Florida Department of Transportation
District Four

DESIGN-BUILD
REQUEST FOR PROPOSAL
for
I-75 Express Lanes - Segment E
From North of Griffin Road to I-595
Broward County

Financial Project Number(s): 421707-6-52-01
Federal Aid Project Number(s): 0754 174 I
Contract Number: E4N44

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ATTACHMENTS

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

A. Project Advertisement
B. Division I Design-Build Specifications - PENDING
C. Design-Build Utility Agreement (Form No. 710-010-19)
D. FHWA-1273 Form
E. Bid Blank Form (Form No. 375-020-17)
F. Design Change/Construction Advertisement Reevaluation
G. Conceptual Permit Packages
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    - SFWMD-USACE Joint Environmental Resource Permit
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R. Type II Categorical Exclusion
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T. Design-Build Firm Maintenance Responsibilities
U. Maintenance Plan for Lowering Devices of High Mast Light Poles

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.

Reference Documents

1. Concept Design
CADD Files
Concept Plans
Design Documentation
Drainage Permit Source Files
ITS/Tolls Master Plan
Landscape Concept Design
Lane Closure Analysis
Lighting Analysis Report
Pavement Type Selection Report
Route Shield Pavement Messages
Signing Master Plan
SIMR Reevaluation

2. Environmental
Impact to Construction Assessment/Soil Management Plan
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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 Segment E of the I-75 Express Lanes Project which extends from north of the South Florida Water Management District (SFWMD) C-11 Canal Bridge (north of Griffin Road) milepost 8.344 to I-595 for approximately 4.7 miles. Segment E represents one of five separate District Four proposed I-75 Express Lanes Design-Build Projects that extend from NW 170th Street in Miami-Dade County to I-595 in Broward County. The combined Project length for the five projects is approximately 15 miles. Also, an Express Lanes Design-Build Project is planned by District Six that will extend from SR-826 to NW 170th Street in Miami-Dade County.

I-75 is part of the National Highway System, the Florida Intrastate Highway System (FIHS), and Florida's Strategic Intermodal System (FSIS). The overall I-75 Express Lanes Project implements the Express Lanes portion of the I-75 Project Development and Environment (PD&E) Study Preferred Alternative corridor improvements. On March 29, 2012, the Federal Highway Administration (FHWA) approved a Type II Categorical Exclusion for the project according to the National Environmental Protection Act (NEPA) of 1969 and 23 CFR 1771. The PD&E limits extend from SR-826 (Palmetto Expressway) in Miami-Dade County to I-595 in Broward County. The proposed improvements are needed to address existing congestion, accommodate future regional growth and development, enhance hurricane and other emergency evacuation, and improve system connectivity between key southeast Florida limited access facilities. The I-75 Express Lanes Project will provide additional capacity resulting in improved operational conditions, more reliable travel times, and reduced user delay. The I-75 Express Lanes Project is part of a larger network of existing and planned express lanes in southeast Florida.

The I-75 Express Lanes - Segment E Project is located in southwest Broward County, Florida. The Project is located within Township 50 South and Range 40 East, traverses through the Town of Davie, and is proximate to the cities of Weston and Sunrise. Within the Segment E Project limits, I-75 is a north-south divided rural limited access facility with design and posted speeds of 70 mph, consisting of four 12-foot General Purpose Lanes, varying number of 12-foot auxiliary lanes, and 12-foot (10 feet paved) inside and outside shoulders in each direction. There is an existing interchange at Royal Palm Boulevard and overpasses spanning I-75 at South Post Road and Indian Trace.

Right of Way Acquisition

It is the Department's intent that all Project construction activities be conducted utilizing the existing horizontal alignment within the existing right of way. The Design-Build Firm may submit a Technical Proposal that requires the acquisition of additional right of way. Any Technical Proposal that requires the acquisition of additional right of way will not extend the contract duration as set forth in the existing RFP 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 Question & Answer process or as part of the Alternative Technical Concept process, as applicable. 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 discuss such a proposal with the Department as part of the Question & Answer process or as part of the Alternative Technical Concept 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, 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, certified sketches and legal descriptions including area in square feet of any proposed additional right of way parcels. The additional right of way will be acquired by the Department in accordance with all applicable state laws. On Federally funded projects, the additional right of way will be acquired by the Department in accordance with all applicable federal laws, specifically including, but not limited to the Uniform Relocation Assistance and Real Property Acquisition Policies for Federal and Federally Assisted Programs (42 USC Chapter 61) and its implementing regulations. All costs concerning the acquisition of additional right of way will be borne solely by the Design-Build Firm. 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 right of way, regardless of cause or source. Any right of way acquisition other than what was shown in the approved PD&E document and subsequent reevaluations will require a design change reevaluation. The Design-Build Firm shall coordinate with District Four Planning and Environmental Management (PL&EM) Office and provide any required information so that PL&EM can complete the reevaluation document and submit it to FHWA for approval. Any time delays or costs associated with processing this reevaluation will be the responsibility of the Design-Build Firm.

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 the 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 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 the Project. 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 for 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 there from. 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 I-75 Express Lanes improvements to be constructed within the existing 166-foot wide median generally consist of a barrier wall divided 4-lane tolled roadway (two 12-foot travel lanes in each direction), with 6-foot paved inside shoulders, and 12-foot (10 feet paved) outside shoulders. A southbound ingress ramp (exchange area) accessing the Express Lanes is proposed south of Royal Palm Boulevard. A northbound egress ramp to the I-75 General Purpose Lanes is proposed north of Royal Palm Boulevard.

Other improvements include: acceleration and deceleration lanes adjacent to the existing inside general purpose lanes that serve as access points to the Express Lanes; direct connection to the I-595 Express Lanes including a new reversible 2-lane flyover structure (Ramp R-3 Bridge) connecting the I-75 Express Lanes to the I-595 Express Lanes; connection to the I-595 General Purpose Lanes; drainage; sound barrier walls; retaining walls; tolling gantries; permanent traffic monitoring sites; ITS; signing and pavement marking; lighting; and landscape.

The typical section for the Ramp R-3 Bridge connecting the I-75 Express Lanes to the I-595 Express Lanes will consist of two 12-foot reversible travel lanes, a 10-foot outside shoulder and a 12-foot inside shoulder. Between the Royal Palm Boulevard interchange and the Indian Trace overpass, the median improvements consist of a conversion area to connect the proposed I-75 Express Lanes with the roadway portion of the two reversible lanes of Ramp R-3.

The Tolling and Intelligent Transportation System (ITS) components of the corridor will be implemented with each individual Project segment. The Department will utilize an integration contract to provide a new communication backbone and connectivity to the Broward County Traffic Management Center (TMC) and the Florida's Turnpike Enterprise (FTE) Tolls Data Center. The Design-Build Firm shall coordinate their activities and schedule with the adjacent Design-Build projects as well as FTE's Toll Equipment and ITS Integrator contractors. Except for furnishing and installing tolling equipment on overhead gantry systems and within the toll equipment building, all other aspects of the accessible gantry infrastructure and toll equipment building shall be supplied and constructed by the Design-Build Firm.

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:

- Design speeds
- Typical sections
- Design variations
- Project commitments
- Pavement design
- Sound barrier wall limits and heights

Any changes to requirements of the RFP by a Design-Build Firm must be approved by the Department through the Alternative Technical Concept (ATC) Proposal process, as described herein, prior to the information cut-off date.

The Department has established the following project goals:

1. Add capacity and improve mobility
2. Minimize inconvenience to the traveling public
3. Satisfy and/or be consistent with all Project commitments
4. Incorporate Ramp R-3 Bridge with the existing structures

5. Minimize disruption to the operations of the I-595 Express Lanes
6. Preserve the corridor for future identified improvements
7. Provide continuity of ITS, Traffic Control and Roadway Design across project limits
8. Open the entire I-75 Express Lanes Project corridor for tolling operations
9. Minimize environmental impacts including impacts to established wetlands to the maximum extent possible

A. Design-Build Responsibility

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

The Design-Build Firm shall 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 is responsible for designing and constructing this Project in accordance with the Concept Plans, included in Reference Document 1, with respect to the requirements of the Design and Construction Criteria.

The Design-Build Firm shall be responsible for designing and constructing this Project in accordance with the Tolling Infrastructure Requirements and Appendices, included as Attachment Q, with respect to the requirements of the Design and Construction Criteria. Attachment Q may not be revised by the Design-Build Firm without approval from the FTE through the ATC process or addendum.

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

The Design-Build Firm is responsible for coordinating with the District PL&EM 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 Proposal Report (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 analyses and documentation required to satisfy requirements to obtain approval of the Department and, if applicable, FHWA. 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 National Environmental Policy Act (NEPA) document per Section VI.M (Environmental Services/Permits/Mitigation) of the RFP. The Design-Build Firm will not be compensated for any additional costs or time resulting from proposed changes.

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

Manager.

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

The Design-Build Firm will be responsible for completing all utility coordination and relocation efforts with all involved utilities. The Design-Build Firm will be responsible for payment of utility adjustment, relocation, installation and/or removal of facilities when the project work necessitates the utility relocation work.

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.

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 job 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 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, the Department will coordinate and process Reevaluations with FHWA.

The Department will furnish and install tolling equipment on overhead gantry systems and within the toll equipment building constructed by the Design-Build Firm.

II. Schedule of Events.

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

Date	Event
January 28, 2013	Advertisement
February 15, 2013	Expanded Letters of Interest for Phase I of the procurement process due in District Four Office by 5:00 pm local time
March 13, 2013	Proposal Evaluators submit Expanded Letter of Interest Scores to Contracting Unit

March 13, 2013	Contracting Unit provides Expanded Letter of Interest scores and Proposal Evaluators comments to Selection Committee
March 18, 2013	Public Meeting of Selection Committee to review and confirm Expanded Letter of Interest scores 8:15 am local time in the 3rd Floor Executive Conference Room, District Four Headquarters, 3400 West Commercial Boulevard, Fort Lauderdale, FL 33309
March 18, 2013	Notification to Responsive Design-Build Firms of the Expanded Letter of Interest scores 11:00 am local time
March 20, 2013	Deadline for all responsive Design-Build Firms to affirmatively declare intent to continue to Phase II of the procurement process 5:00 pm local time
March 21, 2013	Shortlist Posting 11:00 am local time
March 27, 2013	Final RFP provided to Design-Build Firms providing Affirmative Declaration of Intent to continue to Phase II of the procurement process
March 28, 2013	Pre-proposal meeting at 9:00 am local time in District Four Headquarters, 3400 West Commercial Boulevard, Fort Lauderdale, FL 33309. All impacted Utility Agency/Owners are to be invited to the mandatory Pre-proposal meeting.
March 28, 2013	Utility Pre-proposal Meeting facilitated by the District Utility Engineer at 10:00 am local time in District Four Headquarters, 3400 West Commercial Boulevard, Fort Lauderdale, FL 33309
April 4, 2013	Deadline for Design-Build Firm to request participation in Alternative Technical Concept Discussion Meeting No. 1 by 5:00 pm local time
April 8, 2013 April 9, 2013	Alternative Technical Concept Discussion Meeting No. 1
April 12, 2013	Deadline for Design-Build Firm to request participation in Alternative Technical Concept Discussion Meeting No. 2 by 5:00 pm local time
April 16, 2013 April 17, 2013	Alternative Technical Concept Discussion Meeting No. 2
April 25, 2013	Deadline for submittal of Alternative Technical Concept Proposals 5:00 pm local time
June 3, 2013	Technical Proposals due in District Four Office by 5:00 pm local time
June 11, 2013	Deadline for Design-Build Firm to "opt out" of Technical Proposal Page-Turn meeting by 11:00 am local time
June 18, 2013	Page-Turn Meeting of Design-Build Firm's Technical Proposal. Times will be assigned during the Pre-Proposal Meeting.
July 8, 2013 July 9, 2013	Question and Answer Session. Times will be assigned during the Pre-Proposal meeting. One hour will be allotted for questions and responses.
July 12, 2013	Deadline for submittal of Written Clarification letter following Question and Answer Session 5:00 pm local time
July 15, 2013	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 by 5:00 pm local time.
July 24, 2013	Price Proposals due in District Four Office by 11:00 am local time
July 24, 2013	Public announcing of Technical Scores and opening of Price Proposals at 11:00 am local time in District Four Headquarters, 3400 West Commercial Boulevard, Fort Lauderdale, FL 33309
July 29, 2013	Public Meeting of Selection Committee to determine intended Award at 8:15 am local time

July 29, 2013	Posting of the Department's intended decision to Award at 11:00 am (will remain posted for 72 hours)
August 8, 2013	Anticipated Award Date
August 28, 2013	Anticipated Execution Date

III. Threshold Requirements.

A. Qualifications

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

B. Joint Venture Firm

Two or more Firms submitting as a Joint Venture must meet the Joint Venture requirements of Section 14-22.007, Florida Administrative Code. 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.

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 affirmatively declared proposer failing to attend will be deemed non-responsive and automatically disqualified 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, CPM schedule, and method of compensation, instructions for submitting proposals, design exceptions/variations, and other relevant issues. In the event that any discussions at the pre-proposal meeting require, in the Department's opinion, official additions, deletions, or clarifications of the Request for Proposal, 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 oversight Projects, 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: http://www2.dot.state.fl.us/construction/bidquestionmain.asp.

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

E. 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 FA Oversight Projects. 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 session 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 audiotape record or videotape all or part of the page-turn meeting. All audiotape recordings or videotape 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. 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 five (5) representatives from the Design-Build Firm. Design-Build Firms desiring to opt out of the page-turn meeting may do so by submitting a request to the Department.

F. Question and Answer Session

The Department may meet with each Proposer, formally, for a Question and Answer (Q&A) session**.** FHWA shall be invited on FA Oversight Projects. The purpose of the Q&A session is for the Technical Review Committee to seek clarification and ask questions, as it relates to the Technical Proposal, of the Proposer. The Department may terminate the Q&A session promptly at the end of the allotted time. The Department may audiotape record or videotape all or part of the Q&A session. All audiotape recordings or videotape recordings will become part of the Contract Documents. The Q&A session will not constitute "discussions" or negotiations. Proposers will not be permitted to ask questions of the Department except to ask the meaning of a clarification question posed by the Department. No supplemental materials, handouts, etc. will be allowed to be presented in the Q&A session. No additional time will be allowed to research answers.

Within one (1) week of the Q&A session, the Design-Build Firm shall submit to the Department a written clarification letter summarizing the answers provided during the Q&A session. The Design-Build Firm shall not include information in the clarification letter which was not discussed during the Q&A session. In the event the Design-Build Firm includes additional information in the clarification letter which was not discussed during the Q&A session and is not otherwise included in the Technical Proposal, such additional

information will not be considered by the Department during the evaluation of the Technical Proposal.

The Department will provide some (not necessarily all) proposed questions to each Design-Build Firm as it relates to their technical proposal approximately twenty-four (24) hours before the scheduled Q&A session.

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 receipt of this Request for Proposals. The formal written protest shall be filed within ten (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, Room 562
Tallahassee, Florida 32399-0458

The formal written protest must state with particularity the facts and law upon which the protest is based and be legible, on 8 ½ x 11-inch white paper and contain the following:

1. Name, address, telephone number, and Department identifying number on the Notice, if known, and name, address and telephone number of a representative, if any; and

2. An explanation of how substantial interest will be affected by the action described in the Request for Proposals; and

3. A statement of when and how the request for Proposals was received; and

4. A statement of all disputed issues of material fact. If there are none, this must be indicated; and

5. A concise statement of the ultimate facts alleged, as well as the rules and statutes, which entitle to relief; and

6. A demand for relief; and

7. Conform to all other requirements set out in Florida Statutes (F.S.), Chapter 120 and F.A.C., Chapter 28-106, including but not limited to Section 120.57 F.S. and Rules 28-106.301, F.A.C., as may be applicable.

A formal hearing will be held if there are disputed issues of material fact. If a formal hearing is held, this matter will be referred to the Division of Administrative Hearings, where witnesses and evidence may be presented and other witnesses may be cross-examined before an administrative law judge. If there are no disputed issues of material fact, an informal hearing will be held, in which case the person filing the protest will have the right to provide the Department with any written documentation or legal arguments which they wish the Department to consider.

Mediation pursuant to Section 120.573, F.S., may be available if agreed to by all parties, and on such

terms as may be agreed upon by all parties. The right to administrative hearing is not affected when mediation does not result in a settlement.

Failure to file a protest within the time prescribed in Section 120.57(3), F.S., shall constitute a waiver of proceedings under Chapter 120, F.S.

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 Comptroller General's List of Ineligible Design-Build Firms for Federally Financed or Assisted Projects.

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

I. Waiver of Irregularities

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

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

2. Preliminary design submittals may vary from the requirements of the 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 Concept Design 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.

The Department will be responsible for the following:

- Contract administration
- Quality assurance compliance reviews of all work associated with the development and preparation of the contract plans and construction of the improvements – including recommendations based on undesirable, contaminated and/or hazardous materials
- Shop Drawing concurrence
- Construction Engineering and Inspection services
- Review and recommendations of the Design-Build Firm's specialty contractors and services to handle undesirable, contaminated and/or hazardous wastes

L. Design-Build Contract

The Department will enter into a Lump Sum contract with the successful Design-Build Firm. In accordance with Section V.S, 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 eight and six tenths percent (8.6%) race-neutral DBE goal. This means that the State's goal is to spend at least 8.6% 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 8.6% overall goal can be achieved through the normal competitive procurement process. The Department has reviewed this Project and assigned a DBE availability goal shown on the bid blank/contract front page under "% DBE Availability Goal". Although not a contract requirement, the Department believes that this DBE percentage can realistically be achieved on this Project based on the number of DBE's associated with the different types of work that will be required.

Under 49 Code of Federal Regulations Part 26, if the 8.6% goal is not achieved, the Department may be required to return to a race-conscious program where goals are imposed on individual contracts. The Department encourages all of our Design-Build Firms to actively pursue obtaining bids and quotes from Certified DBE's.

B. Anticipated DBE Participation Statement:

The Department is reporting to the Federal Highway Administration the planned commitments to use DBE's. This information is being collected through the Anticipated DBE Participation Statement. This statement shall be submitted to the District Contract Compliance Manager/ Resident Compliance Officer who will then submit it electronically to the Equal Opportunity Office. Although these statements WILL NOT become a mandatory part of the contract, they will assist the Department in tracking and reporting planned or estimated DBE utilization.

C. Equal Opportunity Reporting System:

The Design-Build Firm is required to report monthly, through the Department's Equal Opportunity Reporting System on the Internet at, http://www.dot.state.fl.us/equalopportunityoffice/ actual payments, minority status, and the work type of all subcontractors and suppliers. All DBE payments must be reported whether or not the prime initially planned to utilize the company. Each month the prime must report actual payments to all DBE and Minority Business Enterprise (MBE) subcontractors and suppliers. In order for the race neutral DBE Program to be successful, cooperation is imperative.

D. 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 Provider for the State of Florida is serviced by Blackmon Roberts Group and can be reached at (863) 802-1280 in Lakeland or (305) 777-0231 in Coral Gables.

