



*Florida Department of Transportation*  
*District Four*

**DESIGN-BUILD  
REQUEST FOR PROPOSAL  
for  
I-75 Express Lanes – Segments A&B  
From NW 170<sup>th</sup> Street to South of Miramar Parkway  
Miami-Dade and Broward Counties**

**Financial Project Number(s): 421707-3-52-01  
421707-8-52-01  
421707-2-52-01**

**Federal Aid Project Number(s): 0754-178-I  
0754-179-I  
0754-180-I**

**Contract Number: E4N84**

**Addendum No. 5**

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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
- C. Not used
- D. FHWA-1273 Form
- E. Not used
- F. Design Change/Construction Advertisement Reevaluation
- G. Conceptual Permit Packages
  - SFWMD-USACE Joint Environmental Resource Permit
  - SBDD Permit
  - SFWMD ROW Occupancy Permit
- H. Permit - SFWMD Master Dewatering Permit for Broward County
- I. Typical Section Package
- J. Pavement Design Report and Toll Gantry Pavement Design
- K. Design Variations
- L. Geotechnical Services Requirements/Specifications
  - Contractor Quality Control General Requirements (SP1050813DB)
  - Structures Foundations (SP4550000DB)
- M. Value Added Specifications
  - Section 475 - Value Added Bridge Component
  - Section 725 - Value Added Highway Lighting System
- N. ITS Deployment Requirements
- O. Florida's Turnpike Enterprise (FTE) General Tolling Requirements (GTR) with Addendum #1
- P. Highway Maintenance Agreement (PENDING)
- Q. Maintenance Maps and Maintenance Requirements
- R. Modified Special Provisions
  - Contractor's Responsibility of Work
  - Crash Cushions
  - Highway Lighting System
  - Litter Removal, Sweeping, and Mowing
  - Maintenance of Traffic
  - Preservation of Existing Property
- S. Bid Alternatives Diagram

## **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**

Bridge Asbestos Survey Report  
Canal Sediment Sampling Report  
Existing Tree Layout  
Impact to Construction Report/Soil Management Plans  
Level II Contamination Impact Assessment Reports  
PD&E Documents

#### **3. Geotechnical**

Geotechnical Reports – Bridges, Roadway, Walls  
Geotechnical Report – Drainage  
Geotechnical Report – Muck Evaluation  
Master Geotechnical Boring Layouts

#### **4. Miscellaneous**

Bridge Inspection Reports  
Community Awareness Plan  
Concept of Operations  
Existing ITS Equipment Information  
FTE HEFT Ultimate Typical Section  
Landscape Maintenance Memorandum of Agreement  
Pile Driving Records  
Project Management Plan  
Rail Clear Letter  
Straight Line Diagrams

#### **5. Plans**

Adjacent Projects Table  
Existing Plans  
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#### **6. Right of Way / Survey**

Project Survey Control  
Right of Way Certification Memorandum  
Right of Way Maps

#### **7. Utilities**

Base Utility Map  
Identified Utilities Matrix  
UA/O Correspondence  
UA/O Existing Facilities Markup Plans  
Utility Contact Information

## **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 Segments A&B of the I-75 Express Lanes Project which extend from just north of NW 170<sup>th</sup> Street in Miami-Dade County at milepost 3.485 (Section 87075) to approximately 2,400 feet south of Miramar Parkway in Broward County at milepost 1.080 (Section 86075), for a total distance of approximately 3.1 miles. The Project also includes reconstruction, widening, and milling and resurfacing of the Homestead Extension of Florida's Turnpike (HEFT) mainline from 1.45 miles south to 1.13 miles north of I-75 to accommodate the Express Lanes Median to Median Direct Connect between I-75 and the HEFT, as well as other interchange ramp connections. Segments A&B represent one of four separate District Four proposed I-75 Express Lanes Design-Build Projects that extend from just north of NW 170<sup>th</sup> Street in Miami-Dade County to I-595 in Broward County. The combined Project length for the four projects is approximately 15 miles. An adjacent District Six SR 826 / I-75 Express Lanes Design-Build Project (District 6 Segment) will extend from SR-836 (Dolphin Expressway) to just north of NW 170<sup>th</sup> 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. The PD&E limits extend from SR-826 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.

On March 29, 2012, the Federal Highway Administration (FHWA) approved a Type II Categorical Exclusion for the I-75 corridor according to the National Environmental Protection Act (NEPA) of 1969 and 23 CFR 1771. On March 6, 2013, FHWA approved a Design Change and Construction Advertisement Reevaluation for Segments B and E, which is provided as Attachment F. The reevaluation included documentation of corridor-wide design changes and status updates on the Project commitments, which included modifications to the Express Lanes access points, reconfiguration of the I-75/HEFT ramp connections in the removal of the collector-distributor road between the HEFT and Miramar Parkway, and inside shoulder width adjustments for the Express Lanes typical section. Updates to the approved March 6, 2013 reevaluation include the following: on August 23, 2013 FHWA approved the Reevaluation of Segment C, followed by the approval of the Reevaluation of Segment D on September 20, 2013, and then by the approval of the Reevaluation of Segments A&B on November 4, 2013.

The I-75 Express Lanes – Segments A&B Project is located in northwest Miami-Dade and southwest Broward Counties, Florida. The Project is located within Townships 51 and 52 South and Range 40 East, and traverses through the Town of Miami Lakes, the City of Miami Gardens, and the City of Miramar. Within the Segments A&B 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 are existing interchanges with Miami Gardens Drive and the HEFT, an I-75 crossing at the Snake Creek Canal (SFWMD C-9 Canal) north of the HEFT, and overpasses spanning I-75 at NW 170<sup>th</sup> Street and Bass Creek Road.

