build Firm shall produce CFD models, based on the design, showing hurricane storm surge velocity and direction for both upsurge and down surge events.

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

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

2. **Criteria**

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

a. All plans and designs are to be prepared in accordance with the Governing

Regulations of Section V. A.

b. Bridge Widening: In general, match the existing as per the Department Structures Manual.

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

d. The channel pier placement for bridges (130158 and 130159) over Manatee River shall accommodate a future 100' horizontal channel clearance measured perpendicular to the centerline of the existing channel and complying with SDG 3.14.2.B. The required vertical clearance shall be 40'.

e. Bridges (130157, 130158, 130156 and 130159):

I-75 over Manatee River Ship Impact	
Ship Impact - minimum equivalent static forces (kips) applied per AASHTO LRFD	
Distances are from channel centerline to centerline of pier measured along bridge alignment.	
FT	Transverse Force (kip)
100	500
200	450
300	400
400	350
500	300
1000	300
>1000	200

f. The water pier footings for bridges (130157, 130158, 130156 and 130159) do not need to comply with SDG 2.11.11.

g. Environmental classifications for all new bridges and bridge widenings shall be as follows:

Bridge Number	Superstructure	Substructure		Chlorides (ppm)
		Concrete	Steel	
130101	Extremely	Extremely	Extremely	4800

130102	Extremely	Extremely	Extremely	4800
130157	Moderately	Extremely	Extremely	2400 - 3600
130158	Moderately	Extremely	Extremely	2400 - 3600
130156	Moderately	Extremely	Extremely	2400 - 3600
130159	Moderately	Extremely	Extremely	2400 - 3600
130103	Moderately	Extremely	Extremely	2400 - 3600
130104	Moderately	Extremely	Extremely	2400 - 3600

h. Wave Loads: The Salt Marsh bridges require design of uplift and lateral forces from wave action. Perform this analysis in consultation with a qualified coastal/hydraulic engineer. Apply forces according to the AASHTO Guide Specifications for Bridges Vulnerable to Coastal Storms.

Bridge Level of Importance: Critical

Bridge Design Strategy: Repairable damage

Level of Analysis: Level III

i. Vehicle Impact Loads: Existing Kay Road over I-75 is to remain. Requirement: Existing and/or proposed bridge shall withstand an equivalent static force of 600 kip which is assumed to act in a direction of zero to 15 degrees with the edge of the pavement in a horizontal plane, at a distance of 5.0’ above ground.

j. Operational Importance Factor, as defined in AASHTO LRFD Section 1.3.5, shall be taken as 1.00.

k. The maximum begin and minimum end bridge stations shall be in accordance with the table below:

Bridge Number	Maximum begin bridge station	Minimum end bridge station	Minimum bridge length
130157 and 130158	B/L SB I-75 1790+98	B/L SB I-75 1823+73	3275 ft.
130156 and 130159	B/L NB I-75 1765+15	B/L NB I-75 1798+19	3304 ft.

l. Design navigation lighting (Standard Plans Index 510-001), lateral lighting, daymarks, and vertical clearance gauges for Bridge Nos. 130158, and 130156 in accordance with Title 33 Code of Federal Regulations (CFR) Part 118 and the USCG Bridge Lighting and Other Signals Manual.

m. Conduits for lighting or utilities shall not be mounted to exposed faces of bridge elements or retaining walls.

n. All footings located in the water shall be waterline footings.

o. Retaining Walls: GRS walls or abutments are not permitted. Partial height walls such as toe walls or perched walls are not permitted.

p. All retaining walls located adjacent to the Manatee River and Salt Marsh shall be protected from wave attack scour under any normal or surge conditions. Scour protection shall be designed in accordance with the procedures described in the U.S. Army Coastal Engineering Research Center Coastal Engineering Manual, 2002 (Publication No. EM 1110-2-1100), Part VI-5-3d and Part VI-5-6c for the predicted wave conditions.

q. Manatee River Fender System:

Provide a new custom design for the extension of the existing Manatee River fender system. The fender design shall be in accordance with the requirements of the FDOT Structures Design Guidelines and the U.S. Coast Guard. Use Fiber Reinforced Polymer (FRP) materials for all members (including piles, wales, spacers, catwalk, and handrail components) with stainless steel metallic fastening and connection hardware. The use of FDOT Index 471-030 is not allowed. Access ladders and platforms from the bridge to the fender system are not required.