E. DBE Affirmative Action Plan:

A DBE Affirmative Action Plan must be approved and on file with the Equal Opportunity Office prior to award of the contract for each prime Design-Build Firm. Update and resubmit the plan every three years.

No Contract will be awarded until the Department approves the plan. The DBE Affirmative Action Plan must be on your company's letterhead, signed by a company official, dated and contain all elements of an effective DBE Affirmative Action Plan. These Plans should be mailed to:

Florida Department of Transportation
Equal Opportunity Office
605 Suwannee Street, MS 65
Tallahassee, FL 32399-0450

Questions concerning the DBE Affirmative Action Plan may be directed to the Equal Opportunity Office by calling (850) 414-4747.

F. Bidders Opportunity List:

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

On the Bidders Opportunity Form if the answers to numbers 2, 3, 4, or 5 are not known, leave them blank and the Department will complete the information. This information should be returned with the bid package or proposal package or submitted to the Equal Opportunity Office within three (3) days of submission. It can be mailed to the Equal Opportunity Office or faxed to (850) 414-4879.

V. Project Requirements and Provisions for Work.

A. Governing Regulations:

The services performed by the Design-Build Firm shall be in compliance with all applicable Manuals and Guidelines including the Department, FHWA, AASHTO, and additional requirements specified in this document. Except to the extent inconsistent with the specific provisions in this document, the current edition, including updates, of the following Manuals and Guidelines shall be used in the performance of this work. Current edition is defined as the edition in place and adopted by the Department at the date of advertisement of this contract with the exception of the Standard Specifications for Road and Bridge Construction (Divisions II & III), Special Provisions and Supplemental Specifications, Manual on Uniform Traffic Control Devices (MUTCD), Design Standards and Design Standards Modifications. 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, Design Standards and Design Standard Modifications 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. 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 Roadway Plans Preparation Manuals (PPM)
   http://www.dot.state.fl.us/rddesign/PPMManual/PPM.shtm

2. Florida Department of Transportation Design Standards
   http://www.dot.state.fl.us/rddesign/DesignStandards/Standards.shtm

3. Florida Department of Transportation Standard Specifications for Road and Bridge

Construction (Divisions II & III), Special Provisions and Supplemental Specifications
http://www.dot.state.fl.us/specificationsoffice/Default.shtm

4. Florida Department of Transportation Surveying Procedure
http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/550030101.pdf

5. Florida Department of Transportation EFB User Handbook (Electronic Field Book)
http://www.dot.state.fl.us/surveyingandmapping/regulations.shtm

6. Florida Department of Transportation Drainage Manual
http://www.dot.state.fl.us/rddesign/dr/Manualsandhandbooks.shtm

7. Florida Department of Transportation Soils and Foundations Handbook
http://www.dot.state.fl.us/structures/Manuals/SFH.pdf

8. Florida Department of Transportation Structures Manual
http://www.dot.state.fl.us/structures/manlib.shtm

9. Florida Department of Transportation Current Structures Design Bulletins
http://www.dot.state.fl.us/structures/Memos/currentbulletins.shtm

10. Florida Department of Transportation Computer Aided Design and Drafting (CADD) Production Criteria Handbook
http://www.dot.state.fl.us/ecso/downloads/publications/CriteriaHandBook/

11. Florida Department of Transportation Production Criteria Handbook CADD Structures Standards
http://www.dot.state.fl.us/ecso/downloads/publications/CriteriaHandBook/

12. Instructions for Design Standards
http://www.dot.state.fl.us/structures/IDS/IDSportal.pdf

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

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

15. Safe Mobility For Life Program Policy Statement
http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/000750001.pdf

16. Traffic Engineering and Operations Safe Mobility for Life Program
http://www.dot.state.fl.us/trafficoperations/Operations/SafetyisGolden.shtm

17. Florida Department of Transportation American with Disabilities Act (ADA) Compliance – Facilities Access for Persons with Disabilities Procedure
http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/625020015.pdf

18. Florida Department of Transportation Florida Sampling and Testing Methods
http://www.dot.state.fl.us/statematerialsoffice/administration/resources/library/publications/fstm/disclaimer.shtm

19. Florida Department of Transportation Flexible Pavement Coring and Evaluation Procedure
http://www.dot.state.fl.us/statematerialsoffice/administration/resources/library/publications/materialsmanual/documents/v1-section32-clean.pdf

20. Florida Department of Transportation Design Bulletins and Update Memos

http://www.dot.state.fl.us/rddesign/updates/files/updates.shtm

21. Florida Department of Transportation Utility Accommodation Manual
http://www.dot.state.fl.us/rddesign/utilities/UAM.shtm

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

23. Florida Department of Transportation Flexible Pavement Design Manual
http://www.dot.state.fl.us/pavementmanagement/PUBLICATIONS.shtm

24. Florida Department of Transportation Rigid Pavement Design Manual
http://www.dot.state.fl.us/pavementmanagement/PUBLICATIONS.shtm

25. Florida Department of Transportation Pavement Type Selection Manual
http://www.dot.state.fl.us/pavementmanagement/PUBLICATIONS.shtm

26. Florida Department of Transportation Right of Way Manual
http://www.dot.state.fl.us/rightofway/Documents.shtm

27. Florida Department of Transportation Traffic Engineering Manual
http://www.dot.state.fl.us/TrafficOperations//Operations/Studies/TEM/TEM.shtm

28. Florida Department of Transportation Intelligent Transportation System Guide Book
http://www.dot.state.fl.us/TrafficOperations/Doc_Library/Doc_Library.shtm

29. 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

30. Florida Department of Transportation Bicycle and Pedestrian Policies and Standards
http://www.dot.state.fl.us/safety/ped_bike/ped_bike_standards.shtm

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

32. Florida Department of Transportation Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways
http://www.dot.state.fl.us/rddesign/FloridaGreenbook/FGB.shtm

33. Florida Department of Transportation Project Development and Environment Manual, Parts 1 and 2
http://www.dot.state.fl.us/emo/pubs/pdeman/pdeman1.shtm

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

35. Florida Department of Transportation's Interchange Justification Procedure
http://www.dot.state.fl.us/planning/systems/sm/intjus/interchangehb/complete.pdf

36. Florida Department of Transportation's Interchange Handbook
http://www.dot.state.fl.us/planning/systems/sm/intjus/interchangehb/complete.pdf

37. The Florida Department of Transportation Interchange Handbook Policy Resource Documents

http://www.dot.state.fl.us/planning/systems/sm/intjus/prd/complete2003.pdf

38. The Florida Department of Transportation Interchange Handbook Technical Resource Documents
    http://www.dot.state.fl.us/planning/systems/sm/intjus/trd/complete2003.pdf

39. 2010 Highway Capacity Manual, http://hcm.trb.org

40. Highway Safety Manual, http://www.highwaysafetymanual.org

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 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. 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. The alternative technical concept shall provide an approach that is equal to or better than what is required by the Request for Proposal (RFP), as determined by the Department. Concepts which reduce quality, performance, or reliability should not be proposed. A proposed concept is not an ATC if it is contemplated by the RFP.

Each Design-Build Firm with proposed changes may request an ATC discussion meeting to describe the proposed changes. The Design-Build Firm shall provide a preliminary list of ATC proposals, to be reviewed and discussed during the ATC discussion meeting, by the deadline shown in the Schedule of Events of this RFP. This list may not be inclusive of all ATC's to be discussed but it should be comprehensively sufficient to allow the Department to identify appropriate personnel which should attend the ATC discussion meeting. The purpose of the 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.

2. 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 submitted prior to the deadline shown in the Schedule of Events of this RFP.

All ATC submittals 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;

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 (both during and after 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;

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; and

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

3. Review of ATC Submittals

After receipt of the ATC submittal, the District Design Engineer (DDE) will communicate with the appropriate staff (i.e. District Structures Engineer, District Construction Engineer, District Maintenance Engineer, State Structures Engineer, State Roadway Design Engineer, FHWA, FTE as applicable) as necessary, and respond to the Design-Build Firm in writing as to whether the ATC is acceptable, not acceptable, or requires additional information within fourteen (14) calendar days of receipt of the ATC submittal. 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 fourteen (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 with an estimated timeframe for completion.

If the ATC will result in changes to design standards or criteria, the changes will need to be approved in accordance with the Department's procedures prior to responding to the Design-Build Firm.

The Project file will clearly document all communications with any Design-Build Firm.

ATC's are accepted by the Department at its discretion and the Department reserves the right to reject any ATC submitted.

The Department will issue an addendum to the RFP subsequent to acceptance of any ATC. Such a change will be approved by FHWA, and FTE as applicable. Approved Design Exceptions or Design Variations will result in an addendum to the RFP.

The Department reserves the right to disclose to all Design-Build Firms any issues raised during the ATC meetings, except to the extent that FDOT determines, in its sole discretion, such disclosure would reveal confidential or proprietary information of the ATC.

4. Incorporation into Proposal

The Design-Build Firm will have the option to include any ATC's to which it received acceptance in their proposal and the Proposal Price should reflect any incorporated ATC's.

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 applicable Project commitments identified below as updated in the Design Change/Construction Advertisement Reevaluation included in Attachment F:

Commitment (#) and Description	Responsibility			Status
	FDOT	D-B Firm	Shared	
Traffic and Transportation (1) The sequence of construction will be planned in such a way that will minimize traffic delays along the corridor. This will be addressed as part of a traffic management plan that will be developed by FDOT and implemented by the Design-Build Firm during construction. The plan will include traffic management and		**X**		The Design-Build Firm will be responsible for developing and implementing a traffic management plan which minimizes traffic delays along the corridor. The plan will also include traffic management and signage, access to local businesses and residences, detour routes, public notification and alternate routes,

Commitment (#) and Description	Responsibility			Status
	FDOT	D-B Firm	Shared	
signage, access to local businesses and residences, detour routes, public notification and alternate routes, emergency services coordination, and project scheduling.				emergency services coordination, and project schedule.
Traffic and Transportation (2) The FDOT is committed to holding additional workshops, if necessary, to discuss tolling and potential changes in ingress/egress points to the express lane system.	X			
Traffic and Transportation (3) If the FDOT advances the managed lane component of the recommended alternative, every effort will be made to facilitate an I-75 express bus service within the managed lane system.	X			
Traffic and Transportation (4) Access to business, residents, institutions, and through traffic will be maintained to the maximum extent possible during project implementations.		X		The Design-Build Firm will be responsible for developing and implementing a traffic management plan which maintains access to businesses, residences, and institutions, and maintains through traffic to the maximum extent possible.
Traffic and Transportation (5) FDOT will continue coordination meetings between FDOT District 4, FDOT District 6, the Florida Turnpike Enterprise and other entities as necessary during design and construction.	X			
Noise (10) FDOT is committed to reevaluating all recommended noise barrier locations and limits (begin/end limits) and feasible noise abatement measures during the final design process. A commitment to construct feasible and reasonable noise barriers will be contingent upon the following conditions: • Detailed noise analysis during the final design process supports the need for abatement; • Detailed noise barrier analysis indicates that the cost of the barriers will not exceed the cost reasonableness criteria; • Community input regarding desires, types, heights, and locations of barriers is received by the FDOT and supports	X			FDOT will reevaluate the recommended noise barrier locations and limits (begin/end limits) and feasible noise abatement measures during the final design process as required.

Commitment (#) and Description	Responsibility			Status
	FDOT	D-B Firm	Shared	
the construction of noise barriers; • Preferences regarding compatibility with adjacent land uses, particularly as expressed by officials having jurisdiction over such lands, have been addressed; • Safety and engineering aspects related to roadway users and adjacent property owners have been reviewed and any conflicts or issues resolved; and • Any other mitigating circumstances revealed during final design have been analyzed and resolved.				
Noise (11) FDOT is committed to constructing noise walls first to the extent possible.		X		Direction is included in the construction documents for the Design-Build Firm to build noise walls first to the extent possible within the construction segment for which the improvements are to be constructed.
Wetlands – Broward Co. (12) FDOT will complete a final determination of impacts and assessment of mitigation requirements during the permitting and final design phase and will coordinate with the appropriate agencies as needed.	X			FDOT submitted an Environmental Resource Permit (ERP), which contains wetland impacts and mitigation requirements for the proposed project, on July 10, 2012 to the South Florida Water Management District (SFWMD). The United States Army Corp of Engineers (USACE) and the United States Fish and Wildlife Service (USFWS) are both commenting agencies for the permit, and FDOT continues to coordinate with these agencies regarding this project. The Department will remain responsible for funding and addressing these project mitigation needs.
Wetlands – Broward Co. (13) FDOT will compensate for wetland impacts either through the purchase of mitigation credits at the Florida Power and Light Everglades Mitigation Bank and/or through the creation of new stormwater facilities within the right of way of the I-75 project corridor.	X			FDOT will request open competitive bids to purchase mitigation credits needed to offset wetland impacts. To enable the mitigation banks to provide competitive bids for impacts, at their interagency field review meeting conducted on March 1, 2012, District 4 and USACE agreed to a 0.3 WATER and M-WRAP functional assessment for all existing I-75 stormwater management system wetlands claimed by the USACE.

Commitment (#) and Description	Responsibility			Status
	FDOT	D-B Firm	Shared	
				The FDOT will purchase the wetland mitigation credits at a USFWS-approved mitigation bank. The creation of new stormwater management systems by the Design-Build Firm during design and construction of the project will reduce the amount of impacts and mitigation needed for the project. These newly created stormwater facilities will offset some of the impacts to the existing stormwater management systems.
Cultural Resources (16) The FDOT will inform FHWA, who will notify the federally recognized Tribes, if cultural resources that are potentially ancestral or historically relevant to the Tribes are inadvertently discovered during the construction process.			**X**	The Design-Build Firm is directed to notify the District Four Cultural Resources Contract Manager, Lynn Kelley at 954-777-4334, should potential cultural resources be encountered.
Public Services and Utilities (19) FDOT will coordinate with all service providers, including emergency services, and utility providers during final design to ensure that access is maintained and alternate routes are developed.		**X**		The Design-Build Firm will coordinate with all service providers, including emergency services, and utility providers to ensure that access is maintained and alternate routes are developed.
Wildlife and Habitat (21) FDOT will employ the most current version of the U.S. Fish and Wildlife Service (USFWS) Standard Protection Measures for the Eastern indigo snake to ensure that this species is not harmed during construction.		**X**		The Design-Build Firm is directed to adhere to the most current version of the USFWS Standard Protection Measures for the Eastern indigo snake to ensure that this species is not harmed during construction.
Wildlife and Habitat (22) FDOT will employ the most current version of the USFWS special provisions for the protection of manatees during construction to ensure that no manatees are harmed.		**X**		The Design-Build Firm is directed to adhere to the most current version of the USFWS special provisions for the protection of manatees during construction to ensure that this species is not harmed during construction.
Wildlife and Habitat (23) Within one year from the date the Biological Opinion was issued (March 23, 2012), the FDOT will provide the USFWS with a letter from a wetland mitigation bank acceptable to the Service confirming that at least 122.04 short-hydroperiod credits and 0.16 hydroperiod credits have been purchased.	**X**			FDOT will be responsible for funding and addressing these project mitigation needs.

Commitment (#) and Description	Responsibility			Status
	FDOT	D-B Firm	Shared	
Wildlife and Habitat (24) Upon locating a dead wood stork specimen, initial immediate notification will be made to the nearest Service Law Enforcement Office (10426 Northwest 31 Terrace, Miami, Florida 33172; 305-526-2610). Secondary notification will be made to the FWC; South Region (8535 Northlake Boulevard, West Palm Beach, Florida 33412; 1-800-282-8002). Care will be taken in handling any dead specimens of proposed or listed species found in the project area to preserve the specimen or its remains in the best possible state. In conjunction with the preservation of any dead specimens, the finder has the responsibility to ensure evidence intrinsic to determining the cause of death of the specimen is not unnecessarily disturbed. The finding of dead specimens does not imply enforcement proceedings pursuant to the Act. The reporting of dead specimens is required to enable the Service to determine if take is reached or exceeded and to ensure the terms and conditions are appropriate and effective.			X	The Design-Build Firm is directed to immediately notify the District Four Construction Environmental Administrator, Fernando Ascanio, at 954-777-4665 or 954-448-2880 upon locating a dead wood stork specimen.
Wildlife and Habitat (25) FDOT will continue coordination with the USFWS for the wood stork during the final design/permitting phases of the project.	X			FDOT will purchase the wetland mitigation credits at a USFWS-approved mitigation bank.
Contamination – Broward Co. (26a) During the design phase, the need for Level II testing will be evaluated for all sites ranked as Medium or High risk.	X			Level II contamination testing has been conducted at all Medium and High sites along the corridor with no significant impacts anticipated from the project construction.
Contamination – Broward Co. (26b) Sites ranked as Low Risk due to absence of any existing contamination and current regulatory compliance status regulatory records will be reassessed during the final design phase for potential contamination due to the type of facility and/or the presence of underground storage tanks.	X			All Low Risk sites were re-assessed with no impacts anticipated from the project construction.
Contamination – Broward Co. (26c) During final design, FDOT will survey existing bridges for asbestos containing materials.	X			There are no existing bridges within the Segment E Project that contain asbestos containing materials that will be impacted by construction.
Contamination – Broward Co. (26d) FDOT will adhere to the procedures set		X		The Design-Build Firm is directed to adhere to the procedures set forth in

Commitment (#) and Description	Responsibility			Status
	FDOT	D-B Firm	Shared	
forth in FDOT's *Standard Specifications for Road and Bridge Construction*, specifying the Design-Build Firm's responsibilities in regard to encountering petroleum-contaminated soil and/or groundwater.				FDOT's *Standard Specifications for Road and Bridge Construction*.
Reevaluation (29) If the project advances through a Public-Private Partnership (P3), FDOT will take the lead in preparing the reevaluation for any P3 driven changes to the Recommended Alternative.	**X**			FDOT will take the lead in any NEPA reevaluation, including re-evaluations resulting from any Design-Build Firm's Alternative Technical Concepts to the Recommended Alternative.

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:**

All applicable data shall be prepared in accordance with Chapter 373 and 403, Florida Statutes, Chapters 40 and 62, Florida Administrative Code; 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 permitting required by local agencies, including but not limited to Central Broward Water Control District (CBWCD) and South Broward Drainage District (SBDD), shall be prepared in accordance with their specific regulations. 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. As the permitee, 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. If any agency rejects or denies the permit application, it is the Design-Build Firm's responsibility to make whatever changes necessary to ensure the permit is approved.

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

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

overcome all impacts. There shall be no right of any kind on behalf of the Design-Build Firm to challenge or otherwise seek review or appeal in any forum of any determination made by the District Construction Engineer under this provision.

F. Railroad Coordination: Not Applicable

G. Survey:

The Design-Build Firm shall perform all surveying and mapping services necessary to complete the Project. Survey services must also comply with all pertinent Florida Statutes and applicable rules in the Florida Administrative Code. 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 Procedure, Topic Nos. 550-030-101; Right of Way Mapping Procedure, Topic No. 550-030-015; Aerial Surveying Standards for Transportation Projects Procedure, Topic No. 550-020-002. This work must comply with the Minimum Technical Standards for Professional Surveyors and Mappers, Chapter 5J-17, Florida Administrative Code (F.A.C.), pursuant to Section 472.027, Florida Statutes (F.S.) and any special instructions from the Department. This survey also must comply with the Department of Environmental Protection Rule, Chapter 18-5, F.A.C. pursuant to Chapter 177, F.S., and the Department of Environmental Protection.