### **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) Offices and provide any required information so that the District Four PL&EM Office 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 Project includes the following: I-75 Express Lanes improvements to be constructed within the existing 166-foot wide median generally consist of a barrier wall divided 2-lane (one 15-foot travel lane in each direction) to 4-lane (two 12-foot travel lanes in each direction) tolled roadway, with 6-foot paved inside shoulders, and 12-foot (10 feet paved) outside shoulders. The I-75/HEFT Interchange improvements include the following:

### I-75 Northbound

- Ramp H-2: Northbound HEFT to Northbound I-75
- Ramp H-5: Northbound I-75 to Northbound HEFT
- Ramp H-8: Southbound HEFT to Ramp H-13
- Ramp H-10: (Median to Median Direct Connect): Northbound HEFT to Northbound I-75 Express Lanes
- Reconstruct and widen Northbound HEFT to accommodate the Median to Median Direct Connect (Ramp H-10)
- Ramp H-11: Northbound and Southbound HEFT to Northbound I-75 General Purpose Lanes and Miramar Parkway.
- Ramp H-13: Northbound and Southbound HEFT to Northbound I-75 Express Lanes

### I-75 Southbound

- Ramp H-4: Southbound I-75 Express Lanes to Ramp H-12
- Ramp H-7: Southbound HEFT to Southbound I-75
- Ramp H-9: Reconstruct Southbound I-75 to Southbound HEFT
- Ramp H-10: (Median to Median Direct Connect): Southbound I-75 Express Lanes to Southbound HEFT
- Reconstruct and widen Southbound HEFT to accommodate the Median to Median Direct Connect (Ramp H-10)
- Ramp H-12: Southbound I-75 General Purpose Lanes and I-75 Express Lanes to Northbound HEFT
- Ramp HBD-12: Southbound I-75 General Purpose Lanes and I-75 Express Lanes to Southbound HEFT (Portion of the ramp on bridge to facilitate future connection to Southbound HEFT General Purpose Lanes). Remainder of the ramp to be constructed as part of a future Florida's Turnpike Enterprise project.



Other project improvements include: reconstruction of the eastern quadrants of the I-75/Miami Gardens Drive Interchange, including replacement of the existing Miami Gardens Drive overpass bridges; I-75 Express Lanes bridges over the HEFT; I-75 Express Lanes and Ramp H-13 over the Snake Creek (C-9) Canal; lengthening of the existing Bass Creek Road overpass bridge; reconstruction of the northbound and southbound I-75 General Purpose Lanes as required to accommodate the Ramp H-4 and Ramp H-13 Express Lane median connections and the I-75/HEFT Express Lanes median to median connection; milling and resurfacing of the I-75 General Purpose Lanes adjacent to the proposed ingress/egress lanes connecting to the Express Lanes; temporary and permanent retaining walls; culvert crossing beneath Ramp H-7 and Ramp H-8; drainage; sound barrier walls; permanent and telemetered traffic monitoring sites; two (2) tolling gantries and associated infrastructure including equipment buildings; Intelligent Transportation System (ITS); signing and pavement markings; signalization; lighting; and landscaping.

The Tolling and 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 both the Broward FDOT Regional Transportation Management Center (RTMC) and the Turnpike's Tolling Operation Center for Segments C, D, and E. The Design-Build Firm will be required to coordinate their activities and schedule with the adjacent Design-Build projects as well as the Toll and ITS Integrator Contractor and the Tolling Equipment Contractor. Except for furnishing and installing tolling equipment on overhead gantry systems and within the toll equipment building, all other aspects of the non-accessible gantry infrastructure and toll equipment building shall be supplied and constructed by the Design-Build Firm.

Bridge improvements for the Project are as described in the table below:

Bridge	Facility Intersected	Improvements	Bid Alternative
Bass Creek Road Bridge (No. 860320)	I-75, Ramp H-11	Lengthening and deck replacement	1
Miami Gardens Drive	I-75, Ramp H-5, Ramp H-7	Replacement	3
Ramp MGDC3	Not applicable	New bridge	5
I-75 Express Lanes (2 bridges)	HEFT	New bridge	1
I-75 Express Lanes	Snake Creek (C-9) Canal	New bridge	1
Ramp H-4	I-75 SB	New bridge	1
Ramp H-5	Ramp MGDC2	New bridge	5
Ramp H-7	I-75, HEFT	New bridge	4
Ramp H-10 (M2M DC)	I-75, HEFT	New bridge	2
Ramp H-12	Snake Creek (C-9) Canal, I-75, Ramp H-2	New bridge	1
Ramp H-12	HEFT, Ramp H-7	New bridge	1
Ramp HBD-12	Not applicable	New bridge	1
Ramp H-13	I-75 NB	New bridge	1
Ramp H-13	Snake Creek (C-9) Canal	New bridge	1

M2M DC = Median to Median Direct Connect

The Department's primary goal is to design and construct the Project in its entirety. The Project includes the work as described above, as depicted in the Bid Alternatives Diagram (Attachment S – Bid Alternative 5) and the Phase 1 Concept Plans, and as described in the Bid Proposal Requirements. Phase 1 includes all five (5) bid alternatives described in Section VIII.A of this RFP that also includes information regarding the bid alternatives, priorities, and process.