Fender Minimum Energy Absorption Capacity (EAC) = 179 k-ft

Minimum clear catwalk width is 2'-6".

r. Deck Slabs: Salt Marsh Bridge widening shall have minimum deck thickness of 8 inches and the design of the widened deck be in accordance with 4.2.2.A (SDG 4.2.2.C). The widened riding surfaces shall be grooved in accordance with the specifications.

s. Superstructure: Steel girders or other primary steel bridge components are not allowed.

t. Expansion Joints: All existing expansion joints for the bridges over Salt Marsh must be removed and replaced in their entirety.

u. Bridge Railing:
   i. Existing concrete bridge railing on the two bridges over Salt Marsh do not meet SDG criteria. Design-Build Team is required to replace or retrofit all existing bridge railings on Salt Marsh bridges.
   ii. Include 3-2" conduits in the outer concrete bridge railing and approach concrete railing of the new ramp bridges to/from US 301.

v. Structure ID Numbers: Identification numbers have been obtained. DB firm will need to update the structure data for any changes.

w. Aesthetic Requirements:

Salt Marsh Bridge Widenings: Aesthetic level to match existing bridge.

Proposed Manatee Bridges: Level One using textured finish and hammerhead OR two-column, variable-depth cap (twin hammerhead) piers except circular, multi-column piers/bents will be allowed on Bridge No. 130158 and Bridge No. 130159 starting at Sta. 1820+83.12 (SB) and Sta. 1795+00.00 (NB) respectively. In general, the hammerhead OR two-column, variable-depth cap (twin hammerhead) pier shapes shall be similar to the shapes depicted in the Elevation Views, Sheets B2-34 thru B2-36, and B3-37 thru B3-39 of the Concept Plans. Circular, multi-column piers/bents which are permitted starting at Sta. 1795+00 for Bridge No. 130158 and 130159 shall be similar in shape and form to the piers supporting the existing Manatee Bridges (Bridge No. 130103 and 130104). Pile bents at this location, as currently depicted in the Concept Plans, are no longer acceptable.

x. No permanent steel sheet piles allowed.

y. No utility attachments are required on bridges.

z. Minimum clear spacing between adjacent bridges shall be no less than 10'.

aa. Noise Barriers are to be constructed according to the approved NSR and NSRA (see Attachments). A summary of the limits, height, color, and texture of the noise barriers is provided below:

Barrier Location	Location	Stationing	Barrier Length (ft)	Barrier Height[a] (ft)	Residential Side of Barrier		Driver Side of Barrier	
					Color[b]	Texture	Color	Texture
Manatee Palms Subdivision	10 Feet W/I Right-of Way	STA. 628+ 94.20 to STA. 652+21.44	2,185	22	Gray	Ashlar Stone	Light Beige	Ashlar Stone
Winter Quarters Manatee RV Resort	10 Feet W/I Right-of-Way	STA. 664+03.00 to STA. 690+56.00	2,653	22	Light Beige	Ashlar Stone	Light Beige	Ashlar Stone
	Salt Marsh Bridge mounted	STA. 690+33.00 to STA. 696+81.00	648	8				

[a] Height above ground level.
[b] Gray is Federal Shade No. 35314 and light beige is Federal Shade No. 33578.

The bottom of the noise wall shall not be buried contrary to Index 534-200 in locations including, but not limited to, the vicinity of Station 630+00 (Manatee Palms) and 665+00 (Winter Quarters) to allow water to flow underneath the wall and avoid filling in a depression that stores runoff.

J. Specifications:

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

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

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

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

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

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

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

K. Shop Drawings:

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

L. Sequence of Construction:

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

1. Maintain or improve, to the maximum extent possible, the quality of existing traffic operations, both in terms of flow rate and safety, throughout the duration of the Project.
2. Minimize the number of different Temporary Traffic Control Plan (TTCP) phases, i.e., number of different diversions and detours for a given traffic movement.
3. Take advantage of newly constructed portions of the permanent facility as soon as possible when it is in the best interest of traffic operations and construction activity.

4. Maintain reasonable direct access to adjacent properties at all times, with the exception in areas of limited access Right-of-Way where direct access is not permitted.
5. Coordinate with adjacent construction Projects and maintaining agencies.