H. Verification of Existing Conditions:

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

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

I. Submittals:

1. Plans:

Plans must meet the minimum contents of a particular phase submittal prior to submission for review. The particular phase of each submittal shall be clearly indicated on the cover sheet. Component submittals must be accompanied by sufficient information for adjoining components or areas of work to allow for proper evaluation of the component under review.

Submittals for Category I and II bridges are limited to the following component submittals: foundation, substructure, and superstructure. Bridge component submittals must be accompanied by all supplemental information required for a complete review. Submittals for individual component elements (i.e. Pier 2, Abutment 1, Span 4, etc.) and incomplete submittals will not be accepted.

Category I and II bridge component 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.),

- 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.
- For Category II bridges, component submittals shall also include independent peer review documentation.

The Design-Build Firm shall provide copies of required review documents as listed below.

60% Component Plans – 3 CD's containing the following documents:
11" X 17" ITS plans

Master Plans prior to 90% plans submittals:
Signing Master Plan (2 roll-plots)
Lighting Master Plan (2 roll-plots)
Landscape Master Plan (2 roll-plots)

Minimum information to be provided on the roll-plots includes existing conditions and proposed features for Segment E and for adjacent projects within the influence of Segment E.

90% Component Plans – 3 CD's containing the following documents:
11" X 17" roadway plans
11" X 17" structure plans
11" X 17" each component set (Signing and Pavement Marking, Lighting, Landscape, Accessible Gantry)
11" X 17" ITS plans
11" X 17" Electronic copies of Toll Facilities/Architecture/Site Civil/Structural/ Mechanical/Electrical plans
8-1/2" X 11" Accessible Gantry Structure Calculations
11" X 17" Accessible Gantry Structure Plans
Electrical and Mechanical Design Analysis Reports, energy calculations, & specifications
Final Geotechnical Report
Documentation – roadway/drainage
Documentation - structures
Technical Special Provisions
Bridge Load Rating
Independent Peer reviewer's comments and comment responses
Quality Assurance / Quality Control certification statement

Final Component Plans – 3 CD's containing the following documents:
11" X 17" roadway plans
11" X 17" structure plans
11" X 17" each component set (Signing and Pavement Marking, Lighting, Landscape, Accessible Gantry)
11" X 17" ITS plans
11" X 17" Electronic copies of Toll Facilities/Architecture/Site Civil/Structural/ Mechanical/Electrical plans

8-1/2" X 11" Accessible Gantry Structure Calculations
11" X 17" Accessible Gantry Structure Plans
Electrical and Mechanical Design Analysis Reports, energy calculations, & specifications
Final Documentation
Signed and sealed copy of Specifications Package
Technical Special Provisions
Independent Peer Reviewer's signed and sealed cover letter that all comments have been addressed and resolved.
Quality Assurance / Quality Control certification statement

Construction Set:
1 set of 11"X 17" copies of the signed and sealed plans for the Department to stamp "Released For Construction**"**
1 set of CADD files on CD
1 PDF set of 11" X 17" signed and sealed construction plans and specifications (including any TSP's), plus any reference documents such as design documentation, drainage report, typical section package and pavement design package
2 copies of final Schedule of Values
1 hard copy of 11" X 17" signed and sealed plans

Final signed and sealed plans will be delivered to the Department's Project Manager a minimum of fifteen (15) calendar days (excluding Holidays as defined in section 1-3 of the Specifications) prior to construction of that component. Final signed and sealed plans related to Category II structures will be delivered to the Department's Project Manager a minimum of twenty (20) calendar days (excluding Holidays as defined in section 1-3 of the Specifications) prior to construction of that component. The Department's Project Manager will send a copy of a final signed and sealed plans to the appropriate office for review and comment. Once all comments have been satisfactorily resolved as determined by the Department, the Department's Project Manager will initial, date and stamp each submittal as "Released for Construction". Only signed and sealed plans which are stamped "Released for Construction" by the Department's Project Manager are valid and all work that the Design-Build Firm performs in advance of the Department's release of Plans will be at the Design-Build Firm's risk.

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

Record Set:

- 1 set of 11" X 17" signed and sealed plans
- 12 sets of 11" X 17" copies of the signed and sealed plans
- 1 signed and sealed copy of the Bridge Load Rating based on as-built conditions
- 12 sets of final documentation (if different from final component submittal)
- 2 Final Project CD's

The Design-Build Firm's Professional Engineer in responsible charge of the Project's design shall professionally endorse (signed and sealed and certified) the record prints, the special provisions and all reference and support documents. The professional endorsement shall be performed in accordance with the Department Plans Preparation Manual.

The Design-Build Firm shall complete the record set as the Project is being constructed. The record set

becomes the as-builts at the end of the Project. All changes shall be signed and sealed by the Engineer of Record (EOR). The record set shall reflect all changes initiated by the Design-Build Firm or the Department in the form of revisions. The record set shall be submitted on a Final Project CD upon Project completion.

The CEI shall do a review of the record set prior to final acceptance in order to complete the record set.

The CEI shall certify the final plans as per Section 4.5.7 of Chapter 4 of the Preparation and Documentation Manual (TOPIC No. 700-050-010).

2. 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.

Prior to any 90% component submittals, the Design-Build Firm shall obtain approvals from FDOT for the following items:

- Permit applications and subsequent Request for Additional Information (RAI) correspondence for Department review
- Approved Permits Package
- Pavement Design Package
- Typical Section Package
- Design Variation Package
- Drainage Design Report

3. Railroad Coordination: Not Applicable

J. Contract Duration:

The Design-Build Firm shall establish the Proposed Contract Time (PCT) to achieve partial acceptance as defined under the Friction Course Restrictions in Section VI.J. In no event shall the PCT exceed 1200 calendar days. The schedule supporting the PCT will be submitted with the Technical Proposal and should identify if the work activity durations are based on calendar days or working days. The PCT reflected in the schedule submitted as part of the Technical Proposal will become the official PCT. The official PCT may only be amended in a letter summarizing clarifications provided during the Q&A session. The official PCT shall not be revised in the Bid Price Proposal.

As defined under Section VI.J, the Department will add a total of 455 calendar days to the PCT to allow for the placement of friction course and final pavement markings within the same relative time frame for all segments of the I-75 corridor. The PCT plus the 455 calendar days establishes the total contract duration to achieve final acceptance of the Project.

K. Project Schedule:

The Design-Build Firm shall submit a Project schedule, in accordance with Subarticle 8-3.2 (Design-Build Division I Specifications), which supports the established contract duration submitted as part of the Proposal. The Design-Build Firm's schedule should allow for a 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 II structures. The review of Category II structures requires Central Office involvement and the schedule shall allow twenty (20) calendar days (excluding weekends and Department observed Holidays) for these reviews.

Refer to Section VI.J of this RFP for information pertaining to sequence of construction activity requirements and other schedule related items.

An interim milestone date of July 1, 2016 has been established for the proposed ITS and Tolling infrastructure and integration implementation as follows:

- design and construction of all ITS components necessary for a complete and functional ITS network, including all stand-alone testing, and be ready and available for integration to the Broward County TMC.
- design and construction of all tolling infrastructure, including all gantries and toll buildings ready and available for testing.

The Design-Build Firm shall comply with the incentive-disincentive provisions included in Section 8 of the Division I Design-Build Specifications (Attachment B) to complete the implementation of the ITS and Tolling infrastructure and integration.

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

- Annual Christmas Toy Run in the Sun Motorcycle Parade usually occurs the 2nd Sunday in December. Route travels west on I-595, exits at Southwest 136th Avenue, and continues west on State Road 84 to Markham Park in Sunrise.
- Holiday Shopping Season at Sawgrass Mills Mall in Sunrise usually happens from the day after Thanksgiving through the end of December.
- Major events at the BBT Center in Sunrise include NHL hockey games and concerts. Events usually begin between 5:00 pm and 7:00 pm and end at midnight.
- Chili Cookoff at CB Smith Park in Pembroke Pines usually occurs on the last Sunday in January.

The minimum number of activities shall be those listed in the payout schedule and those listed below:

- Anticipated Award Date
- Initial Design Workshop
- Design Progress Workshop
- Design Submittals
- Design Survey
- Design 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
- Foundation Construction
- Substructure Design
- Substructure Construction
- Superstructure Design
- Superstructure Construction
- Walls Design
- Walls Construction
- Roadway Design
- Roadway Construction
- Signing and Pavement Marking Design
- Signing and Pavement Marking Construction
- Intelligent Transportation System Design
- Intelligent Transportation System Construction
- 30 Day Notice to Integrator for ITS Testing
- ITS System Testing
- Lighting Design
- Lighting Construction
- Landscape Design
- Landscape Construction
- Tolling Infrastructure Design
- Tolling Infrastructure Construction
- Toll Equipment Installation
- 30 Day Notice to FTE prior to Toll Equipment Installation Period
- 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 expanded letter of interest and/or technical proposal by the Design-Build Firm. Any changes in the indicated personnel shall be subject to review and approval by the Department's Project Manager. The Design-Build Firm shall have available a professional staff that meets the minimum training and experience set forth in Florida Statute Chapter 455, Business and Professional Regulation: General Provisions.

M. 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:

- Design workshops
- Department technical issue resolution

- Permit agency coordination
- Local government agency coordination
- Scoping meetings
- Progress meetings
- Utility meetings
- Public meetings
- Adjacent project coordination
- FDOT Environmental Administrator Coordination
- FDOT Construction Environmental Coordination

During design, the Design-Build Firm shall meet with the Department's Project Manager every two (2) weeks to provide a two-week and one-month look ahead of the activities to be completed during the upcoming two-week period and one-month period.

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 upcoming week.

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.

N. 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. A Public Involvement Consultant (PIC) has been hired by the Department to continue moving forward with a comprehensive Public Involvement Campaign through construction and a marketing effort prior to launch. The Design-Build Firm will continue to be part of the Public Involvement effort but on a limited basis 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. Final review and approval will be obtained from the FDOT District Four Public Information Director.

3. **Public Meetings:**

The Design-Build Firm shall provide all support necessary for the PIC to hold various public meetings, which may include:

- Design/Noise Workshops
- County Commission meetings, City Commission meetings, Broward County Metropolitan Planning Organization (MPO) Board and Committee Meetings as requested
- Construction Open House meetings
- Special interest groups (private groups, homeowners associations, environmental

groups, minority groups and individuals)

The Design-Build Firm shall include attendance at two (2) meetings per month for the term of the contract to support the public involvement program.

For any of the above type meetings, the Design-Build Firm shall provide all technical assistance, data and information necessary for the PIC to produce display boards, printed materials, 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, and public hearings. The Design-Build Firm effort shall also include coordination with adjacent project segments to provide consistency and continuity with the information being furnished to the PIC for the development of the presentation materials.

The Design-Build Firm shall, on an as-needed basis, attend the meetings with an appropriate number of personnel to assist the Department's Project Representative/PIC. The Design-Build Firm shall forward all requests for group meetings/presentations to the PIC. The Design-Build Firm shall inform the PIC of any meetings with individuals that occur without prior notice within twenty-four (24) hours of occurrence.

All legal/display ads announcing workshops, information meetings, and public meetings will be prepared and paid for by the PIC. The Department will be responsible for the legal/display advertisements for design concept acceptance.

The PIC will be responsible for preparing and mailing (includes postage) for all letters announcing workshops and information meetings.

4. **Public Involvement Data:**

The Design-Build Firm is responsible for the following:

- Coordinating with the Public Involvement Consultant.
- Providing required expertise (staff members) to assist the PIC 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, the Urban Design Guidelines Committee, and other agencies.

The collection of public input occurs throughout the life of the Project and requires maintaining files, newspaper clippings, letters, phone logs and other direct contacts before, during and after any of the public meetings. Articles such as those mentioned shall be provided to the PIC for their use and records.

1. **Media and Public Inquiries**

Media information

In addition to collecting public input data, the Design-Build Firm may be asked by the PIC to prepare responses to any elected official, public and media inquiries. The FDOT District Four Public Information Director and Project Manager shall review all responses prior to release.

O. 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 (NTP). A marked up set of prints from the Quality Control review will be included 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 in accordance with the procedures contained in the QMP.

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

No fabrication, casting, or construction will occur until all related design review and shop drawing review comments are resolved.

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 "Access Instruction for LIMS" for more information on how to gain access to the Department's databases: http://www.dot.state.fl.us/statematerialsoffice/quality/programs/qualitycontrol/contractor.shtm

Prepare and submit to the Engineer a Job Guide Schedule (JGS) using the Laboratory Information Management System (LIMS) 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.

P. FHWA Project Management Plan (PMP) / Financial Plan

In accordance with FHWA Major Project Guidelines, the Department is required to prepare a Project Management Plan (PMP) and an Annual Financial Plan (AFP) for the Project. The PMP defines the roles, responsibilities and procedures for project implementation. The AFP documents project scope, cost and/or funding changes on an annual basis. Refer to Reference Document 4 for the I-75 Express Lanes Project Management Plan Update. The PMP will need to be updated subsequent to the execution of the contract and prior to initiating construction activities. The Initial Financial Plan will be updated on an annual basis until construction has been completed. The annual updates to the Financial Plan will require FHWA approval. The Department will be responsible for the preparation and submittal of the updated I-75 Express Lanes Project PMP and the AFP's. The Design-Build Firm shall be responsible for providing support documentation and data to the Department for the development of the documents.

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 will be responsible for invoicing the Department based on current invoicing policy and procedure. Invoicing will be based on the completion or percentage of completion of major, well-defined 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 (CPAM). The Design-Build Firm must submit the schedule of values to the Department for approval. No invoices shall be submitted prior to Department approval of the schedule of values.

Upon receipt of the invoice, 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 of Transportation policies and procedures. Seed Files, Cell Libraries, User Commands, MDL Applications and related programs developed for roadway design and drafting are available for the MicroStation V8 format in the FDOT CADD Software Suite. However, it is the responsibility of the Design-Build Firm to obtain and utilize current Department releases of all CADD applications.

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 V8 format, as described in the above referenced document.

The archived submittal shall also include either a TIMS database file, CADD Index file (generated from

RDMENU) or documentation that shall contain the Project history, file descriptions of all (and only) Project files, reference file cross references, and plotting criteria a (e.g. batch, level symbology, view attributes, and display requirements). A printed directory of the archived submittal shall be included.

U. Construction Engineering and Inspection:

The Department is responsible for providing Construction Engineering and Inspection (CEI) and Quality Assurance Engineering. The Department is considering utilizing a witness and hold process for some or all of the inspection aspects of the Project. Refer to Attachment N for the Witness and Hold Point Inspection specifications.

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 testing services in accordance with the latest Specifications. On all Federal Aid Projects, the Department or its representative shall perform verification sampling and testing on site as well as off site locations such as pre-stress plants, batch plants, structural steel and weld, fabrication plants, etc.

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W. Value Added:

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

- Roadway features
- Roadway drainage systems
- Approach slabs
- Superstructure
- Substructure
- Concrete defects
- Structural steel defects
- 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 construction activities with other construction Projects, including those listed below, that are impacted by or impact this Project to ensure

design, maintenance of traffic and construction phasing compatibility. This also includes coordinating construction access needs to the proposed median via the adjoining projects. Corridor-wide coordination meetings will be conducted every two (2) weeks during construction to provide lane closure, construction phasing, and other information to adjacent projects. This includes Projects under the jurisdiction of local governments, the Department, or other local, regional and state agencies. The list of known projects is provided in Reference Document 5. This list is not intended to be all inclusive, and it will be the Design-Build Firm's responsibility for determining the complete inventory of adjoining projects (present and planned) and the required coordination.

I-75 Express Lanes Project - Segment D

The Design-Build Firm shall be responsible for coordinating design and construction activities with the Segment D Project located directly to the south of the Segment E Project to ensure design, maintenance of traffic and construction phasing compatibility. All work associated with coordinating the design and construction, and related field work necessary to make suitable connections along I-75 shall be included in the bid price proposal.

I-595 Corridor Improvements Project

The Design-Build Firm shall be responsible for coordinating design and construction activities with the I-595 Corridor Improvements Project currently under construction. The Design-Build Firm will be required to reconstruct and/or modify components of the I-595 Project improvements which are currently underway. The Design-Build Firm will be required to perform additional survey along I-595, SR-84, and associated ramps prior to final design and construction operations to verify both permanent and temporary as-built conditions as they pertain to the I-75 Express Lanes Project. All costs associated with these activities shall be included in the bid price proposal.

The Design-Build Firm shall anticipate that adjustments to the I-595 Project design and construction will be necessary to make the proper connections to match as-built conditions. All work associated with adjusting the design and construction, and related field work necessary to make suitable connections along I-595, SR-84 and ramps resulting from differences between the Final RFC plans (including revisions) and the completed I-595 Project construction, shall be included in the bid price proposal.

No work within the construction limits of the I-595 Corridor Improvements Project or on I-75 north of Eastbound SR-84 shall occur prior to June 24, 2014 unless written approval is received from the Department.

I-595 Barrier Wall Construction for Sign Structures

To accommodate the proposed sign structures associated with the reversible connection between the I-75 Express Lanes and the I-595 Express Lanes, the Department has installed temporary concrete barrier wall in lieu of permanent concrete barrier wall for the I-595 Express Lanes Project (FPID No. 420809-3-52-01). The approximate locations (subject to change) of the temporary barrier wall are as follows:

Station Limits	Roadway	Length (feet)
2175+56 to 2176+43	I-595 Express Lanes (north and south side)	175
2167+87 to 2168+12	I-595 Express Lanes (south side only)	25
2159+87 to 2160+12	I-595 Express Lanes (south side only)	25
5148+96 to 5149+83	Eastbound I-595 (north side only)	87

5140+96 to 5141+83	Eastbound I-595 (north side only)	87

This stationing information corresponds with the I-595 Express Lanes Project Zone 1 RFC plans included in Reference Document 5. These locations should not be considered all inclusive and the Design-Build Firm has the option to select these locations in their final design.

The Design-Build Firm shall design and construct permanent concrete barrier wall at all locations tabulated above and at any additional or alternate locations selected for the proposed sign structures in conformance with the Signing Master Plan. The traffic barriers and roadway features affected by the design and installation of the new sign structures shall be modified as needed. The permanent concrete barrier wall shall meet all requirements of the approved I-595 typical sections. The Design-Build Firm shall be responsible for all barrier wall modifications necessary to implement the proposed project improvements. All barrier wall design and construction and related work shall be included in the Design-Build Firm's bid price proposal.

Y. Use of Department Owned Right of Way:

Use of Department owned Right of Way by the Design-Build Firm for the purpose of equipment or material storage, lay-down facilities, pre-cast material fabrication sites, batch plants for the production of asphalt, concrete or other construction related materials, etc. shall require advance approval by the Department. Use of Department owned Right of Way by the Design-Build Firm for these purposes is expressly limited to the Project(s) referenced in this RFP.