The Department has established the following additional Project goals:

- Add capacity and improve mobility
- Minimize inconvenience to the traveling public
- Satisfy and/or be consistent with all Project commitments
- Minimize disruption to adjacent I-75 Project segments and the HEFT
- Expedite the construction of sound barrier walls
- Preserve the corridor for future identified improvements
- Provide continuity of ITS, Traffic Control and Roadway Design throughout the project limits and across adjacent I-75 Express Lanes segments
- Early opening of the I-75 Express Lanes along I-75 prior to final project completion
- 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, preparation of all documentation related to the acquisition of all permits not acquired by the Department, preparation of any and all information required to modify permits acquired by the Department if necessary, maintenance of traffic, demolition, and construction on or before the Project completion date indicated in the Proposal.

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

The Design-Build Firm shall be responsible for designing and constructing this Project in accordance with Section VI of this RFP, and by utilizing the Concept Plans and Master Plans included in Reference Document 1.

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 Four 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 Environmental Documents and/or the Concept Design. 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 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 be responsible for routine maintenance as described in Section V.CC of this RFP.

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 Project specific information and/or functions as outlined in this document.

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

The Department will determine the environmental impacts and coordinate with the appropriate agencies during the preparation of NEPA Reevaluations. The Department will coordinate and process Reevaluations with FHWA for approval.

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.

<b>Date</b>	<b>Event</b>
<u>October 28, 2013</u>	Advertisement
<u>November 15, 2013</u>	Expanded Letters of Interest for Phase I of the procurement process due in District Four Office by 5:00 pm local time
<u>December 17, 2013</u>	Proposal Evaluators submit Expanded Letter of Interest Scores to Contracting Unit 12:00 pm local time
<u>December 17, 2013</u>	Contracting Unit provides Expanded Letter of Interest scores and Proposal Evaluators comments to Selection Committee
<u>December 19, 2013</u>	Public Meeting of Selection Committee to review and confirm Expanded Letter of Interest scores 8:15 am local time in the 3 <sup>rd</sup> Floor Executive Conference Room, District Four Headquarters, 3400 West Commercial Boulevard, Fort Lauderdale, FL 33309
<u>December 19, 2013</u>	Notification to Responsive Design-Build Firms of the Expanded Letter of Interest scores 11:00 am local time
<u>December 23, 2013</u>	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
<u>December 26, 2013</u>	Shortlist Posting 11:00 am local time
<u>January 28, 2014</u>	Final RFP provided to Design-Build Firms providing Affirmative Declaration of Intent to continue to Phase II of the procurement process
<u>January 28, 2014</u>	Pre-Proposal meeting at 10:00 am local time in District Four Broward Operations Center, 5548 Powerline Road, Fort Lauderdale, FL 33309. All impacted Utility Agency/Owners are to be invited to the mandatory Pre-Proposal meeting.
<u>January 29, 2014</u>	Deadline for Design-Build Firm to request participation in One-on-One Alternative Technical Concept Discussion Meeting No. 1 by 5:00 pm local time
<u>January 29, 2014</u>	Deadline for Design-Build Firm to submit preliminary list of Alternative Technical Concepts prior to One-on-One Alternative Technical Concept Discussion Meeting No. 1
<u>February 5, 2014</u>	One-on-One Alternative Technical Concept Discussion Meeting No. 1. 90 Minutes will be allotted for this Meeting.
<u>February 13, 2014</u>	Deadline for Design-Build Firm to request participation in One-on-One Alternative Technical Concept Discussion Meeting No. 2 by 5:00 pm local time
<u>February 13, 2014</u>	Deadline for Design-Build Firm to submit preliminary list of One-on-One Alternative Technical Concepts prior to Alternative Technical Concept Discussion Meeting No. 2
<u>February 18, 2014</u> <u>February 19, 2014</u>	One-on-One Alternative Technical Concept Discussion Meeting No. 2. 90 Minutes will be allocated for this Meeting.
<u>March 14, 2014</u>	One-on-One Alternative Technical Concept Discussion Meeting No. 3. 60 Minutes will be allocated for this Meeting.
<u>May 2, 2014</u>	One-on-One Alternative Technical Concept Discussion Meeting No. 4. 60 Minutes will be allocated for this Meeting.
<u>May 5, 2014</u>	Follow-up meeting to One-on-One Alternative Technical Concept Discussion Meeting No. 4 (as required).
<u>May 7, 2014</u>	Deadline for submittal of Alternative Technical Concept Proposals by 5:00 pm local time.
<u>May 7, 2014</u>	Final deadline for submission of requests for Design Exceptions or

	Design Variations.
<u>May 7, 2014</u>	Deadline for submittal of questions, for which a response is assured, prior to the submission of the Technical Proposal. All questions shall be submitted to the Pre-Bid Q&A website.
<u>May 9, 2014</u>	Deadline for the Department to post responses to the Pre-Bid Q&A website for questions submitted by the Design-Build Firms prior to the submittal of the Technical Proposal.
<u>May 13, 2014</u>	Technical Proposals due in District Four Office by 5:00 pm local time
<u>May 14, 2014</u>	Deadline for Design-Build Firm to “opt out” of Technical Proposal Page Turn meeting.
<u>May 20, 2014</u>	Technical Proposal Page-Turn Meeting of Design-Build Firm's Technical Proposal. Times will be assigned during the Pre-Proposal Meeting. 45 Minutes will be allotted for this Meeting.
<u>June 19, 2014</u>	Question and Answer Session. Times will be assigned during the pre-Proposal meeting. 90 Minutes will be allotted for questions and responses.
<u>June 23, 2014</u>	Deadline for submittal of Written Clarification letter following Question and Answer Session by 12:00 pm local time
<u>June 23, 2014</u>	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.
<u>June 26, 2014</u>	Deadline for the Department to post responses to the Pre-Bid Q&A website for questions submitted by the Design-Build Firms prior to the submittal of the Price Proposal.
<u>June 30, 2014</u>	Price Proposals due in District Four Office by 11:00 am local time
<u>June 30, 2014</u>	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
<u>July 7, 2014</u>	Public Meeting of Selection Committee to determine intended Award at 8:15 am local time
<u>July 7, 2014</u>	Posting of the Department’s intended decision to Award at 11:00 am local time
<u>July 15, 2014</u>	Anticipated Award Date
<u>August 5, 2014</u>	Anticipated Execution Date
<u>September 3, 2014</u>	Anticipated Notice to Proceed to be issued 20 calendar days after Execution Date
<u>September 24, 2014</u>	Anticipated Commencement of Contract Time to begin no more than 15 calendar days after issuance of Notice to Proceed