M. Stormwater Pollution Prevention Plans (SWPPP):

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

N. Transportation Management Plan:

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

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

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

1. Traffic Control Restrictions:

The Design-Build Team shall adhere to the following Lane Closure restrictions:

No Lane Closures will be permitted during Hurricane Evacuations. No Lane Closures will be permitted:

SR 93 (I-75) Northbound (NB) and Southbound (SB)
Single Lane Closure – 5:00 AM to 8:00 PM
Double Lane Closure – 5:00 AM to 11:00 PM

SR 93 (I-75) Ramps - 5:00 AM to 11:00 PM

SR 43 (US 301) NB and SB (Single Lane Closure)
SR 43 (US 301) (SB) – 6:00 AM to 10:00 AM
SR 43 (US 301) (SB) Within 600 Ft. of a Signal (SB) – 5:30 AM to 6:30 PM

SR 43 (US 301) (NB) – 2:30 PM to 6:30 PM
SR 42 (US 301) (NB) Within 600 Ft. of a Signal (NB) - 8:00 AM to 9:30 PM

SR 43 (US 301) NB and SB (Double Lane Closure)
SR 43 (US 301) (SB) – 5:30 AM to 6:00 PM
SR 43 (US 301) (SB) Within 600 Ft. of a Signal (SB) – 5:00 AM to 7:30 PM

SR 43 (US 301) (NB) – 10:00 AM to 8:00 PM
SR 43 (US 301) (NB) Within 600 Ft. of a Signal (NB) – 6:00 AM to 10:30 PM

48th Street Court North, Tidewater Preserve Boulevard, and Riverscape Street (NB & SB) – 5:00 AM to 6:00 PM

Rehabilitate SR 93 (I-75) Bridge No.'s 130103 and 130104 outside of hurricane season (June 1 – November 30) and after new ramp bridges are open to traffic. Modifications to the I-75 lane closure restrictions described above may be allowed if supported by lane closure analysis and an Alternative Technical Concept is submitted and approved.

All lane closures, including ramp closures, must be reported to the local emergency agencies, the media and the District Public Information Officer. Also, the Design-Build Firm shall develop the Project to be able to provide for all lanes of traffic to be open in the event of an emergency.

O. Environmental Services/Permits/Mitigation:

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

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

The Department has conducted an investigation of the Project site and determined that potential gopher tortoise habitats could be impacted by the Project. All coordination by the Design-Build Firm with the Department regarding gopher tortoises will be completed through the District Environmental Management Office. If the Department has determined that suitable gopher tortoise habitat exists in the project area, then the Design-Build Firm shall be responsible for conducting the gopher tortoise burrow survey for the purpose of identifying potential gopher tortoise habitats that could be impacted by the Project including any areas to be used for construction staging. The habitat will be systematically surveyed according to the current Gopher Tortoise Permitting guidelines published by the Florida Fish and Wildlife Conservation Commission (FWC). The Department must verify the completeness and accuracy of the assessment prior to commencement of any permitting or construction activities. Any areas where the Design-Build Firm proposes to protect burrows to remain on-site with "exclusionary fencing" shall be reviewed and approved by the Department. The Design-Build Firm shall submit an "exclusionary fencing" plan for review prior to any "exclusionary fencing" installation. If there are unavoidable impacts to gopher tortoise burrows, the Design-Build Firm shall be responsible for preparing required documentation for the Department to obtain

a FWC permit for the relocation of gopher tortoises and commensals from burrows which cannot be avoided. Preparation of complete permit packages will be the responsibility of the Design-Build Firm. As the "permittee", the Department is responsible for reviewing and approving the permit application package including all permit modifications, or subsequent permit applications. This applies whether the project is Federal or state funded. Once the Department has approved the permit application, the Design-Build Firm is responsible for submitting the permit application to FWC. A copy of the permit and any subsequent reports to FWC must be provided to the District Environmental Management Office or District Environmental Permit Office, as appropriate. If FWC rejects or denies the permit application, it is the Design-Build Firm's responsibility to make whatever changes necessary to ensure the permit application is approved. Once the permit is obtained, the Design-Build Firm shall notify the Department at least one week prior to the relocation of gopher tortoises. If gopher tortoise relocations are phased throughout the construction, the Design-Build Firm shall notify the Department at least one week prior to each relocation phase. The Department will provide oversight of the relocations and ensure permit compliance. The Design-Build Firm shall be responsible for any necessary permit extensions or re-permitting in order to keep the relocation permit valid throughout the construction period. The Design-Build Firm shall provide the Department with draft copies of requests to modify the permits and/or requests for permit extensions, for review and approval by the Department prior to submittal to the Agencies. The Design-Build Firm shall provide the appropriate reports as required by the permit conditions, including closing out the permit. The Design-Build Firm shall note that permits for gopher tortoise relocation for areas outside of the Department owned Right of Way (i.e. utility easements; license agreements) cannot be obtained with the Department as the "permittee", per FWC requirements. Should permits in areas outside of the Right of Way be required, the Department will still perform the oversight of the process as described above. The Design-Build Firm will be required to pay all permit fees including any and all fees associated with the relocation of gopher tortoises. Any fines levied by permitting agencies shall be the responsibility of the Design-Build Firm.