Z. Design Issue Escalation:

The Department has established the issue escalation process for design questions and conflict resolution that the Design-Build Firm shall follow unless revised by the Partnering agreement. All issues are to be directed to the Department Project Manager. If the issue cannot be resolved at this level the Department Project Manager shall forward the issue to the next level in the process. The escalation process begins with the District Design Engineer, followed by the Director of Transportation Operations, and finally to the District Secretary. Each level shall have a maximum of three (3) calendar days (excluding weekends and Department observed holidays), to answer, resolve or address the issue. The three (3) calendar day (excluding weekends and Department observed holidays) period is a response time and does not infer resolution. Questions may be expressed verbally and followed up in writing. The Department Project Manager will respond in a timely manner but not to exceed three (3) calendar days (excluding weekends and Department observed holidays). The Design-Build Firm shall provide any available supporting documentation.

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

The District Secretary will have the final authority on design decisions.

AA. Construction Clarification, Conflict Resolution, and Issue Escalation:

In the event that construction problems occur, the resolution of those problems will be processed in one of the following two ways unless revised by a Partnering Agreement:

- If the resolution does not change the original intent of the technical proposal/RFP, then the Design-Build Firm Engineer of Record (EOR) will be

responsible for developing the design solution to the construction problem and the District Resident Engineer will be responsible for review and response within ten (10) calendar days (excluding weekends and Department observed holidays). The District Resident Engineer will either concur with the proposed solution or, if the District Resident Engineer has concerns, the issue will be escalated as described in the process below**.**

- If the resolution does alter the original intent of the technical proposal/RFP then the EOR will develop the proposed solution, copy in the District Resident Engineer, and send it to the District Construction Office for review and response through the Department Project Manager. The District Construction Office will respond to the proposed solution within ten (10) calendar days (excluding weekends and Department observed holidays). The District Construction Office will either concur with the proposed solution or, if the District Resident Engineer has concerns, the issue will be escalated as described in the process below. Changes to the original intent of the technical proposal/RFP will require a contract change order and FHWA approval.

- The Department has established the issue escalation process for construction questions and conflict resolution that the Design-Build Firm shall follow unless revised by the Partnering Agreement. All issues are to be directed to the Department Project Manager. If the issue cannot be resolved at this level the Department Project Manager shall forward the issue to the next level in the process. The escalation process begins with the District Construction Engineer, followed by the Director of Transportation Operations, and finally to the District Secretary. Each level shall have a maximum of three (3) calendar days (excluding weekends and Department observed holidays) to answer, resolve or address the issue. The three (3) calendar day (excluding weekends and Department observed holidays) period is a response time and does not infer resolution. Questions may be expressed verbally and followed up in writing. The Department Project Manager will respond in a timely manner but not to exceed three (3) calendar days (excluding weekends and Department observed holidays). The Design-Build Firm shall provide any available supporting documentation.

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.

BB. Routine Maintenance Responsibilities

The Design-Build Firm shall be responsible for performing all maintenance activities within the Project limits, as delineated in the Maintenance Limits diagrams included in Attachment S, starting 90 days after the NTP or once mobilization begins, whichever occurs first and shall continue until partial acceptance as defined under the Friction Course Restrictions in Section VI.J.

The Department will allow a partial acceptance after all contract work is complete, as determined by the Department, with the exception of the friction course and final pavement markings. The Department will assume all maintenance responsibilities within the Project limits once partial acceptance is achieved.

Once the Design-Build Firm begins construction activities for the placement of the friction course or 30 days after written notice, whichever occurs first, the Design-Build Firm shall be responsible for maintenance of the median and corresponding ramp connections within the project limits until all work is complete and final acceptance is issued by the Department.

The Design-Build Firm shall be responsible for carrying out the maintenance of all physical elements in accordance with the scope and frequency indicated in the Design-Build Firm Maintenance Responsibilities and the Maintenance Plan for Lowering Devices of High Mast Light Poles included as Attachments T and U, respectively. For the Design-Build Firm's maintenance responsibilities associated with ITS devices and infrastructure, refer to Attachment O.

The Design-Build Firm shall fully cooperate with the Department's staff, and/or maintenance contractor to allow access to areas where the Department is responsible for maintenance activities. In the event that the Design-Build Firm cannot provide access to an area for routine maintenance, the Design-Build Firm shall be responsible for completing the maintenance activity.

CC. Incident Management

Incident management along the I-75 corridor will be the responsibility of the Department's existing Incident Management and Road Ranger Contractor(s). The Design-Build Firm will be responsible for cooperating and coordinating with the Department's existing contractor(s) in their performance of the Department's responsibilities as identified in the "Open Roads Policy" agreement with the Florida Highway Patrol.

The Design-Build Firm will be required to notify and assist the Department with traffic incidents during the construction and management of the Project, including but not limited to, contamination or hazardous materials release associated with traffic incidents, unauthorized dumping or similar incidents. As directed by the Department, the Design-Build Firm will be responsible for any required long-term maintenance of traffic that has an anticipated duration of 30 minutes or more.

In the event that any suspect contaminated and/or hazardous materials are encountered during construction, or if any spill of contaminated and/or hazardous material occurs, the Design-Build Firm shall stop work immediately and notify the Department's Project Manager who will coordinate with the Department Contamination Impact Coordinator.

DD. Emergency Management Responsibilities

Any advance preparation, repairs, replacement, etc., required as a result of natural disaster, catastrophic or emergency response event will be considered part of the contract responsibilities. Reverse lane implementation for contraflow traffic operations will not be considered part of this contract. However, the Design-Build Firm shall fully cooperate and coordinate with any entities preparing for reverse lane implementation under the Department's direction. Additional compensation for emergency management activities during a Governor's declared state of emergency will be at the sole discretion of the Department's District Construction Engineer and will be subject to participation by FHWA under the Emergency Relief program or Federal Emergency Management Agency under its disaster reimbursement procedures. Reimbursement for eligible emergency response work will be handled with a separate emergency contract. Otherwise, the Design-Build Firm will not receive any additional compensation. The Department authorizes the Design-Build Firm to pursue damage claims of costs incurred in response to non-natural disasters against the individual or entity which caused damages, or their insurers.

Emergency management responsibilities will commence 90 days after the NTP or once mobilization begins, whichever occurs first and shall continue until partial acceptance.

VI. Design and Construction Criteria.

A. General:

The Design-Build Firm shall be responsible for: detailed plan checking as outlined in the Plans Preparation Manual (PPM); as described in the RFP; and the Design and Construction criteria package. This includes a checklist of the items listed in the PPM for each completed phase submittal. Bridge submittals may be broken into foundation, substructure and superstructure. Roadway submittals may be broken down into grading, drainage, walls, ITS, signing & pavement marking, lighting, landscaping and final geometry components. The component design must be in conformity with the Design and Construction Criteria requirements, approved preliminary layout and concept as provided in the Technical Proposal.

The Design-Build Firm shall schedule and participate in two (2) design workshops prior to the 90% submittal. The Initial Workshop will occur shortly after the NTP for the resolution of technical issues and/or comments relating to the technical proposal. The Design Progress Workshop will be held at the approximate 60% design completion stage when the roadway and drainage design will be substantially complete. In addition to the roadway and drainage design progress, the agenda will include review of the Signing and Lighting Master Plans and 60% ITS Plans, coordination with adjacent project segments, and the approach for upcoming 90% component submittals.

Prior to submittal to the Department, all Category Level II bridge plans shall have a peer review analysis by an independent engineering firm not involved with the production of the design or plans, prequalified in accordance with Chapter 14-75. The peer review shall consist of an independent design check, a check of the plans, and a verification that the design is in accordance with AASHTO and FDOT criteria. The independent peer review engineer's comments and comment responses shall be included in the 90% plans submittal. At the final plans submittal, the independent peer review engineer shall sign and seal a cover letter certifying the final design and stating that all comments have been addressed and resolved.

Before construction activities can begin for a specific component, signed and sealed design plans and calculations supporting the design for that component must be reviewed by the Department. Component submittals shall be complete submittals along with all the supporting information necessary for review. The work must represent logical work activities and must show impacts on subsequent work on this Project. Any modification to the component construction due to subsequent design changes as the result of design development is solely the Design-Build Firm's risk. Upon review by the Department, the plans will be stamped "Released for Construction" and initialed and dated by the reviewer. Any construction initiated by the Design-Build Firm prior to receiving signed and sealed plans stamped "Released for Construction" shall be at the sole risk of the Design-Build Firm.

Prior to submittal to the Department, all Category II bridge plans shall have a peer review analysis in accordance with PPM Volume 1 Chapter 26.

The Design-Build Firm shall not enter upon the following areas without prior consent of the Department; any public park, archaeological sites identified in the Cultural Resource Assessment Survey (CRAS) documents prepared for the Project, or any other Section 4(f) Resource. The Design-Build Firm shall also remove and properly dispose all plastic cable tie wraps and aluminum tags used to designate native trees

within the Project prior to final acceptance of the Project. Although the majority of all the work included in this contract lies within the existing median, modification to the existing striping on the I-75 mainline may be needed for Maintenance of Traffic. Any paved areas where temporary striping is utilized which will not match the final striping configuration shall be milled and resurfaced across the entire width of the mainline friction course to cover all temporary striping or striping removal scars in the pavement.

All design and construction documents shall be prepared using the English system.

B. Geotechnical Services

Vibration and Settlement

The Design-Build Firm shall be responsible for submitting a vibration and settlement monitoring plan for review and approval. The Design-Build Firm shall ensure construction operations do not produce vibration levels exceeding 0.2 inches per second at the right of way line, and existing bridge foundation movements do not exceed 0.125 inches.

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 Osterberg Cell Load Test or Statnamic Load Test. For Osterberg Cell 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, successful load tests must be performed in representative locations of that area:

- Ramp R-3 Bridge: Flyover connecting the I-75 Express Lanes to the I-595 Express Lanes, (Minimum 2 tests)
- Remaining bridges including widening, (Minimum 1 test per interchange)

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. Selection of production pile lengths.
7. Development of the driving criteria.
8. Driving piles to the required capacity and minimum penetration depth.
9. Inspecting and Recording the pile driving information.
10. Submitting Foundation Certification Packages.
11. 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 Osterberg Cell Load Test or Statnamic Load Test. For Osterberg Cell 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, successful load tests must be performed in representative locations of that area:

- Ramp R-3 Bridge: Flyover connecting the I-75 Express Lanes to the I-595 Express Lanes, (Minimum 2 tests)
- Remaining bridges including widening, (Minimum 1 test per interchange)

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.
3. Extend pilot holes throughout the full length of the shaft and to a depth of three (3) times the diameter of the drilled shaft below the proposed tip elevation. For redundant shafts, perform one pilot hole at each bent/pier. The pilot holes at each bent/pier should be staggered along the bridge alignment. Perform pilot holes/borings for non-redundant drilled shafts in accordance with the Department's Soil and Foundations Handbook.
4. Determining the locations of the load test shafts and the types of tests that will be performed.
5. 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.
6. Constructing the method shaft (test hole) and load test shafts successfully and conducting 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) tests on all nonredundant drilled shafts supporting bridges. For redundant drilled shaft bridge foundations and drilled shafts for miscellaneous structures, perform CSL 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 the effects of construction activities on nearby foundations and reporting the findings and conclusions to the Department.
2. Evaluating geotechnical conditions and designing the spread footing.
3. 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.
4. Inspecting and documenting the spread footing construction.
5. Submitting Foundation Certification Packages in accordance with the specifications.
6. 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. Inspecting and documenting the auger cast pile installation.
4. Submitting Foundation Certification Packages in accordance with the specifications.
5. 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.

Organic and Unsuitable Soils

For the design and construction of the proposed roadway corridor (including shallow foundations for structures and MSE walls), the Design-Build Firm shall be required to remove all organic soils (A-8/Muck) and other unsuitable soils (e.g. A-4, plastic soils) as per Standard Index No. 500 within a minimum of 6 feet below existing grade. The Design-Build Firm shall perform a subsurface investigation and analysis, and clearly delineate in the roadway plans and cross sections the horizontal and vertical extent of the organic and unsuitable soils removal based on supporting laboratory test results and final project proposed design plans, which should be reviewed and approved by the Department prior to construction. If organic and unsuitable soils extend more than 6 feet below grade or are encountered below 6 feet from existing grade, the Design-Build Firm shall delineate it, remove the upper 6 feet and perform remedial measures or removal of the remainder of the unsuitable material, which have to be reviewed and accepted by the Department. The Department has the sole authority to reject any remedial measures recommended by the Design-Build Firm for handling organic and unsuitable soils encountered below 6 feet below existing grade, and can direct the Design-Build Firm to extend the removal of the organic and unsuitable soils below 6 feet from existing grade.

C. 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 utility meetings, keeping and distribution of minutes of all utility meetings, and ensuring expedient follow-up on all unresolved issues.
5. Distributing all plans, conflict matrixes and changes to affected utility owners and making sure this information is properly coordinated.
6. Identifying and coordinating the execution and performance under any agreement that is required for any utility work needed in with the Design-Build Project. Reviewing, approving, signing and coordinating the implementation of all Utility Work Schedules.
7. Resolving utility conflicts.
8. Obtaining and maintaining all appropriate Sunshine State One Call Tickets.
9. Performing Constructability Reviews of plans prior to construction activities with regard to the installation, removal, temporary removal, de-energizing, deactivation, relocation, or adjustment of utilities.
10. Providing periodic Project updates to the Department Project Manager and District Utility Office as requested.
11. Coordination with the Department on any issues that arise concerning reimbursement of utility work costs.

The following UAO's have been identified by the Department as having facilities within the Project corridor which may be impacted by the Project. Also provided below is a determination made by the Department as to the eligibility of reimbursement for each potentially impacted UAO identified herein.

UAO	Eligible for Reimbursement (Y/N)
AT&T Distribution Broward	Y
Central Broward Water Control District	Y
City of Sunrise Utilities	Y
Comcast Cable	Y
Florida Power and Light Broward (Distribution)	Y
Florida Power and Light (Transmission)	Y
FPL FiberNet LLC	Y
XO Communications	Y

Where the Department has identified the UAO is eligible for reimbursement and their facilities are in direct conflict and must be relocated due to the project's work effort, the replacements for any impacted utilities shall be designed and constructed to provide service at least equal to that offered by the existing facilities (unless the UAO specifies a lesser replacement), but shall not include any betterments, unless added to the Utility Adjustment Work through a Utility Agreement between the UAO and the Design-Build Firm. UAO's may request the Department to allow the Design-Build Firm to perform additional Utility Adjustment Work relating to betterments at the UAO's expense.

The Design-Build Firm will be responsible for completing all utility coordination and relocation with identified and any unidentified UAO's. The Design-Build Firm will be responsible for payment of utility adjustment, relocation, installation and/or removal of facilities when the project work necessitates any utility relocation work.

The Department has conducted field surveys and early coordination with UAO's for the entire corridor. The results of these efforts are meeting minutes, as-built plans, utility owner mark-ups, above ground and subsurface utility surveys, potential utility conflicts matrix based on the concept plans, and a utility contact listing. These materials in addition to available permits along the project corridor are provided in Reference Document 7 and will need to be verified by the Design-Build Firm.

It is the Design-Build Firm's responsibility to meet the "Buy America" Material Certification Requirements in accordance with the Buy America provisions of 23 CFR 635.410, as amended for all utility work it performs. For utility work performed by the UAO, the Design-Build Firm shall not incorporate into the project any iron or steel used for the utility work until the UAO provides a certification from the producer of the steel or iron, or any product containing steel or iron as a component, stating that all steel or iron furnished or incorporated into the furnished product was manufactured in the United States. Such certification shall comply with the Division 1 Specification of this RFP.

D. 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, Drainage Plans, Traffic Control Plans, Environmental Permits and other necessary documents.

Design Analysis:

The Design-Build Firm shall develop and submit a signed and sealed Typical Section Package, Pavement Design Package and Drainage Analysis Report for review and concurrence by the Department and FHWA on Federal Aid Oversights Projects.

It is not anticipated that design exceptions or additional design variations will be required for this project.

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 exceptions must be approved.

These packages shall include the following:

1. **Typical Section Package:**

- Transmittal Letter
- Location Map
- Roadway Typical Section(s)
    1. Minimum lane, shoulder, median, border, Right of Way widths
    2. Slopes requirements
- Data Sheet
- Design Speed

2. **Pavement Design Package:**

- Pavement Design
    1. Minimum design period
    2. Minimum ESAL's
    3. Minimum design reliability factors
    4. Roadbed resilient modulus
    5. Friction course
    6. Minimum structural asphalt thickness
    7. Minimum base group
    8. Subbase
    9. Identify the need for modified binder
    9. Pavement coring and evaluation
    10. Minimum milling depth
    11. Resurfacing thickness
    12. Asphalt thickness (at Toll Gantries)

3. **Drainage Analysis and Reporting:**

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, 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 drainage analysis and reporting. Full coordination with all permitting agencies, the District PL&EM Office and Drainage Design Section will be required from the outset. Complete documentation of all meetings and decisions are to be submitted to the District Drainage Design Section. These activities and submittals shall be coordinated through the Department's Project Manager.

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

A Conceptual Drainage Report is included in Attachment G. This report addresses the Preferred Alternative from the PD&E Study including the ultimate roadway, structures, and drainage improvements along the I-75 corridor from NW 170th Street to the I-595 Interchange. The report has been prepared as part of the Conceptual Environmental Resource Permit (ERP) package submitted to the United States Army Corps of Engineers (USACE) and the South Florida Water Management District (SFWMD) for

master plan review and approval.

The Design-Build Firm's drainage analysis and reporting shall include, but is not limited to the following.

1. Design of stormwater management facilities consisting of dry retention/detention swales, and/or dry/wet detention ponds that provide stormwater treatment/attenuation as required to comply with the Department's Drainage Manual and to obtain permit approvals from the regulatory agencies, including but not limited to the SFWMD, CBWCD, and SBDD.

2. Given the available Right of Way for retention/detention facilities, use of exfiltration trench is not allowed.

3. Design of control structures/outfalls that restrict required construction work to within existing Right of Way, and/or SFWMD, CBWCD, and SBDD canal Right of Ways, and comply with Department and regulatory agency standards. Manatee grates and/or other provisions will be required for all existing or proposed outfalls to receiving SFWMD, CBWCD, and SBDD canals.

4. Design of drainage structures and piping necessary to interconnect stormwater management facilities. Micro-tunnel and/or jack-and-bore installations will be required for major equalizer crossings beneath existing General Purpose Lanes.

5. Design of stormwater management system(s) shall conform to the ultimate stormwater management system identified in the Conceptual Drainage Report, to the maximum extent practical. The Department acknowledges that several of the ponds identified in the Conceptual Drainage Report, as well as portions of swales adjacent to interchange ramps, are based on the ultimate interchange modifications and cannot be implemented in kind for this Express Lanes Project. Within such areas, the Design-Build Firm shall modify proposed pond and swale locations accordingly, based on the existing interchange configurations to remain. The Design-Build Firm will only be required to provide the minimum volume(s) required to satisfy the Department's Drainage Manual and regulatory agency criteria for the proposed interim improvements. However, the Design-Build Firm shall not propose any improvements that will be in direct conflict with future improvements defined as part of the PD&E Preferred Alternative and depicted in the Permit Plans.