### 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, Critical Path Method (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: <https://www3.dot.state.fl.us/BidQuestionsAndAnswers/Proposal.aspx/SearchProposal>

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

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

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

#### **H. Non-Responsive Proposals**

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

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

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

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

#### **I. Waiver of Irregularities**

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

1. Any design submittals that are part of a proposal shall be deemed preliminary only.
2. Preliminary design submittals may vary from the requirements of the 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

**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.

The Department is reporting to the Federal Highway Administration the planned commitments to use DBE's. This information is being collected through the Department's Equal Opportunity Compliance (EOC) system.

##### **B. DBE Supportive Services Providers:**

The Department has contracted with a consultant, referred to as DBE Supportive Services Provider, to provide managerial and technical assistance to DBE's. This consultant is also required to work with prime Design-Build Firms, who have been awarded contracts, to assist in identifying DBE's that are available to participate on the Project. The successful Design-Build Firm should meet with the DBE Supportive Services Provider to discuss the DBE's that are available to work on this Project. The current 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.

##### **C. Bidders Opportunity List:**

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

A Bid Opportunity List should be submitted through the Equal Opportunity Compliance system which is available at the [Equal Opportunity Office Website](#). This information should be returned to the Equal Opportunity Office within three days of submission.

## 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 time of the October 28, 2013 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 Revised Index Drawings. 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 Revised Index Drawings in effect at the time the Bid Price Proposals are due in the District Office. The Design-Build Firm shall use the 2009 edition of the MUTCD (as amended in 2012). It shall be the Design-Build Firm's responsibility to acquire and utilize the necessary manuals and guidelines that apply to the work required to complete this Project. The services will include preparation of all documents necessary to complete the Project as described in Section I of this document.

1. Florida Department of Transportation 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/specificationoffice/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/doc\\_pubs.shtm](http://www.dot.state.fl.us/surveyingandmapping/doc_pubs.shtm)
6. Florida Department of Transportation Drainage Manual  
<http://www.dot.state.fl.us/rddesign/Hydraulics/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/struc>
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) Manual  
<http://www.dot.state.fl.us/ecso/downloads/publications/Manual/default.shtm>
11. Florida Department of Transportation Computer Aided Design and Drafting (CADD) Production Criteria Handbook  
<http://www.dot.state.fl.us/ecso/downloads/publications/CriteriaHandBook/>

12. Florida Department of Transportation Production Criteria Handbook CADD Structures Standards  
<http://www.dot.state.fl.us/ecso/downloads/publications/CriteriaHandBook/>
13. Instructions for Design Standards  
<http://www.dot.state.fl.us/structures/IDS/IDSportal.pdf>
14. AASHTO – A Policy on Geometric Design of Highways and Streets  
[https://bookstore.transportation.org/collection\\_detail.aspx?ID=110](https://bookstore.transportation.org/collection_detail.aspx?ID=110)
15. MUTCD - 2009  
<http://mutcd.fhwa.dot.gov/>
16. Safe Mobility For Life Program Policy Statement  
<http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/000750001.pdf>
17. Traffic Engineering and Operations Safe Mobility for Life Program  
<http://www.dot.state.fl.us/trafficoperations/Operations/SafetyisGolden.shtm>
18. 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>
19. Florida Department of Transportation Florida Sampling and Testing Methods  
<http://www.dot.state.fl.us/statematerialsoffice/administration/resources/library/publications/fstm/disclaimer.shtm>
20. 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>
21. Florida Department of Transportation Design Bulletins and Update Memos  
<http://www.dot.state.fl.us/rddesign/Bulletin/Default.shtm>
22. Florida Department of Transportation Utility Accommodation Manual  
<http://www.dot.state.fl.us/specificationsoffice/utilities/UAM.shtm>
23. AASHTO LRFD Bridge Design Specifications  
[https://bookstore.transportation.org/category\\_item.aspx?id=BR](https://bookstore.transportation.org/category_item.aspx?id=BR)
24. Florida Department of Transportation Flexible Pavement Design Manual  
<http://www.dot.state.fl.us/rddesign/PM/publicationS.shtm>
25. Florida Department of Transportation Rigid Pavement Design Manual  
<http://www.dot.state.fl.us/rddesign/PM/publicationS.shtm>
26. Florida Department of Transportation Pavement Type Selection Manual  
<http://www.dot.state.fl.us/rddesign/PM/publicationS.shtm>
27. Florida Department of Transportation Right of Way Manual  
<http://www.dot.state.fl.us/rightofway/Documents.shtm>
28. Florida Department of Transportation Traffic Engineering Manual  
<http://www.dot.state.fl.us/TrafficOperations//Operations/Studies/TEM/TEM.shtm>
29. Florida Department of Transportation Intelligent Transportation System Guide Book  
[http://www.dot.state.fl.us/TrafficOperations/Doc\\_Library/Doc\\_Library.shtm](http://www.dot.state.fl.us/TrafficOperations/Doc_Library/Doc_Library.shtm)