An Eastern Indigo Snake protection plan must be established prior to construction activities and implemented during construction.

Evidence of bats inhabiting the southbound bridge over the Manatee River were documented in Structure ID:130103 November 29, 2017 inspection report. The Design-Build Firm shall inspect bridges for bats prior to conducting bridge work. If bats occupy a bridge, the Design-Build Firm shall conduct bat exclusion outside of the maternity season. Maternity season is from April 15 to August 15. Compliance with Chapter 68A-4.001 FAC General Prohibitions and Chapter 68A-9.010 FAC Taking of Nuisance Wildlife is required.

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

1. Individual Environmental Resource Permit from the SWFWMD
2. NPDES from the FDEP
3. Standard Permit pursuant to Section 404 of the Clean Water Act (33 U.S.C. § 1344 from the USACE
4. Gopher Tortoise Conservation Permit from the FWC
5. Bald Eagle Non-purposeful Take Permit from the USFWS
6. Cultural Resources
7. Section 4(f) (federal projects only)
8. Wetlands and Mitigation
9. Wildlife and Habitat
10. Contaminated Materials

Unless specifically identified otherwise, the design and construction of any alternate design approach identified within this RFP is not a requirement of this RFP. The Design-Build Firm is not responsible for

any permitting or commenting agency coordination or other impacts to the permit processes that would be associated with any alternate design approach, unless the Design-Build Firm chooses to include the alternate design approach in its Proposal.

P. Signing and Pavement Marking Plans:

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

Green-colored bike lanes were recently constructed on US 301. Marked bike lanes shall be provided and maintained in both directions of US 301 at all times during construction. Green-colored bike lanes shall be used for the final condition.

The Design-Build Firm shall design and install a total of four (4) Emergency Shoulder Use signs ¼ and ½ mile from the northbound SR 64 and US 301 on-ramp gores. The pole mounted signs shall be black lettering on white and will be approximately 60 inches by 72 inches. The signs shall be designed to be hinged and closed when not in use. The Design Build Firm shall coordinate with the Department on the actual message, size, and other details.

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

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

Q. Lighting Plans:

Existing lighting or equivalent shall be maintained at all time during construction.

The Design-Build Firm shall provide a lighting design and a lighting analysis, and prepare conventional LED lighting plans in accordance with Department criteria. High-mast lighting will not be allowed.

Existing high-mast lighting and high-mast light foundations shall be removed in their entirety. Note, some high-mast light poles have already been removed, however, all high-mast light pole foundations within the project limits shall be removed under this contract.

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

Where existing roadway lighting circuit sources (services, load centers, etc.) are being removed, the Design-Build Firm shall either:

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

meeting all current codes and all applicable criteria.

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

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

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

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

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

Where new electrical services are required, the Design-Build Firm shall coordinate the final locations of distribution transformer and service poles to minimize service and branch circuit conductors and conduit lengths. Preliminary electrical service locations have been coordinated with and provided by Florida power & Light. There are three existing electrical service load centers. They include 1) in the I-75 median on the south side of the Manatee river; 2) north side of US 301 near the beginning of northbound entrance ramp; and 3) on south side of US 301 near the beginning of the southbound entrance ramp. Each service point shall be separately metered.

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

Navigational Lighting Requirements

Provide new navigation lighting, conduits, pull boxes, etc. and clearance gauges in accordance with Specification Section 510, Index 510-001 and U.S. Coast Guard requirements. Provide temporary navigation lights during construction until permanent lights are operational. Existing navigation lights shall not be reused and shall be removed after the proposed navigation lights are operational.