6. To accommodate maintenance and operations of the existing closed drainage system adjacent to the proposed sound barrier wall along Eastbound SR-84, the Design-Build Firm shall replace the existing drainage control structure and adjacent sump (inside the enclosed fenced area) with a new dual chambered drainage control structure, and provide a sound barrier wall with a minimum 30 feet wide opening in the wall for FPL and CBWCD access. The new drainage control structure, sound barrier wall opening, and details shall be shown in the plans, and coordinated and permitted with CBWCD.

7. The Design-Build Firm shall incorporate features into the drainage design that minimize long-term maintenance. In particular, at locations within swales where sump conditions are unavoidable at pipe outlets, the Design-Build Firm shall provide concrete ditch pavement and/or bubble-up structures.

8. Perform design and generate construction plans documenting 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.

Existing cross drains shall be extended outside of the clear zone or sufficiently from the edge of pavement such that a protective permanent barrier (guardrail or barrier wall) can be installed per Department criteria. Cross drains shall be extended through the existing medians to accommodate the I-75 Express Lanes. Along the outsides, cross drains may need to be extended beyond the clear zone, past the proposed ground mounted sound barrier walls. Saddle risers or other similar mechanisms to allow for air exchange will be required within cross drain extensions in excess length of 75 feet.

All legal outfalls of adjacent drainage systems or properties (via Drainage Connection Permits or historical overland flow) shall be maintained in the final design and throughout construction. The Design-Build Firm shall identify any offsite areas with historical overland flow to the existing corridor and provide final design measures necessary to maintain such drainage and/or to provide diversion to an adjacent receiving waterbody.

The Design-Build Firm will consider optional culvert materials in accordance with the Department's Drainage Manual Criteria. The Design-Build Firm shall design a closed drainage system(s), where necessary to accommodate the proposed I-75 Express Lanes improvements within the existing median, thereby providing collection and conveyance of stormwater runoff to the stormwater management facilities. Adjacent to proposed barrier walls where longitudinal slope will be less than the Department's minimum criteria, the Design-Build Firm may incorporate shoulder rocking described in Section VI.D.3.E of this RFP to enhance pavement hydraulics before utilizing trench drain.

The Design-Build Firm shall desilt the entire drainage system within the limits of construction at the completion of all soil disturbing activities and drainage work.

Prior to final acceptance, the Design-Build Firm shall prepare and submit an "Environmental Resource/Surface Water Management Permit, Surface Water Management System Construction Completion Certification" form [SFWMD Form 0881A (09/2003)] to the SFWMD with the appropriate as-built plans. The Design-Build Firm will also be required to provide copies of the forms and as-built construction plans, signed and sealed by a professional engineer, to the Department. At the same time the certification forms and as-built construction plans are submitted to SFWMD and the Department, the Design-Build Firm shall also prepare for the Department a "Request for Conversion of District Environmental Resource/Surface Water Management Permit from Construction Phase to Operation Phase and Transfer of Permit to the Operating Entity" form [SFWMD Form 09209 (09/2004)].

The Design-Build Firm shall adhere to the permitting agencies' general and specific conditions regarding turbidity control during construction to ensure that the waters remain in compliance with water quality parameters. Any permit special condition (such as water quality monitoring) which was required as a condition of future performance, prior to issuance of the permit, shall be satisfied, in full, to the satisfaction of the regulatory agencies prior to the end of the contract. Prior to the end of the contract, the Design-Build Firm shall provide written documentation from the SFWMD that the performance measures have been achieved and the water management district has concurred the stormwater treatment pond is functioning as designed and state water quality standards are being achieved.

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 a record set of all drainage computations, both hydrologic and hydraulic. The engineer shall include all necessary support data.

E. Geometric:

General

The Concept Design has been developed to be consistent with the PD&E Study Preferred Alternative improvements. The Design-Build Firm shall be solely responsible for the development of a design that meets all applicable standards and criteria.

The Express Lanes median concrete barrier wall shall include an Opaque Visual Barrier throughout the entire Segment E Project limits.

The Design-Build Firm shall adhere to the locations, number of lanes, and configurations for all roadways, auxiliary lanes, acceleration and decelerations lanes, and ramps. No reduction in the number of ingress and egress points shall be permitted.

Design Speed

The design speed for the I-75 Express Lanes, Acceleration and Deceleration Lanes, and the Exchange Ramps shall be 70 mph. The design speed for the Ramp R-3 Bridge shall be 55 mph.

Typical Section Package and Design Variations

Except as identified in the Shoulder Width Design Variation documentation included as Attachment K, the inside shoulder width of the General Purpose Lanes shall be a minimum twelve (12) feet. The Express Lanes shall comply with the 2-lane, barrier-separated HOV Lane criteria for shoulder widths in accordance with Table 2.3.1 of the PPM Volume I. Outside of the Express Lanes ingress and egress areas, the Express Lanes outside shoulder width shall be 12 feet (10 feet paved). Additionally, the shoulder widths shall not be reduced at locations of gantry systems, ITS facilities, overhead sign structures, light poles, TMS cabinets, approaches to bridges, or for any other reason.

- Reverse crowns will not be permitted except where required for superelevation and associated transitions. Standard roadway cross slope shall be 2.0%.

- In the areas where the ingress/egress ramps connect with the Express Lanes and there are more than two lanes in either direction, all pavement beyond the two lanes shall be sloped at 3% to facilitate proper drainage.

Horizontal and Vertical Alignments

Refinements to the horizontal and vertical alignments depicted in the Concept Plans will be permitted, but shall comply with the following restrictions and conditions:

- All horizontal and vertical alignment grade information at the termini of Segment E are fixed by the Concept Design to allow for continuity across project segments and shall not be modified by the Design-Build Firm for a minimum distance of 400 feet.

- There are locations on the Project where barrier separations will be necessary between the Express Lanes and the General Purpose Lanes. These include, but are not limited to, Express Lanes exchange areas with the General Purpose Lanes, at overpasses, and between the southbound General Purpose Lanes and reversible Ramp R-3. For other locations where the 4-lane express section is approximately centered in the median, the Design-Build Firm shall design the profiles of the Express Lanes to eliminate the need for traffic barrier, either wall or guardrail, between the Express Lanes and the General Purpose Lanes in accordance with Volume 1, Chapter 4 of the PPM.

- The I-75 Express Lanes alignment relative to the General Purpose Lanes alignment shall remain constant to the maximum extent possible, and shall not be subjected to isolated alignment adjustments due to locations of gantry systems, ITS facilities, overhead sign structures, light poles, TMS cabinets, approaches to bridges, or for any other reason.

- The centerline of the I-75 Express Lanes shall generally follow the centerline of the existing median and only minor deviations (2' maximum) will be permitted.

- Southbound I-75 Express Lanes Ingress Ramp:
    - The southbound ingress to the I-75 Express Lanes (Ramp MLB7) is established by the Concept Plans. The location provides southbound motorists sufficient opportunity to maneuver into the left hand entrance from the southbound I-75 mainline. The location is also established to satisfy AASHTO (A Policy on Geometric Design of Highways and Streets – 2011 edition) Recommended Minimum Ramp Terminal Spacing, Figure 10-68. The spacing requirement is satisfied for the existing interchange condition and the future interchange condition provided by the PD&E Study Preferred Alternative at the Royal Palm Boulevard Interchange. The painted nose of the exit is located north of the Royal Palm Boulevard overpass to facilitate guide signing.
    - The parallel auxiliary lane prior to the exit from I-75 mainline is set at 800 feet in length from the painted nose to the beginning of a lane taper 300 feet in length. The parallel auxiliary lane following the entrance into the I-75 Express Lanes is set at 1200 feet in length from the painted nose to the beginning of a lane drop taper 300 feet in length. These parallel lengths have been established with consideration for differential speeds and shall not be reduced.
    - The design speed of the access ramp is set at 70 mph.

- I-75 Express Lanes transition section from 4-lane divided to 2-lane reversible Ramp R-3. The transition section is provided in the Concept Plans between Royal Palm Boulevard and Indian Trace:
    - The geometry of the NB and SB transition alignments are established to provide median barrier separation to accommodate the required warning and barrier gates and their associated housings and foundations.
    - The painted nose at Ramp R-3 shall be north of Indian Trace.

- The exit to Ramp R-2 from I-595 Express Lanes must be maintained as a right hand exit, and shall be independent of the entrance from Ramp R-4.

- The entrance from Ramp R-4 to the I-595 Express Lanes must be maintained as a right hand entrance, and shall be independent of the exit to Ramp R-2.

- Northbound Egress to Northbound I-75 Mainline (Ramp MLB8):

- Two exit lanes shall be provided. In the AM, when the Ramp R-3 Reversible Direct Connection to I-595 Reversible Express Lanes serves northbound movements only, the egress will function as a 2-lane exit ramp for motorists electing to exit the Express Lanes facility. In the PM, when the Ramp R-3 Reversible Direct Connection serves southbound movements only, the 2-lane egress is to accommodate the movement of all vehicles from the Express Lanes and to northbound I-75 Mainline.
- The location of the northbound express merge onto northbound mainline shall maximize the motorist's decision time and weaving lengths to I-75, Sawgrass Expressway, and I-595.

- Shoulder Cross Slope Criteria - should the Design-Build Firm elect to incorporate shoulder transition to facilitate drainage along concrete barrier wall, then the following criteria shall apply:
  - Minimum longitudinal gradient = 0.30%
  - Minimum shoulder cross slope = adjacent roadway pavement cross slope
  - Maximum shoulder cross slope = adjacent roadway pavement cross slope plus 4.00%
  - Maximum rate of change of shoulder cross slope = 0.08% per linear foot
  - Minimum inlet spacing = 200 feet
  - The above listed design criteria for Shoulder Transition shall not be modified by the Design-Build Firm unless approved in an Alternate Technical Concept (ATC) as described in Section V.B.

Provisions shall be made to preserve a 50-foot horizontal envelope for future improvements paralleling proposed Ramp R-3 along the inside (east) of the proposed Ramp R-3 alignment. The west edge of the envelope is set at a 14.54 foot offset east of the Concept Design Ramp R-3 baseline. Refer to the Concept Plans for further definition of the envelope.

F. Design Documentation, Computations and Quantities:

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

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 record set of plans and tracings.

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

1. Design standards 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, emails, and site visits
5. Final quantities list

G. 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 shall be submitted to the Department for review with the 90% superstructure submittal. The as-bid load rating (based on the 90% design plans) shall be provided to the Department before any traffic is placed on the bridge. The as-bid load rating shall be signed and sealed by a Professional Engineer licensed in the State of Florida. A final, signed and sealed copy of the Bridge Load Rating, updated for the as-built conditions shall be submitted to the Department's Project Representative and the District Structures Maintenance Engineer with the as-built bridge plans.

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

e. The Engineer of Record for bridges shall analyze the effects of the construction related loads on the permanent structure. These effects include but are not limited to: construction equipment loads, change in segment length, change in construction sequence, etc. The Engineer of Record shall review all specialty engineer submittals (camber curves, falseworks 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 AASHTO LRFD Bridge Design Specifications, Department Standard Specifications, Structures Manual, Plans Preparation Manual, Department Standard Drawings, Supplemental Specifications, Special Provisions, and directions from the State Structures Design Engineer, Temporary Design Bulletins, Structures Design Office and / or District Structures Design Engineer.

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

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

   Permanent Retaining Walls: The Design-Build Firm is responsible for the design and construction of any required retaining walls. Retaining wall heights shall not exceed 40 feet. Partial height walls such as perch or toe walls will not be permitted. The appearance of the proposed retaining walls associated with Ramp R-3 shall match the appearance (color, texture) of the adjacent retaining walls as detailed in the I-595 Express Lanes Project Zone 1 RFC plans included in Reference Document 5. All permanent retaining walls shall have a concrete facing.

d. The Design-Build Firm shall design the proposed Ramp R-3 Bridge in such a manner as to preserve a 50-foot horizontal envelope along the inside (east) of the Ramp R-3 alignment for potential future improvements. Refer to Horizontal and Vertical Alignments requirements under Section VI.E and the Concept Plans for further information regarding the definition of the envelope.

e. The following environmental classifications shall be used for the Ramp R-3 Bridge:
   - Superstructure: Slightly Aggressive
   - Substructure (Concrete): Slightly Aggressive
   - Substructure (Steel): Moderately Aggressive

f. Ramp R-3 Bridge is defined as a third level structure. All third level structures shall be a closed box section.

g. Ramp R-3 Bridge shall be of a single superstructure type and material from begin bridge to end bridge limits. The number of girder lines shall remain constant from begin bridge to end bridge limits.

h. Abrupt changes in the bridge superstructure depths at a pier will not be allowed. Haunches and/or depth transitions shall be provided.

i. For steel superstructures, the fascia girders shall have no stiffeners on the fascia side of the girder. Outside stiffeners for integral piers shall be minimized.

j. Substructures shall consist of single column support either integral or hammerhead. Other pier types, including cantilever and straddle shall match the appearance of the single columns.

k. For integral straddle piers, the minimum vertical clearance shall be governed by the superstructure and not the straddle.

l. Straddle piers shall not encroach into the future 50-foot envelope described under Section VI.E of this RFP and shown in the Concept Plans included in Reference Document 1.

m. Spread footings at end bent locations will not be permitted.

n. All exterior concrete surfaces (end bent wing walls, barrier walls, piers, caps), including segmental bridges, shall receive a Class 5 Applied Finish Coating.

o. All structural steel on the Project shall meet the requirements of the 2013 FDOT Structures Design Manual, Volume 1 (SDG) and Volume 2 (SDM).

p. Paint all steel with an Inorganic Zinc Coating System in accordance with Section 975-2.3.2 of the Specifications. The interior of the box girders shall be painted in accordance with Section 975-2.3.3 of the Specifications. The finish coat pigment shall be compatible to Federal Standard 595B, Color No. 37925 (white).

q. If Curved Precast Spliced U-Girders are proposed, the bridge shall meet the requirements of the Department's "Transportation Innovation" website (http://www.dot.state.fl.us/structures/innovation/UBEAM.shtm).

r. Visibility of all bridge drainage conveyance systems shall be minimized as much as possible. The conveyance systems (piping) shall not be embedded in the piers, but run on the exterior and aesthetically integrated with the pier. The conveyance systems must be painted in accordance with Section 22.3.1.E of the FDOT SDM.

s. Scuppers will not be allowed.

t. All permanent retaining walls shall have a concrete facing.

3. **Sound Barrier Walls**

Sound barrier walls shall be designed and constructed at the following I-75 baseline construction locations and as indicated in Reference Document 1:

Location Number	Option	From Station	To Station	Approximate Length (feet)	Side	Type of Sound Barrier
1	A	1037+55 (Without Taper)	1068+95 (Without Taper)	3,090	Right	14-foot Tall Shoulder Mounted
	B	1039+00	1069+00	2,920	Right	22-foot Tall Ground Mounted
2		1076+10	1123+10	4,660	Left	22-foot Tall Ground Mounted
3		1135+90	1183+55	4,300	Right	22-foot Tall Ground Mounted

The horizontal limits and heights of these sound barrier walls shall not be changed except as approved by the Department. For Location No. 1, the Design-Build Firm has the option to design and construct a 14-foot tall shoulder mounted or a 22-foot tall ground mounted sound barrier, whichever represents the most cost effective design.

For Location No. 3, the ground mounted sound barrier wall proposed along the south side of Eastbound SR-84, the Design-Build Firm shall coordinate the wall alignment and column locations with a new drainage control structure serving CBWCD. The proposed structure will replace an existing fence enclosed drainage facility located east of an FPL Easement, adjacent to the Poinciana Parc residential community. The Design-Build Firm shall also coordinate the wall alignment and column locations with FPL's existing pole line intended to remain east and west of the FPL Easement. An opening in the wall (minimum 30 feet wide) shall be provided to generally align with the existing access gate location serving the FPL Easement. The opening and details for the opening shall be shown in the plans.

The Design-Build Firm shall be responsible for the preparation of Sound Barrier Wall Plans. An engineering review will be performed prior to initiating the design of the sound barrier walls to identify engineering conflicts or constraints affecting the sound barrier design. The engineering review will require coordination with the Department. The Design-Build Firm will be responsible for documenting any resolutions to engineering issues/conflicts that preclude the construction of or that require modification to the recommended sound barriers. Resolution of any engineering issues will be subject to approval by the Department prior to construction. Any modifications stipulated by the Department must be incorporated into the design plans and any additional costs incurred to meet the Department's requirements will be the sole responsibility of the Design-Build Firm. At a minimum, the engineering review will consider the following:

- Project Right of Way needs including access rights (air, light, view, ingress/egress, outdoor advertising conflicts)
- Access issues
- Adequate easement/Right of Way for all maintenance activities
- Structural and vegetative restrictions within easement/Right of Way
- Utility conflicts
- Drainage issues
- Other criteria as applicable (such as safety, etc.)

The design of the sound barrier wall shall not impact offsite or onsite drainage. The sound barrier walls shall be designed to prevent ponding of water on either side of the barrier and must provide for the flow of water through the barrier when required. Drainage openings shall not degrade the acoustical efficiency of the barrier by more than 0.5 dBA at any location as determined by the Department. Openings and details for openings shall be shown in the plans.

The number and locations of fire access holes (fire access panels) for the sound barrier walls shall be coordinated with the appropriate Fire Department having jurisdiction of the area and the locations shall be indicated in the final design plans. Fire access panels shall not be coincident with drainage panels or graphic panels. Signs shall be mounted above all fire access holes. Access holes and details for access holes shall be shown in the plans.

The ground mounted wall offset from the existing right of way line shall be consistent with the Concept Design. The wall shall be offset a minimum distance which allows installation of the walls within the center of the stormwater management system berms as defined in the Conceptual Permit Plans, while maintaining a minimum 1:2 harmonization slope behind the berm, entirely within the existing right of way.

The Design-Build Firm shall maintain all existing fences at all times during construction. The fences shall not be removed until the sound barrier wall is in place. Temporary fencing shall be constructed when existing fences cannot be maintained during wall construction (i.e. when fences cross proposed sound barrier wall). Temporary fencing shall conform to Standard Index No. 452, Fence Type 'B'. Once the sound barrier wall construction is completed, the existing property fences shall be extended to the new wall to avoid having gaps.

Sod shall be placed on the property owner's side of the walls in all areas disturbed by construction. Sod type shall match existing sod type of each property. The Design-Build Firm shall coordinate with property owners as necessary.