30. 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>
31. AASHTO Guide for the Development of Bicycle Facilities  
[https://bookstore.transportation.org/collection\\_detail.aspx?ID=116](https://bookstore.transportation.org/collection_detail.aspx?ID=116)
32. Federal Highway Administration Hydraulic Engineering Circular Number 18 (HEC 18).  
[http://www.fhwa.dot.gov/engineering/hydraulics/library\\_arc.cfm?pub\\_number=17](http://www.fhwa.dot.gov/engineering/hydraulics/library_arc.cfm?pub_number=17)
33. 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>
34. Florida Department of Transportation Project Development and Environment Manual, Parts 1 and 2  
<http://www.dot.state.fl.us/emo/pubs/pdeman/pdeman1.shtm>
35. Florida Department of Transportation Driveway Information Guide  
<http://www.dot.state.fl.us/planning/systems/sm/accman/pdfs/driveway2008.pdf>
36. AASHTO Highway Safety Manual  
<http://www.highwaysafetymanual.org/Pages/default.aspx>
37. Florida Statutes  
<http://www.leg.state.fl.us/Statutes/index.cfm?Mode=View%20Statutes&Submenu=1&Tab=statutes&CFID=14677574&CFTOKEN=80981948>
38. Florida Department of Transportation's Interchange Justification Procedure  
<http://www.dot.state.fl.us/planning/systems/programs/sm/intjus/interchangehb/complete.pdf>
39. Florida Department of Transportation's Interchange Handbook  
<http://www.dot.state.fl.us/planning/systems/sm/intjus/interchangehb/complete.pdf>
40. The Florida Department of Transportation Interchange Handbook Policy Resource Documents  
<http://www.dot.state.fl.us/planning/systems/sm/intjus/prd/complete2003.pdf>
41. The Florida Department of Transportation Interchange Handbook Technical Resource Documents  
<http://www.dot.state.fl.us/planning/systems/sm/intjus/trd/complete2003.pdf>
42. 2010 Highway Capacity Manual, <http://hcm.trb.org>
43. Florida's Turnpike Enterprise Lane Closure Policy  
[http://www.flturnpikeoperations.com/Portals/0/Construction/Contracts/PreServices/Section%202011/policy\\_006\\_Lane%20closure.pdf](http://www.flturnpikeoperations.com/Portals/0/Construction/Contracts/PreServices/Section%202011/policy_006_Lane%20closure.pdf)
44. Turnpike Plans Preparation and Practices Handbook  
[http://floridasturnpike.com/design/prod\\_design/tppph/2013/tppph2013.html](http://floridasturnpike.com/design/prod_design/tppph/2013/tppph2013.html)

45. Florida Department of Transportation Bicycle and Pedestrian Policies and Standards  
<http://www.dot.state.fl.us/safety/2A-Programs/Bike-Ped/PedBikeDesign.shtm>
46. A Guide for Roadside Vegetation Management (current edition)  
[http://www.dot.state.fl.us/statemaintenanceoffice/DOT%20Final%20\(3\)Turf%20Management%20Guide%20UF.pdf](http://www.dot.state.fl.us/statemaintenanceoffice/DOT%20Final%20(3)Turf%20Management%20Guide%20UF.pdf)

**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. Any deviation from the RFP that the Design-Build Firms seeks to obtain approval prior to Technical Proposal submission is, by definition, an ATC. The proposed ATC shall provide an approach that is equal to or better than the requirements of the RFP, as determined by the Department. ATC Proposals which reduce scope, quality, performance, or reliability should not be proposed. A proposed concept does not meet the definition of an ATC if the concept is contemplated by the RFP.

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

- Design speeds
- Lane widths
- Shoulder widths
- Project commitments
- Pavement design (refer to Section VI.D.3 for further requirements)
- Horizontal and vertical alignment design for the Express Lanes and ramps for a minimum distance of 400 feet at the southern and northern termini of Segments A&B. Refer to Section VI.E, Horizontal and Vertical Alignments for further requirements.

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

- Typical section elements exclusive of design speeds, lane widths, and shoulder widths
- Horizontal and vertical alignments depicted in the Concept Plans (refer to Section VI.E for further requirements)
- Sound barrier wall limits and heights
- Bridge structure type or bridge material requirements
- Bridge widening, lengthening, replacement, and/or rehabilitation alternatives

## **2. One-on-One ATC Proposal Discussion Meetings**

One-on-One ATC discussion meetings may be held in order for the Design-Build Firm to describe proposed changes to supplied basic configurations, Project scope, design criteria, and/or construction criteria. Each Design-Build Firm with proposed changes may request a One-on-One ATC discussion meeting to describe the proposed changes. The Design-Build Firm shall provide, by the deadline shown in the Schedule of Events of this RFP, a preliminary list of ATC proposals to be reviewed and discussed during the One-on-One ATC discussion meetings. This list may not be inclusive of all ATC's to be discussed but it should be sufficiently comprehensive to allow the Department to identify appropriate personnel to participate in the One-on-One ATC discussion meetings. The purpose of the One-on-One ATC discussion meeting is to discuss the ATC proposals, answer questions that the Department may have related to the ATC proposal, review other relevant information and when possible establish whether the proposal meets the definition of an ATC thereby requiring the submittal of a formal ATC submittal. The meeting should be between representatives of the Design-Build Firm and/or the Design-Build Engineer of Record and District/Central Office staff as needed to provide feedback on the ATC proposal. Immediately prior to the conclusion of the One-on-One ATC discussion meeting, the Department will advise the Design-Build Firm as to the following related to the ATC proposals which were discussed:

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

## **3. Submittal of ATC Proposals**

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

All ATC submittals are required to be on roll plots or plan sheets and shall be sequentially numbered and include the following information and discussions:

- a) Description: A description and conceptual drawings of the configuration of the ATC or other appropriate descriptive information, including, if appropriate, product details and a traffic operational analysis;
- 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;
- j) Anticipated Life: Any changes in the anticipated life of the item comprising the ATC.

#### **4. Review and Approval of ATC Submittals**

After receipt of the ATC submittal, the District Design Engineer (DDE), or designee, will communicate with the appropriate staff (i.e. District Structures Engineer, District Construction Engineer, District Maintenance Engineer, State Structures Engineer, State Roadway Design Engineer, FHWA, 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 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 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.

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

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

ATC's are accepted by the Department at the Department's discretion and the Department reserves the



right to reject any ATC submitted. The Department reserves the right to issue an Addendum to the RFP based upon a previously denied ATC Proposal, without regard to the confidentiality of the denied ATC Proposal.

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

**5. Incorporation of Approved ATC’s into the Technical Proposal**

The Design-Build Firm will have the option to include any Department Approved ATC’s in the Technical Proposal. The Proposal Price should reflect any incorporated ATC’s. All approved ATC’s that are incorporated into the Technical Proposal must be clearly identified in the Technical Proposal Plans and/or Roll Plots. The Technical Proposal shall also include a listing of the incorporated, approved ATCs.

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

**C. Geotechnical Services:**

**1. General Conditions:**

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

**D. Department Commitments:**

The Design-Build Firm will be responsible for adhering to the 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	
<p><b>Traffic and Transportation (1)</b>            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 signage, access to local businesses and residences, detour routes, public notification and alternate routes, emergency services coordination, and project scheduling.</p>		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, emergency services coordination, and project schedule.

Commitment (#) and Description	Responsibility			Status
	FDOT	D-B Firm	Shared	
<p><b><u>Traffic and Transportation (2)</u></b>                      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.</p>	X			
<p><b><u>Traffic and Transportation (3)</u></b>                      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.</p>	X			
<p><b><u>Traffic and Transportation (4)</u></b>                      Access to business, residents, institutions, and through traffic will be maintained to the maximum extent possible during project implementations.</p>		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.
<p><b><u>Traffic and Transportation (5)</u></b>                      FDOT will continue coordination meetings between FDOT District Six, the Florida Turnpike Enterprise and other entities as necessary during design and construction.</p>	X			
<p><b><u>Noise (10)</u></b>                      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:</p> <ul style="list-style-type: none"> <li>• Detailed noise analysis during the final design process supports the need for abatement;</li> <li>• Detailed noise barrier analysis indicates that the cost of the barriers will not exceed the cost reasonableness criteria;</li> <li>• Community input regarding desires, types, heights, and locations of barriers is received by the FDOT and supports the construction of noise barriers;</li> <li>• Preferences regarding compatibility with adjacent land uses, particularly as expressed by officials having jurisdiction over such lands, have been addressed;</li> <li>• Safety and engineering aspects related to roadway users and adjacent</li> </ul>	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	
<p>property owners have been reviewed and any conflicts or issues resolved; and</p> <ul style="list-style-type: none"> <li>Any other mitigating circumstances revealed during final design have been analyzed and resolved.</li> </ul>				
<p><b>Noise (11)</b>                      FDOT is committed to constructing noise walls first to the extent possible.</p>		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.
<p><b>Wetlands – Broward County (12)</b>                      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.</p>	X			Wetland impacts and mitigation requirements have been finalized. Mitigation credits have been purchased and reservation letters have been provided to the regulatory agencies to complete the permitting process.
<p><b>Wetlands – Broward County (13)</b>                      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.</p>	X			<p>Wetland impacts and mitigation requirements have been finalized. Mitigation credits have been purchased and reservation letters have been provided to the regulatory agencies to complete the permitting process.</p> <p>The creation of new stormwater management systems has significantly reduced the amount of United States Army Corps of Engineers jurisdictional wetland impacts and mitigation needed for the project. These newly created stormwater facilities will offset some of the impacts to the existing stormwater management systems.</p>
<p><b>Wetlands – Miami-Dade County (14)</b>                      FDOT will compensate for direct and secondary wetland impacts either through the purchase of mitigation credits at the Florida Power and Light Everglades Mitigation Bank and/or in the form of restoration projects on State and/or Federal lands and through the creation of new stormwater swales throughout the project areas.</p>	X			<p>Wetland impacts and mitigation requirements have been finalized. Mitigation credits have been purchased and reservation letters have been provided to the regulatory agencies to complete the permitting process.</p> <p>The creation of new stormwater management systems has significantly reduced the amount of United States Army Corps of Engineers jurisdictional wetland impacts and mitigation needed for</p>