R. Signalization and Intelligent Transportation System Plans:

1. General

The Design-Build Firm shall prepare Signalization and Intelligent Transportation System Plans in accordance with current Department criteria. Traffic Engineering and Operations Bulletin 20-02; Structures Design Bulletin 20-05; Roadway Design Bulletin 20-08 – Adding Backplates to Existing Traffic Signals shall be implemented on this project

Box-span or diagonal-span signal support installations are not allowed. All new signalizations shall be mast-arm signalization. Only video detection will be allowed for STOP Line detection. Video detection will not be allowed for dilemma zone detection. Loops and sensors for PTMS NO. 130041 shall be replaced.

The Design-Build firm shall replace any Intelligent Transportation Systems (ITS) infrastructure that is impacted by the project, in like kind, except for the Highway Advisory Radio Transmitter (HART) that shall be removed, given to the FDOT, and not replaced. ITS infrastructure includes the Freeway Management System (FMS) on I-75 managed by the Department and the Advanced Traffic Management System (ATMS) on US 301 managed by Manatee County. ITS operability shall be maintained at all times. The Design-Build firm shall develop a Maintenance of Communications (MOC) to address any downtime anticipated as part of the proposed impacts. The Design-Build Firm shall install a new wrong way vehicle detection systems (WWVDS) advanced countermeasures at both off-ramps from I-75.

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

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

The Design-Build firm is responsible for ensuring project compliance with the Regional ITS Architecture and Rule 940 as applicable. This includes, but is not limited to, monthly updates to the requirement traceability verification matrix (RTVM) as well as coordination of document review.

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

2. Design and Engineering Services:

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

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

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

- Replacement of any ITS System components that are impacted by the Design-Build Firm's scope of work as approved by the Department. All equipment shall be new unless otherwise specified.
- CCTV – Includes concrete poles, camera lowering devices and mountings to provide 100% CCTV coverage of the I-75 corridor, cross roads, and on/off ramps at US 301 interchange.
- VDS - Includes concrete poles and mountings to detect all lanes along the project corridor. VDS devices shall be spaced at ½ mile intervals on each side of the roadway. VDS shall be placed at each off-ramp location, beyond the gore, to detect exiting traffic backups prior to impacting through lane vehicles.
- MFES - The Design-Build Firm shall furnish and install a 1 gigabit per second (Gbps) managed field Ethernet switch (MFES) at each of the impacted devices locations with enough capacity to support the Project Ethernet port requirements plus an additional port for maintenance purposes.
- RWIS - The Design-Build Firm shall place the Roadway Weather Information System (RWIS) to maximize accuracy of weather sensors for detecting fog impacting the Manatee River bridge.
- Removal of any ITS System components that are impacted by the Design-Build Firms scope of work as approved by the Department.
- Testing of fiber optic backbone and lateral drops furnished and installed or modified by the Design-Build Firm.
- Testing of the FMS using the SunGuide® software from the SWIFT SunGuide Regional Transportation Management Center (RTMC) and the ATMS using the ATMS.now software from the Manatee RTMC.
- Add new WWVDS on each off-ramp of I-75 that shall provide an automated alert to the SWIFT Center if a motorist is detected to travel in the opposite direction of traffic. The Design-Build Firm shall select the WWVDS technology to meet the project needs. The WWVDS shall collect and process data locally prior to sending a notification to the SWIFT Center. The Design-Buidl Firm shall design the WWVDS for remote configuration, calibration, monitoring, and diagnostic of real-time traffic activities from the SWIFT Center using the SunGuide software and software provided by the detection system vendor. The WWVDS shall perform to meet the project requirements under all environmental and traffic conditions expected for the corridor. The WWVDS shall detect wrong way drivers within the specified accuracy. Vibration and shocks shall not affect the performance of the system. These WWVDS shall be hardwired for power and communications. Design shall be in accordance with Developmental Specification 660, Standard Plans IR700-120-1, and FDM Section 230.
- Add new BlueTOAD Bluetooth Devices on I-75 on either side of the US 301 interchange.
- Maintain the existing BlueTOAD Bluetooth Devices in a functional state on US 301 at signalized locations.

3. Construction and Integration Services:

The Design-Build Firm shall be responsible for all Signalization and ITS construction and integration services relating to the Project. The Design-Build Firm shall furnish, install, integrate, configure, test, and document all ITS infrastructure components, ITS field elements, and network equipment necessary to make the Project operational and to fully integrate into the RTMCs.