The sound barrier wall design shall incorporate the following:

- Shoulder mounted sound barrier walls shall be constructed according to FDOT Standards. A Class 5 Applied Finish Coating shall be applied to all shoulder mounted sound barrier walls in accordance with Section 400 of the FDOT Standard Specifications. The Sandlewood Color (Federal Color Standard No. 595B, Table VIII, Shade No. 36622) shall be used.
- Construction of ground mounted precast sound barrier walls shall in accordance with the FDOT Design Standards and approved FDOT systems.
- Finish on the highway side of the ground mounted sound barrier walls shall be Recessed Panel with Type-H finish.
- Finishes on the property side of the ground mounted sound barrier walls shall be Smooth Surface with Type-A Finish.
- The Design-Build Firm shall coordinate the use of graphics on the sound barrier walls prior to the submission of Sound Barrier Plans for review. A grouping of four (4) panels shall contain graphics every 200 feet.
- A Class 5 Applied Finish Coating shall be applied to all posts and wall panel surfaces in accordance with Section 400 of the FDOT Standard Specifications. The Sandlewood Color (Federal Color Standard No. 595B, Table VIII, Shade No. 36622) shall be used.
- Ground mounted sound barrier walls shall use the recessed panel option.
- The proposed sound barrier walls shall match the appearance (color, texture, graphics) of the sound barrier walls as specified and constructed under the Miramar Parkway and I-75 Project (FPID No. 414561-1-52-01).
- Consideration should be given to aesthetically pleasing sound barrier wall profiles. Excessive undulation of the wall's top edge should be avoided when possible. The elevation changes in the top edge of the sound barrier wall shall be limited to changes of approximate 2-foot steps

per 100 feet of length. Minor changes in the ground elevation should not be reflected in the top of wall profile.

The Design-Build Firm shall submit to the Department final signed and sealed design documentation prepared during the development of the Sound Barrier Wall Plans. The Design-Build Firm shall ensure that the final geotechnical and hydraulic recommendations and reports required for design are submitted concurrently with the plans.

The Design-Build Firm shall establish the current status of the outdoor advertising signage along the corridor within the vicinity of the sound barrier walls and, if needed, perform the necessary steps to address Section 479.25 of the Florida Statutes.

H. Specifications:

Department Specifications may not be modified or revised. The Design-Build Firm shall also include all Technical Special Provisions, which will apply to the work in the proposal. 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.

Before construction activities can begin, 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. The Specifications Package 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/SpecificationsEstimates/PackagePreparation/TrainingConsultants.aspx

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

https://www2.dot.state.fl.us/SpecificationsPackage/Utilities/Membership/login.aspx?ReturnUrl=%2fspecificationspackage%2fDefault.aspx.

The signed and sealed Specifications Package shall also include individually signed and sealed Technical Special Provisions for any and all work not addressed by Department Specifications. Any Technical Special Provisions included in the signed and sealed Construction Specifications Package which had not been included in the proposal phase, may require a contract cost modification as a condition of approval.

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

Any subsequent modifications to the Construction Specifications Package shall be prepared, signed and sealed as a Supplemental Specifications Package, subject to the same process for submittal, review, and, release for construction, as described above, for the original Construction Specifications Package. Construction work affected by Supplemental Specifications Packages shall not begin until stamped "Released for Construction" Supplemental Specification Package is obtained.

I. Shop Drawings:

The Design-Build Firm shall be responsible for the preparation and approval of all Shop Drawings. Shop Drawings shall be in conformance with the Departments Plans Preparation Manual when submitted to the Department and shall bear the stamp and signature of the Design-Build Firm's Engineer of Record (EOR), and Specialty Engineer, as appropriate. 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 Departments review is not meant to be a complete and detailed review. Upon review of the shop drawing, the Department will stamp "Released for Construction" or "Released for Construction as noted" and initialed and dated by the reviewer.

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.

J. 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 Traffic Control Plan (TCP) phases, i.e., number of different diversions and detours for a given traffic movement.
3. 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.
4. Provide proper coordination with adjacent construction Projects and maintaining agencies. Adjacent construction Projects include:
   - I-75 Express Lanes Project - Segment D (FPID No. 421707-5-52-01) as noted in Section V.X of the RFP.
   - I-595 Corridor Improvements Project (FPID No. 420809-3-52-01) as noted in Section V.X of the RFP.
5. Expedite the construction of ground mounted sound barrier walls as detailed below.
6. Early completion of the southern +/- 1000' of the roadway template excluding paving operations to facilitate adjacent project construction and avoid conflicts with adjacent construction activities.

The Design-Build Firm shall provide a sequence of construction plans for the entire design and construction effort that is logical and continuous.

The Design-Build Firm shall prepare a plan outlining their approach comply with environmental permits and addressing potential environmental issues during construction. The plan should also include methods for identifying exclusion zones and measures for avoidance and minimization of impacts to listed species and wetlands noted in Section VI.M.4.

Ground Mounted Sound Barrier Walls
The Design-Build Firm shall complete the construction of the ground mounted sound barrier walls as described in Section VI.G.3 of this RFP as an early completion activity.

The ground mounted sound barrier walls along I-75 and EB SR 84 shall be completed no later than 600 calendar days from the NTP. If the ground mounted sound barrier walls are not complete within 600 calendar days after the NTP, the Design-Build Firm shall cease all construction activities except for the sound wall construction.

No other construction activities shall occur until the aforementioned ground mounted sound barrier walls and associated final wall coating and fence connections are complete as determined by the Department. The Design-Build Firm is solely responsible for all time delays and costs associated with any work stoppage relating to the completion of ground mounted sound barrier walls, and will not be entitled to any compensation from the Department.

The Design-Build Firm can submit a formal written time extension request to the Department for instances where the wall construction is delayed due to circumstances considered beyond the control of the Design-Build Firm, which may be granted at the Department's sole discretion.

Friction Course Restrictions

The Department will add a total of 455 calendar days to the Proposed Contract Time bid by the Design-Build Firm, which includes a maximum of 365 calendar days as a period of no construction prior to the placement of friction course and final pavement markings, and a maximum of 90 calendar days for the placement of friction course and final pavement markings. This additional time is included to enable all project segments of the I-75 corridor to be completed and opened to traffic at the same time and eliminate extended time periods where friction course is in place without being open to traffic.

The Department will allow a partial acceptance after all contract work is complete, as determined by the Department, with the exception of the friction course and final pavement markings. The Department will assume all maintenance responsibilities within the Project limits once partial acceptance is achieved.

The 365 calendar day period of no construction may be reduced at the Department's discretion and if so, the overall contract duration will be reduced accordingly. The Department may issue written notice to the Design-Build Firm, at any time during the 365 calendar day period of no construction, to commence with the placement of friction course and final pavement markings. The Design-Build Firm shall begin with the placement of the friction course within 30 calendar days following written notice from the Department, and shall complete the friction course and final pavement markings work within 90 days of the written notice. Once the Design-Build Firm begins construction activities for the placement of the friction course or 30 days after written notice, whichever occurs first, the Design-Build Firm shall be responsible for maintenance of the median and corresponding ramp connections within the project limits until all work is complete and final acceptance is issued by the Department. The maintenance areas are defined in the Maintenance Limits diagrams included in Appendix S.

Construction Time Restrictions
In general accordance with local noise ordinances, construction activities including demolition, pile driving, and sheet pile driving shall not occur during the following time periods:

- 7:00 PM to 7:00 AM weekdays
- 7:00 PM to 9:00 AM weekends

Additionally, ground mounted sound barrier wall installation shall not occur during the following time periods:

- 7:00 PM to 7:00 AM weekdays
- 7:00 PM Friday to 7:00 AM Monday

These construction time restrictions shall be strictly adhered to unless otherwise approved by the Department.

K. 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 PPM and Florida Department of Environmental Protection (FDEP) Rule 62-621.300(4)(a) for information in regard to the SWPPP. This SWPPP shall be submitted along with 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)** at least fifteen (15) calendar days (excluding Holidays as defined in Section 1-3 of the Specifications) prior to beginning construction activities.

L. Temporary Traffic Control Plan:

1. Traffic Control Analysis:

The Design-Build Firm shall design a safe and effective Temporary Traffic Control Plan to move vehicular traffic during all phases of construction. The areas shall include, but are not limited to, construction phasing, utility relocation, drainage structures, signalization, ditches, front slopes, back slopes, drop offs within clear zone, lighting, ITS, signing and marking, and traffic monitoring sites. Special consideration shall be given to the drainage system when developing the construction phases. Positive drainage must be maintained at all times utilizing existing, temporary and/or permanent drainage systems. Documentation of temporary drainage analysis, including necessary calculations, shall be submitted as part of the Drainage Design Documentation. The Design-Build Firm shall make use of the criteria contained in the latest FDOT Drainage Handbook – Temporary Drainage Design for selection of temporary barrier wall to satisfy spread requirements during construction as well as address other temporary drainage issues associated with maintenance of traffic and during construction operations.

The Temporary Traffic Control Plan shall address how to assist with maintenance of traffic throughout the duration of the contract, including coordination and interface with adjacent construction projects.

For I-75 Maintenance of Traffic (MOT), the minimum lane width shall be 12 feet. A continuous paved shoulder of 10 feet must be provided with the opposite paved shoulder being at least 4 feet wide. The continuous 10 feet width paved shoulder shall not shift from side to side.

The existing regulatory speed limits shall be maintained during construction.

The Temporary Traffic Control Plan shall be prepared by a certified designer who has completed the Department's training course, and in accordance with the Department's Design Standards and the Roadway Plans Preparation Manual.

Transportation Management Plans (TMPs) are required for significant Projects which are defined as:

1. A Project that, alone or in combination with other concurrent Projects nearby, is anticipated to cause sustained work zone impacts**.**

2. All Interstate system Projects within the boundaries of a designated Transportation Management Area (TMA) that occupy a location for more than three days with either intermittent or continuous lane closures shall be considered as significant Projects.

The TMP shall consist of three components:

(1) Temporary Traffic Control (TTC) plan component;
(2) Transportation Operations (TO) component; and
(3) Public Information (PI) component

Additional information can be found in Volume 1, Chapter 10 of the PPM.

2. Temporary Traffic Control Plans:

The Design-Build Firm shall utilize Index Series 600 of the Department's Design Standards where applicable. Should these standards be inadequate, a detailed Temporary Traffic Control Plan shall be developed. The Design-Build Firm shall prepare plan sheets, notes, and details to include the following: typical section sheet(s), general notes and construction sequence sheet(s), typical detail sheet(s), traffic control plan sheet(s).

The Design-Build Firm shall prepare additional plan sheets such as cross sections, profiles, drainage structures, retaining wall details, and sheet piling as necessary for proper construction and implementation of the Temporary Traffic Control Plan.

3. Traffic Control Restrictions:

LANE CLOSURES ARE ONLY ALLOWED during the following time periods while work is being performed:

1. I-75 NB (south of I-595 Interchange)
    a. One lane closure – Anytime
    b. Two lane closure - 10:00 AM to 3:00 PM and 8:00 PM to 7:00 AM

2. I-75 SB (south of I-595 Interchange)
    a. One lane closure - Anytime
    b. Two lane closure - 10:00 AM to 4:00 PM and 8:00 PM to 7:00 AM

3. I-75 NB (adjacent to proposed Ramp R-3 Flyover)
    a. One lane closure – Anytime
    b. Two lane closure - 12:00 PM to 2:00 PM and 8:00 PM to 9:00 AM

4. Sawgrass Expressway NB (adjacent to proposed Ramp R-3 Flyover)
    a. One lane closure – Anytime
    b. Two lane closure - Anytime

5. I-75 EB ramp to I-595 EB (adjacent to proposed Ramp R-3 Flyover)
    a. One lane closure – Anytime except for when a lane is closed on SR-84 EB (see no. 6)

6. SR-84 EB (adjacent to proposed Ramp R-3 Flyover)
    a. One lane closure – 10:00 AM to 7:00 AM

7. Sawgrass Expressway SB exit ramp to I-75 SB
    a. One lane closure - Anytime
    b. Two lane closure - 11:00 AM to 4:00 PM and 8:00 PM to 6:00 AM

8. I-595 EB (west of SW 136th Avenue)
    a. One or two lane closure – 10:00 AM to 6:00 AM

9. I-595 WB (west of SW 136th Avenue)
    a. One or two lane closure – 10:00 AM to 2:00 PM and 8:00 PM to 6:00 AM

All lanes of traffic shall be open in the event of an emergency evacuation or if the lane closure causes a driver delay greater than 20 minutes.

A lane may only be closed while work is being performed. All lane closures, including ramp closures, must be reported to the local emergency agencies, the media and the District Four 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 evacuation or if the lane closure causes a driver delay greater than 20 minutes, as determined by the Department and/or the Engineer (CEI).

All existing lanes of traffic shall be open during inactive work periods. All requests for lane closures (except in the event of emergencies) shall be submitted in writing a minimum of fourteen (14) days in advance. All lanes of traffic shall be open in each direction unless approved by the Engineer in advance.

The Design-Build Firm shall use a Florida Highway Patrol Speed and Law Enforcement Officer as directed by the Engineer.

Ramp R-2 Closure Restrictions
The Design-Build Firm shall maintain traffic on Ramp R-2 at all times during the operation of the Westbound I-595 Express Lanes by using the existing or proposed ramp, or if necessary a temporary ramp. Minimum design speeds as specified in the I-595 Express Lanes Project Zone 1 RFC plans included in Reference Document 5 shall be complied with at all times.

Ramp R-4 Closure Restrictions
The Design-Build Firm shall maintain traffic on Ramp R-4 to the maximum extent possible for the entire duration of the contract. Once the ramp is closed to traffic for reconstruction, the Design-Build Firm shall work continuously to complete all work necessary to open it for uninterrupted operation. The ramp closure shall not exceed 365 calendar days.

M. Environmental Services/Permits/Mitigation:

The Design-Build Firm will be responsible for preparing designs and proposing construction methods that are permitable. 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 permit 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 time extension. As the permitee,

FDOT is responsible for reviewing, approving, signing, and submitting the permit application package including all permit modifications, or subsequent permit applications.

If, as a result of design changes proposed by the Design-Build Firm, additional environmental mitigation is required, it shall be the responsibility of the Design-Build Firm to pay for the mitigation.

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

1. CBWCD Conceptual Permit
2. SFWMD-USACE Joint Environmental Resource Permit (ERP)
3. SBDD Conceptual Permit
4. SFWMD ROW Occupancy Permit
5. SFWMD Water Use Permit

1. **NEPA Requirements:**

In accordance with NEPA, several environmental agency coordination meetings and concurrence reviews have been ongoing for the Project. The District PL&EM Office will continue to coordinate with these agencies and provide additional information or surveys as requested throughout the design and construction phases.

2. **Cultural Resources:**

Historic sites and archaeological sites occur in the vicinity of the Project. The locations of these sites are provided in the Cultural Resource Assessment Survey (CRAS) provided in Reference Document 2. Historic sites and archaeological sites will not be available to the Design-Build Firm for staging or stockpiling activities.

The Design-Build Firm shall comply with the requirements with respect to the discovery of human remains during construction. In the event that human remains are found during construction activities, the provisions of Chapter 872.05, Florida Statutes will apply. Chapter 872.05 states that, when human remains are encountered, all activity that might disturb the remains shall cease and may not resume until authorized by the State Medical Examiner or the State Archaeologist.

3. **Section 4(f):**

Section 4(f) of the Department of Transportation Act of 1966 provides protection for publicly owned parks, recreation areas, historic sites, wildlife and waterfowl refuges from conversion to a transportation use. FHWA guidance requires that any impacts from the use of a Section 4(f) property for highway purposes be evaluated. The Department completed an assessment of the project's potential impacts on the identified resources and it was determined that no direct impacts to Section 4(f) properties are anticipated. In addition, it was determined that proximity impacts will not impair the activities, features or attributes of these properties since I-75 is an existing highway.

The Design-Build Firm shall not enter upon the following areas without prior consent of the Department; any public park, archaeological sites identified in the CRAS documents prepared for the Project, or any other Section 4(f) Resource.

4. Wetlands, Mitigation, Wildlife and Habitat:

The Project will have impacts to existing wetlands. The wetlands have been delineated with the USACE, SFWMD and United States Fish and Wildlife Service (USFWS), addressed in the ERP application submitted by the Department based on the ultimate design of the preferred alternative of the PD&E Study. These impacts are being mitigated through the purchase of credits from an agency-approved mitigation bank by the Department. Any additional mitigation required shall be the responsibility of the Design-Build Firm. The Design-Build Firm is directed to review the Wetland Evaluation Report (WER), Endangered Species Biological Assessment (ESBA), ERP application, and Conceptual SFWMD ERP prepared for the limits defined by the I-75 PD&E Preferred Alternative.

The ESBA determined that the American alligator, Eastern indigo snake, wood stork, and Florida manatee have potential to occur in the Project corridor. The ESBA was submitted to the USFWS and the Department made the following commitments that the Design-Build Firm must comply with regarding the Federally-listed species with potential to occur in the corridor:

- Wood storks are observed along the Project corridor. Any Design-Build Firm proposed design change that requires permit modifications or is located outside the Project limits, coordination with USFWS will be required to determine if proposed changes are impacting the Core Foraging Area of wood stork. If the proposed improvements are determined to be within the Core Foraging Area (18.6 miles) of any active wood stork breeding colony, any wetlands impacted will be replaced within the Core Foraging Area of the active wood stork breeding colony. The compensation plan will include a temporal lag factor, if necessary, to ensure wetlands provided as compensation adequately replace the wetland functions lost due to the Project, and the wetlands offered as compensation will be of the same hydroperiod as the wetlands impacted. If the replacement of wetlands within the Core Foraging Area is not practicable, the Department will coordinate with the USFWS to identify acceptable wetland compensation outside the Core Foraging Area, such as purchasing wetland credits from an "USFWS Approved" mitigation bank.

- The Design-Build Firm shall follow the USFWS Standard Protection Measures for the American alligator during implementation of the Project.

- The Design-Build Firm shall follow the USFWS Standard Protection Measures for the Eastern indigo snake during implementation of the Project.

- The Design-Build Firm shall follow the USFWS Standard Protection Measures for the Florida manatee during implementation of the Project.

The Design-Build Firm must comply with conditions specified in the permits regarding the protection and precautionary guidelines for any endangered species.

5. Contaminated Materials:

In accordance with FDOT policy and FHWA requirements, a contamination screening evaluation was performed to evaluate potential impacts from contaminated sites to the Project. A Contamination Screening Evaluation Report (CSER) and Impact to Construction Assessment (ICA) were prepared pursuant to FHWA's Technical Advisory T 6640.8A. The Design-Build Firm should reference the CSER and ICA included in Reference Document 2.

There are two (2) Soil Management Areas within Segment E that have been identified as having potential arsenic related contamination impacts. A set of contamination maps are provided in the ICA identifying the Soil Management Areas on the Project. The Soil Management Plan is provided in the ICA that details the steps required to manage any potentially arsenic impacted soils to insure appropriate handling and disposal if needed.

The Design-Build Firm has the opportunity to design around and avoid these potentially impacted areas to the maximum extent possible and present innovative approaches to the Project that will avoid areas where arsenic soil impacts are present.

The Design-Build Firm will be responsible for preparing designs and proposing construction methods that avoid potential contamination impacts and that are permitable. The Design-Build Firm will be responsible for any required permit fees.

The Design-Build Firm will be required to meet any additional general or specific requirements included in the SFWMD Dewatering Permits issued for this Project. The Design-Build Firm is advised that the No-Notice General Dewatering Permit may not be issued in locations of the Project that are in close proximity to contamination, landfills, or wetlands.

The Department will require the Design-Build Firm to dispose of all oil, chemicals, fuel, etc. utilized to construct the Project and/or execute project work in an acceptable manner according to local, state, and federal regulation and forbid dumping of contaminants on the ground, canals, or other water bodies. The Design-Build Firm shall indemnify the Department against any and all claims arising from improper handling of contaminated materials. The Design-Build Firm shall also be solely and totally responsible at its own cost for completely cleaning up any contamination caused by its own activities. This includes, but is not limited to, spillage/leakage of contaminants from equipment and/or portable tanks used in constructing the Project.