Commitment (#) and Description	Responsibility			Status
	FDOT	D-B Firm	Shared	
				the project. These newly created stormwater facilities will offset some of the impacts to the existing stormwater management systems.
<p><b><u>Cultural Resources (16)</u></b> 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.</p>			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.
<p><b><u>Cultural Resources- Miami-Dade County (17)</u></b> FDOT also developed an avoidance alternative for the Miami Gardens Drive interchange, which relocates the proposed new ramps away from the defined boundaries of the National Register eligible archaeological sites (8DA1075, 8DA1080 and 8DA11875) located in proximity to the proposed interchange improvements. Drainage in the vicinity of the sites will be designed to divert water away from the sites in order to reduce the potential for inundation. Not only does this alternative avoid any direct impacts to any of the sites, indirect impacts are avoided by creating a buffer and restricting access to these sites. Additionally, new right-of-way that may be acquired will surround the boundaries of all three sites making them less vulnerable to vandalism and development by placing them on state owned land. This would afford a measure of protection not available for sites on private land, which are not necessarily subject to the same historic preservation regulatory requirements. In addition, the following protection measures will be implemented (17.a-17.k).</p>			X	Affected restricted areas west of I-75 would not be built as part of the Segments A&B Project. The Design-Build Firm is directed to ensure that no subsurface disturbance of any type takes place within the restricted areas west of I-75 and ensure no parking, laydown, construction, work space, or storage takes place within the restricted areas. At the time of construction of the expanded interchange to the west and connecting to the proposed future NW 97th Ave extension, FDOT will follow through on the commitment for appropriate coordination.
<p><b><u>Cultural Resources- Miami-Dade Co. (17.a)</u></b> FDOT shall coordinate with the State Archaeologist and Miami-Dade County Historic Preservation Office prior to the commencement of any activity within the area of the Miami Gardens Drive interchange Area of Potential Effect to develop a monitoring plan. The monitoring plan shall be submitted to the State Archaeologist for approval prior to any</p>	X			

Commitment (#) and Description	Responsibility			Status
	FDOT	D-B Firm	Shared	
activity;				
<p><b><u>Cultural Resources- Miami-Dade Co. (17.b)</u></b>                      Once a final design is completed, and prior to construction, FDOT shall develop a project-specific Unanticipated Finds Plan in the event that any archaeological remains are encountered. This will be included within the monitoring plan discussed above;</p>	X			
<p><b><u>Cultural Resources- Miami-Dade Co. (17.c)</u></b>                      Determinations made under the State of Florida Chapter 872 process will be integrated with the Section 106 process and requirements, under which FHWA is the lead agency with whom FDOT would coordinate. The provision of Chapter 872, F.S. shall apply in the event that human remains are identified;</p>	X			
<p><b><u>Cultural Resources- Miami-Dade Co. (17.e)</u></b>                      FDOT shall ensure that no subsurface disturbance of any type takes place within the restricted areas. FDOT shall demarcate the sites and associated buffers by a chain link fence to be installed prior to construction commencement and marked with a “Restricted Area, No Access” sign. FDOT shall ensure that topography and elevation of the restricted areas is not altered;</p>			X	Design-Build Firm shall ensure that no subsurface disturbance of any type takes place within the restricted areas. FDOT shall demarcate the sites and associated buffers by a chain link fence to be installed prior to construction commencement and marked with a “Restricted Area, No Access” sign.
<p><b><u>Cultural Resources- Miami-Dade Co. (17.f)</u></b>                      FDOT shall ensure that no parking, laydown, construction, work space, or storage takes place within the Restricted Areas;</p>		X		Design-Build Firm shall ensure that no parking, laydown, construction, work space, or storage takes place within the Restricted Areas.
<p><b><u>Cultural Resources- Miami-Dade Co. (17.g)</u></b>                      FDOT shall work with an archaeological monitor and the Design-Build Firm regarding the placement and storage of equipment and parking locations adjacent to the Restricted Areas;</p>			X	
<p><b><u>Cultural Resources- Miami-Dade Co. (17.h)</u></b>                      FDOT shall ensure that an archaeological monitor is present when any equipment within the storage and parking locations is initially set up, moved, or taken down</p>	X			

Commitment (#) and Description	Responsibility			Status
	FDOT	D-B Firm	Shared	
adjacent to the Restricted Areas. The archaeological monitor shall work with the Department to monitor on a periodic basis and make recommendations for required activities, as may be warranted.				
<b><u>Cultural Resources- Miami-Dade Co. (17.i)</u></b> FDOT shall notify the Florida Division of Historical Resources and Miami-Dade County Historic Preservation Office when work commences and ends;	X			
<b><u>Cultural Resources- Miami-Dade Co. (17.j)</u></b> FDOT shall develop a permanent maintenance plan and coordinate maintenance activities on the property (associated with the Miami Gardens Drive Interchange) with the District Six Environmental Management Office to ensure that any such activities do not impact the Restricted Areas; and	X			
<b><u>Cultural Resources- Miami-Dade Co. (17.k)</u></b> The State Archaeologist must review and approve any proposed plans that may impact the National Register eligible archaeological sites now or in the future, and the results of this review must be transferred with the property in the event of a sale or transfer of the property associated with the Miami Gardens Interchange should any impacts to the restricted areas be necessary.	X			
<b><u>Public Services and Utilities (19)</u></b> 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.
<b><u>Wildlife and Habitat (21)</u></b> 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.
<b><u>Wildlife and Habitat (22)</u></b> 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