All ITS devices removed from service as part of this Project shall be delivered to a location within District One as determined by the District.

4. Testing and Acceptance:

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

The Design-Build Firm shall develop as part of the Test Plan Submittal and subsequent updates thereof, a Test Evaluation Matrix to be used as a tool to cross-reference each planned test to a specific contract requirement to be verified as shown in the RTVM. The Design-Build Firm shall use this Test Evaluation Matrix to indicate the specific functional requirements as tested and the results achieved and verified by the Engineer. This shall provide a mechanism to ensure that all contract requirements have been successfully tested and verified.

All Test Plans as defined below shall be submitted for review and acceptance by the Department at least 90 calendar days prior to any planned test activity. Any deviations or changes to the approved Test Plan shall be resubmitted for review and acceptance by the Department 14 calendar days prior to any planned test activity.

As a minimum, the Test Plan shall include the following:

- A step-by-step outline of the test procedures and sequence to be followed, showing a test of every function for each of the individual subsystems/components.
- A test set-up/configuration diagram showing what is being tested.
- A description of expected operation, output, and test results.
- An estimate of the test duration and proposed test schedule.
- A data form to be used to record all data and quantitative results obtained during the tests.
- A description of any special equipment, setup, manpower, or conditions required for the test.

The Design-Build Firm shall not begin tests until the Department has approved the Test Plan including detailed procedures and data forms. The test results for each subsystem/component tested shall meet the performance requirements identified for the particular subsystem/component defined in Standard Specifications for Road Construction, sections 611, 620, 630, 632, 633, 634, 635, 639, 641, 646, 649, 650, 653, 659, 660, 665, 670, 671, 676, 682, 684, 685 and in this RFP.

Neither witnessing of the tests by the Department nor the waiving of the right to do so shall relieve the Design-Build Firm of the responsibility to comply with the contract documents. Such actions by the Department or approval of any test results by the Department shall not be deemed as acceptance of the equipment or system tested until the successful completion of the burn-in period, as defined in this RFP.

The cost of testing shall be included in the unit cost for the item tested; no separate payment will be made for testing.

5. Existing Conditions

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

The ITS components shall be defined as follows:

- Closed Circuit Television (CCTV) Camera System: The CCTV Camera System consists of pan-tilt-zoom (PTZ) cameras along the I-75 corridor that are typically spaced at one (1) mile intervals. The CCTV cameras are used by Department staff for incident management and traffic monitoring. The cameras are integrated and communicate with Local Hubs along the corridor via the single mode FOC communications backbone installed along the corridor. The CCTV Camera System along US 301 are typically placed at signalized intersections.
- Dynamic Message Sign System (DMS). The DMS provides roadway information and travel times. The DMS are connected and communicate via the single mode FOC communications backbone installed along the I-75 corridor.
- Vehicle Detection Systems (VDS): The VDS for I-75 consists of non-intrusive, microwave technology sensors used to collect vehicle volume, speed and occupancy data from mainline travel lanes. The detectors are typically located at approximately one-half (1/2) mile intervals. The detectors are installed on stand-alone concrete poles and/or attached to other ITS device structures in a side-fired configuration to detect data on a lane by lane basis. The VDS is used for incident detection by Department staff and communicate with the single mode FOC communications backbone installed along the I-75 corridor. The VDS for US 301 are typically located at the entrance and exit points of signal timing control sections.
- Fiber Optic Network (FON): The FON infrastructure provides communications for ITS components. The FON is composed of the FOC communications backbone, lateral connections and communications equipment including but not limited to field and HUB Ethernet switches, port servers, routers, fiber patch panels installed at the various ITS device(s) serving as a local HUB.
- For clarification purposes, any reference in this RFP to the mainline fiber optic backbone that is installed along the corridor shall be defined as the "backbone". The fiber optic cable between the backbone and ITS components shall be defined as the "ITS lateral".
- The FOC communications backbone for I-75 consists of a 96-count single mode fiber optic cable and tow (2), 1.25-inch HDPE conduit, locate tone wire, warning tape, fiber route markers, pull boxes, and splice boxes. One (1) of the two (2), 1.25-inch HDPE conduits is a spare conduit. The backbone provides access points for the various ITS components along the corridor for network connectivity as previously described.
- The FOC communications backbone for US 301 consists of a 72-count single mode fiber optic cable and two (2), 1.25-inch HDPE conduit, locate tone wire, warning tape, fiber route markers, pull boxes, and splice boxes. One (1) of the two (2), 1.25-inch HDPE conduits is a spare conduit. The backbone provides access points for the various ITS components along the corridor for network connectivity as previously described.