N. Signing and Pavement Marking Plans:

The Design-Build Firm shall prepare signing and pavement marking plans in accordance with Department criteria. The Design-Build Firm shall make use of the Signing Master Plan included in Reference Document 1 as a starting point for the design. Only minor changes to sign locations shown in the Master Plan will be allowed. Sign content and number of signs shall not be reduced from those shown in the Master Plan. All overhead sign structures shall be designed and constructed to accommodate an additional 25% sign panel area from what is shown in the Signing Master Plan. Not all of the required sign (e.g., regulatory, warning, informational, recreational, etc.) assemblies, pavement messages, and delineators are shown in the Signing Master Plan. The Design-Build Firm shall use Reference Document 1 to provide pavement markings depicted in the Signing Master Plan. The Design-Build Firm will use traffic paint for all pavement markings on asphalt surfaces and high performance contrast tape on concrete surfaces (including bridge decks) for both solid and skip lines. Furthermore, route shield pavement messages detailed in Reference Document 1 shall be provided at I-75, I-595, Sawgrass Expressway interchange ramp gore areas as shown in the Signing Master Plan included in Reference Document 1. The Design-Build Firm shall coordinate with the District Traffic Operations Office and incorporate any specific notes and requirements as applicable to the Project.

The completion of final pavement markings (double application of paint) shall be required prior to final acceptance.

The Design-Build Firm shall submit a Signing Master Plan for review and concurrence in writing from

the Department prior to any 90% design submittal for review. The Signing Master Plan will include details that will differentiate signing for the I-75 Express Lanes from the signing for the General Purpose Lanes. The construction limits for the guide signs may extend beyond the roadway project limit as shown in the Signing Master Plan.

The Design-Build Firm shall closely coordinate the proposed signing of this project with the I-595 Express Lanes Project to ensure compatible interface and consistent guidance between projects for both the interim and ultimate roadway configurations/conditions. The design coordination should attempt to utilize to the maximum extent possible the overhead sign structures and panels from the I-595 Project with the objective of minimizing "throw-away" and adverse impacts to the motoring public.

The Design-Build Firm shall provide additional pavement markings to enhance driver awareness approaching and departing the reversible portion of the Express Lanes within the I-75/I-595 interchange.

All overhead signs shall be lighted per the FDOT Design Standards. All signs shall be lighted from below the sign panel. Sign lighting from above the sign panel may be allowed only after all alternatives from lighting below the sign panel have been exhausted. The minimum vertical clearance for all overhead sign structures shall be measured from the highest roadway elevation over the entire roadway width of the pavement and shoulder to the lowest light fixture of the sign. The Design-Build Firm shall maintain the existing sign lighting during construction (or shall provide temporary lighting where existing lighting cannot be maintained). Electrical power for lighting of signs shall be coordinated and provided by the Design-Build Firm. Solar power will be permitted where appropriate.

The Design-Build Firm shall coordinate electrical power to the signs with the proposed lighting system.

O. Lighting Plans:

The Design-Build Firm shall prepare lighting plans in accordance with Department criteria. The Design-Build Firm shall utilize governing standards to complete the Lighting Plans with notes as per the Department's Plans Preparation Manual. A Lighting Design Analysis Report (LDAR) including photometric printouts shall be submitted to ensure sufficient illumination over the entire corridor including a needs analysis for bridge underdeck lighting. The LDAR shall be based on FDOT guidelines and current conventional lighting design criteria listed in the PPM. A lighting justification report will not be required.

The Design-Build Firm shall provide lighting for all roadway facilities including I-75 Express Lanes, ramps and General Purpose Lanes within the Project limits. Underdeck lighting shall be provided, if warranted, for each of the new or existing bridges that cross paved roadways.

The Design-Build Firm will be responsible for any adjustments needed to existing roadway lighting system affected by the construction. The Design-Build Firm shall coordinate with the Department, municipality and/or maintaining agency having jurisdiction in the area. Any adjustments or replacement of the existing facility lighting system due to construction shall be replaced with similar type. The Design-Build Firm shall be responsible to perform any repairs and to provide maintenance for all roadway lighting within the Project limits for the contract duration.

The Design-Build Firm shall submit a Lighting Master Plan for review and concurrence in writing from the Department prior to any 90% design submittal for review.

New high mast lighting systems will not be permitted.

Conventional lighting with an Aluminum Light Pole system shall be designed in accordance with PPM criteria and with the following:

- The Design-Build Firm shall not place light poles in the area between the I-75 General Purpose Lanes and Express Lanes between Sta. 750+00 and Sta. 857+00.
- The Design-Build Firm shall coordinate with the adjacent projects to ensure that the proposed pole spacing will provide appropriate lighting levels at the interface areas.
- The Design-Build Firm will be responsible to coordinate FP&L service points for the system. Location of load centers shall be accessible to maintenance personnel. Separate service points shall be required for the I-75 Express Lanes and General Purpose Lanes lighting.
- The Royal Palm Boulevard interchange is currently lighted with high mast poles. The Department intends to replace the existing high mast lighting system with a conventional lighting system at a future date. For the purpose of designing express lane lighting within the interchange, the Design-Build Firm shall assume no light spillover from either the existing or future General Purpose Lanes lighting system onto the proposed express lanes. The Design-Build Firm shall construct light pole foundations located at appropriate spacing along the median barrier wall between Sta. 790+50 and Sta. 840+00. The median barrier wall foundation shall include all necessary items (including but not limited to junction boxes, base plates, power circuit runs, etc.) so that conventional light poles can be installed in the median barrier wall at a future date without additional foundation cost to the Department. Outside Sta. 790+50 and Sta. 840+00, the Design-Build Firm shall construct a complete median barrier wall lighting system to light the proposed express lanes.
- All conduit crossing the existing roadways shall be installed by directional bore or jack and bore methods unless otherwise approved by the Department.
- All pull boxes shall have non-metallic covers and in accordance with the latest FDOT Design Standards.
- Screw type foundations for light poles will not be permitted.
- One photoelectric cell shall be installed for each load center and should be located adjacent to the load center panel.
- Allowable voltage drop for a circuit shall be no more than 6%. Minimum conductor size to be used is AWG 6 wire.
- The lighting design shall address the potential for light spillover onto adjacent properties and take the necessary measures to mitigate this condition.

P. Landscape Plans:

The Landscape Concept Design included in Reference Document 1 reflects the overall landscape theme proposed for the ultimate build-out of the I-75 corridor and the concept design for Segment E. For this Design-Build project, the proposed landscape design shall consist of screening/buffer areas where there are no sound barrier walls proposed, which includes both a wide and narrow width adaptation of this design. Desired locations of relocated plant material and the proposed plant list are depicted in the Segment E Landscape Concept Plans. The bold landscape design for the I-75/Royal Palm Boulevard interchange and the I-75/I-595 interchange, and the proposed landscaping adjacent to sound barrier walls and associated earthwork will be addressed under a separate contract.

The table below describes the plant type, size, spacing, and quantity of new material required for the screening/buffer areas. It is intended that the additional plant materials required for the screening/buffer areas depicted in the Segment E Landscape Concept Plans will be established as part of the Design-Build Firm's Tree Disposition Plan.

Landscape	Description	Minimum Quantity
Green Buttonwood	Minimum 10' height (60" staggered on center)	1050

The landscape elements are as follows:

a. Landscape Plans
    1. Non-wall buffer screening installation
    2. Coordinate with drainage plans and wetlands layout
    3. Provide Landscape Planting Plans
b. Evaluation of existing plant material to remain, relocate and/or remove
    1. Indicate tree protection
    2. Calculate tree replacement mitigation and quantities
    3. Indicate location and layout of relocation and replacement material
    4. Provide Tree Disposition Plan to include:
        a. Tree relocation
        b. Tree removal
        c. Tree protection
c. At a minimum, the Design-Build Firm shall coordinate with the following:
    1. District Landscape Architect (DLA)
    2. District Maintenance Engineer (DME)
    3. Local municipalities (Weston and Sunrise) with maintenance agreements

Landscape Design & Tree Disposition Plan

Prior to developing a Tree Disposition Plan and the Landscape Plans, the Design-Build Firm shall meet with the DLA to discuss and coordinate the overall landscape design approach and scheduled submittals. This meeting is to occur fifteen (15) calendar days (excluding weekends and Department observed holidays) prior to any submittals containing relocation and/or landscape components. Prior to the 90% Plans submittal, the Design-Build Firm shall submit to the DLA a concept design detailing all landscape elements.

For existing trees and palms within the corridor, the design intent is to leave in place, relocate and/or replace in kind. In addition to the Department's Standards and Criteria, the following specific criteria shall be followed by the Design-Build Firm during the development of the Tree Disposition Plans and Landscape Plans:

- The landscape design must ensure proper setbacks from overhead utilities using the FP&L "Right Tree Right Place" guide. http://www.fpl.com/residential/trees/right_tree_right_place.shtml
- Plant placement for mature growth shall allow for adequate setbacks from fences, structures, utilities, sound barrier walls, guardrail and retaining walls for future maintenance needs. Any changes to the Landscape Concept Design setbacks must be approved by FDOT Broward Operations Maintenance Engineer.
- All existing canopy trees with a 10 inch or greater diameter breast height (DBH) shall remain unless the Design-Build Firm provides valid justification to remove the trees. All existing plant material identified to remain within the limits of construction must be protected. If removal of trees is justified, all trees and palms shall be replaced in kind with new nursery material and comply with Standard Specifications Section 580 for installed plant material.
- The Design-Build Firm shall submit a Tree Protection Plan to the DLA that confirms the areas of protection of the Critical Protection Zone (refer to Standard Index No. 544, Tree Protection

Barricade) of all trees and palms to remain and/or to be relocated as shown in the Landscape Concept Design. The Tree Protection Plan shall indicate the mechanism to protect the trees and palms per Standard Index No. 544 or better. This task shall be performed before any construction equipment enters onto the Project site.

- All proposed landscape within 1000 feet of any legally permitted outdoor advertising sign shall comply with current Florida Statue 479.06 View Zone Criteria by providing a 500-foot unobstructed view zone. Initial coordination has been conducted with the Outdoor Advertisement owners by the DLA and the 500-foot view zones have been designated. See the Landscape Concept Plan for the locations of the designated Outdoor Advertising (ODA) view zones. Any vegetation proposed within view zones shall require review and approval by the DLA and the ODA permit holder. The Design-Build Firm will be responsible to secure an ODA Clear Letter from the DLA. This will include preparation of an ODA Clear Letter Package to be submitted to the DLA.
- The Design-Build Firm shall ensure that the Tree Disposition Plan and the proposed Landscape Design are continually coordinated with all other disciplines to avoid potential conflict.

Relocation and Removal

The Department has completed a tree survey for the Project that inventories existing desirable trees. Refer to Reference Document 2 for additional information that includes the condition of the existing trees and their potential for relocation. All impacted trees that have been identified as suitable for relocation, must be relocated in the following preferential order:

  - Within the Project right of way along buffer locations identified within the Landscape Concept Plans
  - Within the I-75/I-595 interchange as shown on the Interchange Relocation Plan
  - To a public park within 10 miles of the existing location of the surveyed tree

- Species that shall be relocated if impacted are as follows:
  - Bald Cypress – maximum 16 foot overall height
  - Cabbage Palm – minimum 12 foot height
  - Gumbo Limbo – minimum 12 foot overall height
  - Live Oak – minimum 12 foot overall height
  - Royal Palm – minimum 16 foot overall height
- Species not required to be relocated are as follows:
  - Coconut Palm
  - Geiger tree
  - Green Buttonwood
  - Laurel Oak
  - Mahogany
  - Red Maple
  - Strangler Fig
  - Swamp Bay
- All trees or palms removed that are not required be to relocated shall be replaced with material the same size as the impacted landscape material. Basis of the replacement shall be inch per inch DBH for canopy trees and overall height for palms.
- Alternative plant material not listed will require approval of the DLA.
- Replacement material species shall be a combination of the following species:
  - Bald Cypress – minimum 16 foot overall height
  - Bismarckia Palm – minimum 18 foot overall height
  - Cabbage Palm – minimum 18 foot overall height (maximum 25% of the replacement)
  - Date Palm Species - minimum 18 foot overall height
  - Gumbo Limbo – minimum 18 foot overall height

  - Live Oak – minimum 18 foot overall height
  - Paurotis Palm – minimum 16 foot overall height
  - Royal Palm – 14 minimum foot grey wood
  - Royal Poinciana – 16 minimum foot overall height
  - Verawood – 12 minimum foot overall height (maximum 25% of the replacement)
- The Design-Build Firm shall coordinate with the DLA prior to relocating any tree to a public park.
- The Design-Build Firm shall not stage any equipment within or cause any other impacts to a public park.
- Each surveyed tree has been marked with a plastic cable tie wrap encircling the base of the tree, and an attached aluminum tag stamped with the respective tree identification number. The Design-Build Firm shall remove and properly dispose all of the plastic cable tie wraps and aluminum tags prior to final acceptance of the Project.
- It will be the responsibility of the Design-Build Firm to remove all Category 1 invasive exotics as defined by the *Florida Exotic Pest Plant Council* (www.fleppc.org) and as identified in the Landscape Concept Design.

Maintenance

Refer to the Design-Build Firm Maintenance Responsibilities matrices included in Attachment T for vegetation maintenance requirements.

Establishment and Maintenance Period & Warranty

The Design-Build Firm shall maintain the proposed, relocated, and existing landscape for a period of one (1) year following final acceptance of the Project. During this period, the Design-Build Firm shall ensure that all proposed plants are in a Florida No. 1 condition prior to turning over the landscape maintenance to the maintaining agency. The limits of the landscape maintenance shall include all areas within the Project limits. The following will be required during the maintenance period and shall be included in the Design-Build Firm's Technical Maintenance Plan:

- The Design-Build Firm shall maintain the entire Project limits free of invasive exotic species for the entire one (1) year establishment period.
- Relocation work shall include root pruning, removal, transplanting, transporting, staking and guying, and maintenance. The Design-Build Firm shall guarantee all relocated trees for a period of one (1) year from final acceptance of the Project when relocated within the Project limits or to a public park within 10 miles of the existing location of the tree.
- At the completion of the establishment period, the Design-Build Firm shall be responsible for the removal and clean-up of all staking and guying systems, and all other materials associated with the practice and installation of staking and/or guying systems, and nursery supports and tagging.
- All existing and proposed palm trees shall be trimmed to remove all seed pods and dead, damaged and/or diseased fronds.
- Applications for herbicides, fertilizers and pesticides must be applied by a Florida-licensed applicator with proper right of way endorsements (copies of which shall become part of the Project file). Refer to the Landscape Concept Design for additional information regarding fertilization requirements. As a specific requirement, only fertilizers specifically formulated for palm trees, which includes the required micro-nutrients, shall be used on palms.

Q. Toll Systems:

1. Accessible Gantry (AG) Site Locations

The proposed locations of each accessible gantry (AG) site is indicated on the associated Conceptual Design Plans included in Attachment Q, Appendix 17 based on the I-75 baseline of construction. AG-7 and AG-8 will be based on the Ramp R-3 baseline of construction. The Conceptual Design Plans included in Attachment Q, Appendix 17, indicate the stationing, preferred configuration and span length of each accessible gantry.

The proposed AG site locations, as indicated on the Conceptual Design Plans included in Attachment Q, Appendix 17, represent preferred locations that have been reviewed by and are acceptable to the Department. The Design-Build Firm should locate the centerline of the AG's at each site as follows:

- AG-7 – Ramp R-3 baseline of construction Sta. 1082+35
- AG-8 – Ramp R-3 baseline of construction Sta. 1083+35

The stations specified for AG-7 and AG-8 were developed meeting the criteria specified below. Regardless, whether AG-7 and AG-8 stations are modified, their final location shall meet the following criteria:

- Shall be located such that a minimum of 800 feet of sight visibility for any overhead cantilever or truss signs is maintained
- Shall not be located within a merge area or weave area
- Shall not increase the costs to the Department for the toll equipment beyond what is indicated in the Concept Plans, unless the proposed location results in a net cost decrease for the overall site
- Shall be located a minimum of 1,000 feet from the end of bridge structures (Front Face of Back Wall (FFBW))
- Shall be located a minimum of 1,000 feet from the beginning or end of ingress/egress ramp tapers
- Shall be located to minimize impacts to existing drainage structures, utilities, and ITS fiber optic conduit, equipment and devices
- The Design-Build Firm AG site locations shall also comply with the requirements of the Tolling Infrastructure Requirements included as Attachment Q, Appendix 17.

2. Toll Gantry Plans

The Design-Build Firm shall prepare a component set of Structures Plans as part of the Plans Package for review and approval by the Department. All plans are to be prepared in accordance with the latest design standards and practices and shall be accurate, legible, complete, drawn to scale and furnished in reproducible form.

The Structures Plans shall include notes, plans, elevations, details and report of core borings. The Department has developed the Conceptual Design Plans including Accessible Gantry Structures Sample Plans in Attachment Q, Appendix 19. The AG Structures Sample Plans developed by the Design-Build Firm shall be in general conformance with the Conceptual Design Plans included in Attachment Q, Appendix 17 and Appendix 19.

The design of the AG including foundations, AG plans, analysis/design of existing/proposed sign structures, and the site adaptation of the Conceptual Design Plans included in Attachment Q, Appendix 17 and 19 at each tolling point location are the responsibility of the Design-Build Firm. The design and details shall represent an engineering solution that conforms to the design criteria.

1. Accessible Gantry (AG)

Refer to Tolling Infrastructure Requirements included as Attachment Q, Appendix 17, Appendix 19 and the TPPPH for the AG structural requirements. See Attachment Q, Appendix 17 for accessible gantry locations.

The Design-Build Firm shall follow the sample plans provided, perform their own design and become the EOR for the accessible gantries and toll equipment buildings required for this project. The Design-Build Firm shall adjust tolling equipment locations as necessary, per the Tolling Infrastructure Requirements included as Attachment Q and associated appendices. No changes shall be made to the overall cross section geometry of the accessible gantry as the superstructure shape is critical to the functionality and maintenance operations of the tolling equipment. Any deviation from these sample plans, except the location of tolling equipment, foundation size, upright length and span length (192 feet maximum), shall go through the ATC process defined in Section V.B of this RFP and approved by the Department during the ATC process. However, approved ATC's for adjustment to the AG design shall not require a revision to the RFP, unless the adjustment requires modification to design criteria. It is assumed that the foundation and uprights will need to be revised as per specific characteristics of each different site. Member size and thickness, weld size and length, size and number of bolts shown on these plans, etc., are minimum requirements and shall only be revised to strengthen the structure per the Design-Build Firm's own design. The following describes the gantry shown in the Conceptual Design Plans included in Attachment Q, Appendix 17:

AG-7 and AG-8: Full-span accessible gantry structures with a maximum of 192 feet span arrangement. It is the responsibility of the Design-Build Firm to make required changes as per their design to assure that the accessible gantry structure will withstand 150 mph wind loading. The Design-Build Firm shall follow sample plan set included as Attachment Q, Appendix 19 and calculations provided and adjust the span lengths for each site accordingly. When adjusting the span length, the Design-Build Firm shall use the same basic truss bay configuration and spacing shown on the sample plan set. If required, any changes based on the Design-Build Firm's design shall be made only to increase member sizes and/or thickness and shall go through the ATC process defined in Section V.B of this RFP and approved by the Department during the ATC process.

3. Other Structures

- The structures criteria in this section of the RFP is not intended to apply to building/architectural structures. Refer to other sections of this RFP as appropriate.
- Design-Build Firm shall be responsible for all coordination issues and other structures that are required to perform the work as identified in this RFP.
- Sign Structures: Any sign structure within the limits defined in this RFP before and after a toll equipment structure shall be relocated beyond these limits. Refer to RFP Section VI.N of this RFP, Signing and Pavement Marking Plans, for more information on sign structures

including a list of sign structures required to be replaced and cannot be reused. Also, refer to RFP Section VI.Q of this RFP for information on DMS sign structures.

4. Building Criteria

The Design-Build Firm will prepare an Architectural Plans Package (plans and Technical Special Provisions for new and demolition work). This work effort includes the architectural design, site adaptation of the Conceptual Design Plans included in Attachment Q, site adaptation of any additional Department provided generic/standard documents, structural analysis and engineering calculations to complete the set of Architectural Plans, Structural Plans, Electrical Plans, Mechanical/Plumbing Plans and other necessary documents to furnish complete turnkey and seamless toll facilities.

The Design-Build Firm shall meet the following architectural requirements, except where noted that another party is responsible. Refer to sample documents that are provided for information and design intent. New equipment buildings shall comply with the general design intent of the sample documents in their entirety. Modifications and upgrades shall be furnished where required for compliance with current codes and standards. Current Tolling Requirements at the time of Bid submittal will supersede Sample Toll Equipment Building Plans from an electrical/mechanical standpoint.

1. General Architectural Requirements

The architectural work for this project includes preparation of a complete Architectural Plans package and Technical Special Provisions and the complete design of the toll facilities specified in accordance with this RFP. The Design-Build Firm shall develop and prepare all design and construction documents in compliance with the latest adopted edition and supplements of the Florida Building Code (FBC) and other codes and standards having jurisdiction over this project, submit all documents through the Department to obtain all building permit and State Fire Marshall approvals in compliance with all applicable codes, regulations, and/or standards, as well as other Department requirements as described in this RFP. The Design-Build Firm is responsible for all costs associated with the Site and Building permitting.

In some cases, more stringent standards for some products and/or systems are deemed necessary by the Department.

5. Site Specific Architectural Requirements

a. New Tolling Points

- AG TES 1 thru 7

Refer to Attachment Q for examples of documents for new toll equipment buildings, typical site configurations and accessible gantries which represent design intent, and intended level of documentation. The Design-Build Firm's AOR/EOR shall not deviate from the design intent unless revised through the ATC process as defined in Section V.B of this RFP and also approved by the Department during the ATC process.

The site adaption shall coordinate the location of wall penetrations with all disciplines, particularly the structural engineer to maintain the integrity of the precast concrete walls and

provide details for water tight connection that accounts for wind loads and differential movement. An example of this type of installation is provided in the Accessible Gantry Sample Plans and Calculations included with the Tolling Infrastructure Requirements as Attachment Q for additional requirements.

6. Tolling Equipment Installation Coordination

After the Design-Build Firm completes the toll equipment building(s) and associated tolling infrastructure in accordance with Attachment Q, each site will be temporarily turned over to the Department's Toll Equipment Contractor (TEC). The Department's TEC will install and test the tolling equipment. Allow thirty (30) working days (each direction) for the toll equipment contractor to install and test the toll equipment at the building site. After completion of the installation, the tolling infrastructure site will be returned to the Design-Build Firm for project completion. The project schedule should include this activity in the computation of contract time for the project.

R. Intelligent Transportation Systems (ITS) Plans:

Refer to the ITS Deployment Requirements included as Attachment O for ITS criteria. The Design-Build Firm shall make use of the ITS/Tolls Master Plan included in Reference Document 1 as a starting point for the design. No changes to toll pricing sign, lane status sign and DMS locations shown in the Master Plan will be allowed. All ITS overhead sign structures and foundations shall be designed and constructed to accommodate a 25% increase in the final sign panel area.

The Design-Build Firm shall prepare all plans in accordance with the latest design standards and practices, FDOT Standard Specifications, Indices, and Plans Preparation Manual, and the "Scope of Services for ITS" included as Attachment O and shall be accurate, legible, complete in design, drawn to the scale indicated in the Department's manuals and furnished in reproducible form.

S. Traffic Monitoring Sites:

Permanent Traffic Monitoring Site

The Design-Build Firm shall design and construct two (2) Permanent Traffic Monitoring Sites (PTMS). The approximate locations of these sites are:

- I-75, MP 8.628, Broward County
- I-75, MP 10.054, Broward County

The final location of the PTMS sites shall be coordinated with the Department's District PL&EM Office at 954-777-4364. Each site shall be constructed to monitor traffic in all General Purpose Lanes and all Express Lanes along I-75.

The work shall be in accordance with the FDOT Design Standards and shall include the following items:

- Grounding electrodes
- Buried conduit (underground)
- Buried conduit (under pavement)

- Pull boxes
- Inductive loop assemblies
- Type III TMS base mounted cabinets. Coordinate locations for loop assemblies and cabinets with the Department prior to installation.
- Placement of the cabinets is to be outside the clear zones with the rear of the cabinet facing towards the road.
- The Design-Build Firm is to contact the Department's District PL&EM Office at 954-777-4364 at least five (5) days prior to cutting the inductive loops into the structural course, for a final inspection.
- Refer to FDOT Design Standard Index No. 17900 for TMS installation.

The Design-Build Firm shall be responsible for the maintenance and repair of the PTMS sites.

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 tabs labeled for each Section with the information, paper size and page limitation requirements as listed below:

A copy of the "Written Technical Proposal" must also be submitted in electronic format on a CD. The format shall be in Microsoft Word and the file saved in .html or .pdf format and must include Bookmarks for each Section. No macros will be allowed. Minimum font size of ten (10) shall be used. Times New Roman shall be the required font type. Graphics, tables, charts and photographs not embedded as part of the text of the Technical Proposal shall be held to a maximum of 15 pages and will be considered as part of the total page count of the Technical Proposal. Internet loading of the Technical Proposal shall place in 15 seconds or less.

The maximum number of pages for the Technical Proposal shall be twenty-five (25) typed pages for Sections 1, 2 and 3. This page limitation does not include Section 4 Design Support Documents and Section 5 Preliminary Plans. Paper size shall be 8½" x 11", additional larger charts and graphs may be provided if folded neatly to 8½" x 11".

Submit 1 Original, 6 CD's, and five (5) copies of the Technical Proposal to:

Ms. Esther Brandt
Contract Coordinator
Procurement Office, First Floor
Florida Department of Transportation, District Four
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309

The minimum information to be included:

Section 1: General

- Paper size: 8½" x 11" or 11" x 17" if folded neatly to 8½" x 11", 11" x 17" will be counted as two (2) pages.
- Describe the Design-Build Firms approach to the following:
    1. Maintainability
    2. Design and Geotechnical Services Investigation
    3. Maintenance of Traffic
    4. Context Sensitive Design and Construction
    5. Construction Methods
    6. Environmental Protection / Commitments
    7. ITS

Section 2: Proposed Schedule

- Paper size: 8½" x 11" or 11" x17" if folded neatly to 8½" x 11", 11" x 17" will be counted as two (2) pages.
- Identify if the Schedule is based on Calendar or Working Days
- The minimum information to be included in the summary schedule of anticipated major milestones and their associated phasing as follows:

    Anticipated Award Date
    Design Schedule
    Design Workshops (2)
    Design Reviews by the Department
    Geotechnical Investigations
    Permitting
    Start of Construction
    Construction Milestones
    Construction Phasing and Major MOT shifts
    Utility Relocations
    ITS/Tolls Infrastructure, Testing, and Integration
    Sound Barrier Walls
    Structure Completion Date
    Ramp R-4 Closure
    Completion of Southern Interface Limits
    Final Completion Date for all Work

Section 3: Value Added

- Paper size: 8½" x 11" or 11" x17" if folded neatly to 8½" x 11", 11" x 17" will be counted as two (2) pages.

The Design-Build Firm shall submit the Value Added criteria, measureable standards and remedial work plan for features proposed.

Section 4: Design Support Documents

- Paper size: 8½" x 11"

The Design-Build Firm shall submit a preliminary Typical Section Package including design variations.

Technical Special Provisions which apply to the work in the Proposal shall be identified. Technical Special Provisions shall be written only for those items not addressed by the Department's Standard Specifications.

The Design-Build Firm shall be prepared to submit to the Department during the Technical Proposal Evaluation phase any calculations, studies and/or research to support features identified in the Technical Proposal and detailed in Section 5. Preliminary Plans.

Section 5: Preliminary Plans

- Paper size: 11" x 17". Plan and Profile views of the proposed improvements and the signing and pavement marking, lighting, and ITS plans may be submitted in roll-plot format. The maximum width of the roll-plots shall be 36".

The minimum information to be included in the preliminary design requirements is as follows:

Roadway

- Project Limits
- Horizontal alignment
- Pier and abutment location
- Major topographic features
- Proposed vertical profile(s) and special gutter profile(s)
- Survey controls and bench marks
- Stationing along horizontal alignment
- Connections to existing roadway
- Utility provisions
- Maintenance of traffic provisions
- Roadway Typical Sections
- Roadway Cross Sections (500' intervals and critical locations)
- Stormwater management facilities
- Control structures/outfalls
- Major drainage infrastructure for interconnection of stormwater management facilities
- Technical Special Provisions

Structures

- General Notes Sheet
- Plan and Elevation Sheet
- Substructures:
  For end bents, piers or intermediate bents, show substructure elements and sizes including all deviations from the typical dimensions, foundation type

including element spacing and the arrangement of piles or drilled shafts.

- Superstructure:
  Include cross section showing lanes, shoulders, railings, slab thickness, beam type and spacing and web depth for steel girders. If applicable, show geometric changes in shapes of various components. Also show construction phases and maintenance of traffic data, outline of the existing structure and portions to be removed, and utilities (existing and proposed as available).
- Retaining Walls:
  Preliminary control drawings shall be submitted when proprietary or standard cast-in-place walls are proposed. Include control drawings for all critical temporary walls.
- Report of Core Borings
- Proposed construction sequence and methods, indicate construction easements and methods of construction access.
- Preliminary aesthetic details.
- Preliminary post-tensioning layouts.
- Preliminary foundation layouts and installation table.
- Technical Special Provisions
- Variations and documentation

Signing and Pavement Markings

- Pavement markings
- All existing guide signs
- Proposed overhead signs and structure locations
- DMS structure locations

Lighting

- Pole layout

ITS

- Preliminary ITS conduit layout
- ITS device locations
- Power generator locations

C. Evaluation Criteria:

The Technical Review Committee shall evaluate the written Technical Proposal by each Design-Build Firm. The Design-Build Firm should 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. Maintainability	8
2. Value Added	5
3. Schedule	12
4. Design and Geotechnical Services Investigation	20
5. Maintenance of Traffic	10
6. Environmental Protection/Commitments, Context Sensitive Design and Construction	8
7. Construction Methods	5
8. ITS	12
Maximum Score	**80**

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

1. **Maintainability (8 points)**

Credit will be given for a design that minimizes periodic and routine maintenance, provides adequate access for inspections and maintenance, and provides quality of construction materials. At a minimum, the following components should be considered:

- Bridge structures
- ITS devices
- Tolling infrastructure
- Sound barrier wall
- Lighting systems

Credit will be assigned for exceeding minimum material requirements to enhance durability of structural components. Credit will be also be given to a drainage design that minimizes routine maintenance, sump structures, trench drain, and steep slopes on roadway ditches and berms.

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

Credit will be given for the extent of the Value Added coverage. Credit will be given for exceeding minimum material requirements to enhance durability of structural components. Credit will be given for new or extended Design-Build Firm guaranteed parts or performance warranties, if the length of time for the guarantee extends above and beyond the warranties required in the Standard Specifications for that item. The Standard Specifications currently require warranties for Value Added Asphalt, Landscaping, Highway Lighting, and ITS items. Credit will be given for extending the performance guarantee or manufacturer warranty beyond the specification requirement. Credit will also be given for warranties on other areas of work or components installed under this contract that exceed the specifications. It should be made clear whether the warranty included in the Technical Proposal is a manufacturer warranty or a Design-Build performance guarantee.

3. **Schedule (12 points)**

Credit will be given for a comprehensive and logical schedule that minimizes contract duration and clearly identifies work activities and restrictions. Proper attention should be provided to the Project's critical path elements. The schedule should reflect acceleration of the tolling and ITS infrastructure

(conduits and splice vaults) and all ITS devices including but not limited to CCTV, DMS, MVDS, and gates. Credit will be given for schedules that allow the ITS integrator to begin early ITS integration to the FDOT TMC. The schedule should reflect early completion of the project's southern interface limits that will minimize delay and conflicts to the adjacent Design-Build Project (Segment D); sequencing of Ramps R-2 and R-4 that minimizes the time Ramp R-4 is placed out of service; and early completion of the Express Lanes so that they are ready for traffic.

4. **Design and Geotechnical Services Investigation (20 points)**

Credit will be given for the quality of the following elements:

- Project design (roadway, structures, drainage, pavement, signing and pavement markings, lighting, ITS, etc., as applicable)
- Design coordination and plans preparation schedule
- Construction coordination plan minimizing design changes
- Geotechnical investigation and utilization of embankment materials plan to include:
    1. approach to defining and disposition of unsuitable materials
    2. utilization of on-site material for embankment
    3. protection of existing spread footer bridge foundations within the influence of the I-75/I-595/Sawgrass Expressway interchange with regard to vibratory operations
- Test load program
- Compatibility with the PD&E Preferred Alternative, Ramp R-3 future expansion, and urbanization of service interchanges
- Design that minimizes impacts to the I-595 Express Lanes and General Purpose Lanes
- Design that considers the ultimate design for the corridor as depicted in the Conceptual Permit Plans
- Design of the northbound I-75 entrance ramp to the reversible lanes including geometrics, signing, ITS, special warning devices, and warning and barrier gates that provides an optimal solution to this unique traffic movement
- Utility coordination

5. **Maintenance of Traffic (10 points)**

Credit will be given for a MOT scheme that minimizes disruption of roadway traffic. This shall include, but not be limited to: minimizing lane closures, lane width reductions, visual obstructions, and drastic reductions in speed limits. Credit will be given for a detailed access plan for construction vehicles and equipment that minimizes access points from high speed lanes and that also provides safe ingress and egress points to the construction site. Credit will also be given for a Maintenance of Traffic Plan that minimizes disruption to I-595 General Purpose Lanes, Express Lanes and ramps and adjacent Segment D.

6. **Environmental Protection/Commitments, Context Sensitive Design & Construction (8 points)**

Credit will be given to the Design-Build Firm that demonstrates further minimization of both temporary and permanent impacts to the environment during all phases of design and construction and ensures that all environmental commitments are honored. The Design-Build Firm shall prepare a plan outlining their

approach to compliance with environmental permits and addressing potential environmental issues during construction. The plan should also include methods for identifying exclusion zones and measures for avoidance and minimization of impacts to listed species and wetlands. The following elements should be considered:

- Design plans and proposed construction methods (must be permitable and minimize wetland impacts that have been identified by the Department. Reduction of wetland impacts for the proposed action will require less mitigation.)
- Proposed staging areas
- Section 4(f) resource avoidance
- Natural resource protection including endangered species protection measures
- Compliance with resource agency permits including SFWMD, ACOE, SBDD, and CBWCD permits
- Innovative erosion control and turbidity monitoring including compliance with the NPDES permit and maintenance before, during, and after construction

Credit will be given for designs that avoid and/or minimize costs and exposure in the identified contamination areas.

Aesthetics will be considered in geometry, economy and appropriateness of structure type, structure finishes, shapes, proportion and form. Credit will be given for effectively incorporating the Ramp R-3 bridge design elements to match the appearance of the existing structure components including columns, caps, and architectural features. Architectural treatments such as tiles, colors, emblems, etc. will not be considered as primary aesthetic treatments.

Credit will be given for early completion of the ground mounted sound barrier walls.

7. Construction Methods (5 points)

Credit will be given for construction methods that minimize impacts to the traveling public, business owners, property owners and the environment; reduces costs; improves worker safety; and minimizes contract duration.

8. **ITS (12 Points)**

Credit will be given for ITS design, construction and schedule that:

- Minimize disruption to current ITS operations
- Improve system maintainability and reliability
- Consider uniformity within the I-75 corridor
- Provide compatibility of ITS devices to be operated and maintained by the I-595 Express Concessionaire with existing equipment on I-595. This includes the gates and barriers for the reversible lanes system and the tolling signs for the I-75 NB lanes to I-595 EB Express Lanes. It also includes the warning gates and barrier gate associated with the relocation/replacement of Ramp R-4 and all associated ITS components
- Consider provisions made to allow ITS integration to be concurrent with the completion of the roadway construction

D. Final Selection Formula:

The Selection Committee 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 ELOI 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. Also, if PCT is greater than Maximum Allowable Contract Time (MCT) (1200 calendar days) the proposal will be considered non-responsive.

E. Final Selection Process:

After the sealed bids are received, the Department will have a public meeting for the announcement of the Technical Scores and opening of sealed bids. This meeting will be recorded. At this meeting, the Department will announce the score for each member of the Technical Review Committee for each Proposer and each Proposer's average Technical Score. Following announcement of the technical scores, the sealed bid proposals will be opened and the adjusted scores calculated. 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 Price Proposals. The Department's Selection Committee will review the evaluation of the Technical Review Committee and the 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 a limited number of 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 $120,000.00 per non-selected Short-Listed Design-Build Firm that meets the stipend eligibility requirements contained in the Project Advertisement. The stipend is not intended to compensate any non-selected Short-Listed Design-Build Firm for the total cost of preparing the Technical and Price Proposals. The Department reserves the right, upon payment of stipend, to use any of the concepts or ideas within the Technical Proposals, as the Department deems appropriate.

In order for a Short-Listed Design-Build Firm to remain eligible for a stipend, the Short-Listed Design-Build Firm must execute with original signatures and have delivered to the Department no later than one (1) week after the Short-List has been posted, four (4) originals of 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 and the number of calendar days within which the Proposer will complete the Project. The lump sum price shall include all costs for all design, geotechnical surveys, architectural services, engineering services, Design-Build Firms quality plan, construction of that portion of the Project, and all other work necessary to fully and timely complete that portion of the Project in accordance with the Contract Documents, as well as all job site and home office overhead, and profit, it being understood that payment of that amount for that portion of the Project will be full, complete, and final compensation for the work required to complete that portion of the Project. One (1) hard copy and two (2) digital copies of the Price Proposal shall be hand delivered in a separate sealed package to the following:

Ms. Esther Brandt
Contract Coordinator
Procurement Office, First Floor
Florida Department of Transportation, District Four
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309

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