S. Landscape Opportunity Plans: - Not Applicable

VII. Technical Proposal Requirements:

A. General:

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

B. Submittal Requirements:

The Technical Proposal shall be bound with the information, paper size and page limitation requirements as listed herein.

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

Only upon request by the Department, provide calculations, studies and/or research to support features identified in the Technical Proposal. This only applies during the Technical Proposal Evaluation phase.

Submit three (3) Flash Drives containing the Technical Proposal (entirely, including roll-plots) in PDF format, three (3) complete collated sets of hard copies of the Technical Proposal (excluding roll-plots) and one (1) hard copy set of roll-plots to:

Ms. Jamie Reyes
Attn: Jhoanna Garces de Beltre
Florida Department of Transportation – District One
801 N. Bartow Ave.
Bartow, FL 33830
(863) 519-2610
D1.DesignBuild@dot.state.fl.us

The minimum information to be included:

Section 1: Project Approach

- Paper size: 8½" x 11". The maximum number of pages shall be (15), single-sided, typed pages including text, graphics, tables, charts, and photographs. Double-sided 8½" x 11" sheets will be counted as 2 pages. 11”x17” sheets are prohibited.
- Describe how the proposed design solutions and construction means and methods meet the project needs described in this Request for Proposal. Provide sufficient information to convey a thorough knowledge and

understanding of the project and to provide confidence the design and construction can be completed as proposed.

- Provide the term, measurable standards, and remedial work plan for any proposed Value Added features that are not Value Added features included in this RFP, or for extending the Value Added period of a feature that is included in this RFP. Describe any material requirements that are exceeded.
- Provide a Written Schedule Narrative that describes the Design and Construction phases and illustrates how each phase will be scheduled to meet the Project needs required of this Request for Proposal. Bar or Gantt charts are prohibited.

Section 2: Plans

- Plan and Profile views of the proposed improvements shall be submitted in roll-plot format. The maximum width of the roll-plots shall be 36". The maximum length of the roll-plot shall be 8'. Inclusion of additional information on the roll-plot, other than depictions of the Plan and Profile views, is allowed provided it clarifies the plan and profile views. However, the Department may determine that such additional information is excessive and may require the Design-Build Firm to revise and resubmit the roll-plots. If this occurs, the Design-Build Firm will have 2 business days to revise and resubmit the roll-plots upon notification by the Department. All other information not included on the roll plots, such as typical sections, special emphasis details, structure plans, etc., shall be provided on 11"x17" sheets.
- Right of Way Maps and Legal Descriptions (including area in square feet) of any proposed additional Right of Way parcels if applicable and approved through the ATC process. Provide Technical Proposal Plans in accordance with the requirements of the FDOT Design Manual, except as modified herein.
- The Plans shall complement the Project Approach.

C. Evaluation Criteria:

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

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

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

1. **Design (30 points)**

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

- Structures design
- Roadway design / and safety
- Drainage design
- Environmental Design
- Design coordination plan minimizing design changes
- Geotechnical investigation plan
- Geotechnical load test program
- Minimizing impacts through design to:
  - Environment
  - Public
  - Adjacent Properties
  - Structures
- Temporary Traffic Control Plan
  - Minimizing I-75 Level of Service impacts
- Incident Management Plan
- Aesthetics
- Utility Coordination and Design
- Design considerations which improve recycling and reuse opportunities

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

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

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

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

2. **Construction (30 points)**

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

- Safety
- Structures construction
- Roadway construction
- Drainage construction
- Construction coordination plan minimizing construction changes
- Minimizing impacts through construction to:

  - Environment
  - Public
  - Adjacent Properties
  - Structures
- Implementation of the Environmental design and Erosion/Sediment Control Plan
- Implementation of the Maintenance of Traffic Plan
- Implementation of the Incident Management Plan
- Utility Coordination and Construction

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

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

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

3. **Innovation (10 points)**

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

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

4. **Value Added (10 points)**

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

- Broadening the extent of the Value Added features of this RFP while maintaining existing threshold requirements
- Exceeding minimum material requirements to enhance durability of project components
- Providing additional Value Added project features proposed by the Design-Build Firm

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

Value Added Feature	Minimum Value Added Period

Value Added Asphalt	3 years
Value Added Concrete Pavement	5 years
Value Added Bridge Components	5 years

D. Final Selection Formula:

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

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

BPP = Bid Price Proposal

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

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

E. Final Selection Process:

After the sealed bids are received, the Department will have a Virtual Public Meeting for the announcement of the Technical Scores and opening of sealed Bid Price Proposals. Unless otherwise noted, all public meetings will be conducted virtually via teleconference or GoToMeeting, at the dates/times noted in the project Advertisement Schedule under the All Advertisements link. If interested in attending public meetings, members of the public shall email the applicable District designated email account at least 24 hours in advance of the subject meeting (Saturdays, Sundays, and state holidays shall be excluded in the computation of the 24-hour time period), to obtain the teleconference number and Access Code information in order to virtually attend. The designated email accounts for District 1 is d1.designbuild@dot.state.fl.us. At this meeting, the Department will announce the score for each member of the Technical Review Committee, by category, for each Proposer and each Proposer's Technical Score. Following announcement of the Technical Scores, the sealed Bid Price Proposals will be opened and the adjusted scores calculated. The Department will document the preliminary bid results as presented in the meeting. The Selection Committee should meet a minimum of two (2) calendar days (excluding weekends and Department observed holidays) after the public opening of the Technical Scores and Bid Price Proposals. The Department's Selection Committee will review the evaluation of the Technical Review Committee and the Bid Price Proposal of each Proposer as to the apparent lowest adjusted score and make a final determination of the lowest adjusted score. The Selection Committee has the right to correct any errors in the evaluation and selection process that may have been made. The Department is not obligated to award the contract and the Selection Committee may decide to reject all proposals. If the Selection Committee decides not to reject all proposals, the contract will be awarded to the Proposer determined by the Selection Committee to have the lowest adjusted score.

F. Stipend Awards:

The Department has elected to pay a stipend to all non-selected Short-Listed Design-Build Firms to offset some of the costs of preparing the Proposals. The non-selected Short-Listed Design-Build Firms meeting the stipend eligibility requirements of the Project Advertisement and complying with the requirements

contained in this section will ultimately be compensated. The stipend will only be payable under the terms and conditions of the Design-Build Stipend Agreement and Project Advertisement, copies of which are included with this Request for Proposal. This Request for Proposal does not commit the Department or any other public agency to pay any costs incurred by an individual firm, partnership, or corporation in the submission of Proposals except as set forth in the Design-Build Stipend Agreement. The amount of the stipend will be $336,185 per non-selected Short-Listed Design-Build Firm that meets the stipend eligibility requirements contained in the Project Advertisement. The stipend is not intended to compensate any non-selected Short-Listed Design-Build Firm for the total cost of preparing the Technical and Price Proposals. The Department reserves the right, upon payment of stipend, to use any of the concepts or ideas within the Technical Proposals, as the Department deems appropriate.

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

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

VIII. Bid Proposal Requirements.

A. Bid Price Proposal:

Bid Price Proposals shall be submitted on the Bid Blank form attached hereto and shall include one lump sum price for the Project within which the Proposer will complete the Project. The lump sum price shall include all costs for all design, geotechnical surveys, engineering services, Design-Build Firms quality plan, construction of the Project, and all other work necessary to fully and timely complete that portion of the Project in accordance with the Contract Documents, as well as all job site and home office overhead, and profit, it being understood that payment of that amount for that portion of the Project will be full, complete, and final compensation for the work required to complete that portion of the Project. The Department will accept Bid Price Proposals by electronic mail at d1.designbuild@dot.state.fl.us or, by hard copy submission using USPS, UPS, Fedex, etc. Regardless of the method of submission, the bid must be received by the Department by the date and time identified in the project advertisement. Bids submitted, regardless of method of submission, shall be stored, unopened, until the date and time of the letting. Bid Bonds, using Department issued or similar forms, will be accepted in the same manner as described above for the bid. Proposal Guaranty's secured as certified checks, cashier's checks, etc. will need to be submitted via USPS, FedEx, UPS, etc., and be received by the Department by the date and time identified in the advertisement. Submit Bid Price Proposal and other related documents as described above to:

Jamie Reyes

ATTN: Jhoanna Garces de Beltre

Florida Department of Transportation District **One**

801 N. Broadway Avenue

Bartow, FL 33830

D1.Designbuild@dot.state.fl.us

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