Commitment (#) and Description	Responsibility			Status
	FDOT	D-B Firm	Shared	
				construction.
<p><b><u>Wildlife and Habitat (23)</u></b>            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.</p>	X			FDOT will be responsible for funding and addressing these project mitigation needs. The BO was amended and credits providing the minimum wood stork forage biomass have already been purchased from Loxahatchee Mitigation Bank.
<p><b><u>Wildlife and Habitat (24)</u></b>            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.</p>			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.
<p><b><u>Wildlife and Habitat (25)</u></b>            FDOT will continue coordination with the USFWS for the wood stork during the final design/permitting phases of the project.</p>	X			To compensate for the loss of wetlands and wood stork foraging habitat, the FDOT has acquired 65.22 freshwater herbaceous mitigation credits from the Loxahatchee Mitigation Bank (LMB). The FDOT has verified that through the purchase of 65.22 federal credits from LMB, 78.26 kg of wood stork forage biomass has also been purchased, which exceeds the required wood stork forage biomass.
<p><b><u>Contamination – Broward County (26a)</u></b>            During the design phase, the need for Level II testing will be evaluated for all sites ranked as Medium or High risk.</p>	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.
<p><b><u>Contamination – Broward County (26b)</u></b></p>	X			All Low Risk sites were re-assessed

Commitment (#) and Description	Responsibility			Status
	FDOT	D-B Firm	Shared	
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.				with no impacts anticipated from the project construction.
<b><u>Contamination – Broward County (26c)</u></b> During final design, FDOT will survey existing bridges for asbestos containing materials.	X			There is one existing bridge within the Segments A&B Project that contains asbestos containing materials and will be impacted by construction. All bridges have been tested for asbestos containing materials, and the testing results will be provided to the Design-Build Firm.
<b><u>Contamination (26d)</u></b> FDOT will adhere to the procedures set forth in FDOT's <i>Standard Specifications for Road and Bridge Construction</i> , specifying the Design-Build Firm's responsibilities in regard to encountering petroleum-contaminated soil and/or groundwater.		X		The Design-Build Firm is directed to adhere to the procedures set forth in FDOT's <i>Standard Specifications for Road and Bridge Construction</i> .
<b><u>Contamination – Miami-Dade Co. (27)</u></b> During final design, FDOT will survey existing bridges for asbestos containing materials.	X			There are existing bridges within the Segments A&B Project that contain asbestos containing materials. Asbestos testing results will be provided to the Design-Build Firm.
<b><u>Reevaluation (29)</u></b> 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:**

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



submittal to the agencies.

All applicable data shall be prepared in accordance with Chapter 373 and 403, Florida Statutes, Chapters 40 and 62, 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 South Broward Drainage District (SBDD), shall be prepared in accordance with their specific regulations. Preparation of all documentation related to the acquisition of all applicable permits will be the responsibility of the Design-Build Firm. Preparation of complete permit packages will be the responsibility of the Design-Build Firm. The Design-Build Firm is responsible for the accuracy of all information included in permit application packages. As the permittee, the Department is responsible for reviewing, approving, and signing, the permit application package including all permit modifications, or subsequent permit applications. This applies whether the project is Federal or state funded. Once the Department has approved the permit application, the Design-Build Firm is responsible for submitting the permit application to the environmental permitting agency. A copy of any and all correspondence with any of the environmental permitting agencies shall be sent to the District Environmental Permits Office. If any agency rejects or denies the permit application, it is the Design-Build Firm's responsibility to make whatever changes necessary to ensure the permit application is approved. The Design-Build Firm shall be responsible for any necessary permit extensions or re-permitting in order to keep the environmental permits valid throughout the construction period. The Design-Build Firm shall provide the Department with draft copies of any and all permit applications, including responses to agency Requests for Additional Information, requests to modify the permits and/or requests for permit extensions, for review and approval by the Department prior to submittal to the agencies.

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. A copy of any and all correspondence with any of the environmental permitting agencies shall be sent to the District Environmental Permits Office. The Design-Build Firm shall be responsible for complying with all permit conditions.

Wetland and wood stork suitable foraging habitat mitigation is required in the issued permits, which are based on the Permit Plans, and will be the responsibility of the Department. If any permit applications completed by the Design-Build Firm propose to increase the amount of wetland or wood stork foraging habitat impact that requires mitigation, the Design-Build Firm shall be responsible for providing to the Department an update on the amount and type of wetland or wood stork suitable foraging habitat impacts as soon as the impacts are anticipated (including temporary impacts and/or any anticipated impacts due to construction staging or construction methods). The Department will direct the use of a mitigation site, private mitigation bank or the SFWMD per 373.4137 F.S. The mitigation costs of any additional impacts proposed by the Design-Build Firm shall be the responsibility of the Design-Build Firm. If the Department directs use of a private mitigation bank, the Design-Build Firm shall pay the appropriate fee directly to the bank. If the Department directs use of 373.4137, F.S., the Design-Build Firm shall provide appropriate funds to the Department at the time of permit issuance and the Department will then transfer the mitigation funds to the SFWMD.

The Design-Build Firm shall be solely responsible for all costs associated with these permitting activities and shall include all necessary permitting activities in their schedule.

However, notwithstanding anything above to the contrary, upon the Design-Build Firm's preliminary request for extension of Contract Time, pursuant to 8-7.3, being made directly to the District Construction Engineer, the Department reserves unto the District Construction Engineer, in their sole and absolute discretion, according to the parameters set forth below, the authority to make a determination to grant a

non-compensable time extension for any impacts beyond the reasonable control of the Design-Build Firm in securing permits. Furthermore, as to any such impact, no modification provision will be considered by the District Construction Engineer unless the Design-Build Firm clearly establishes that it has continuously from the beginning of the Project aggressively, efficiently and effectively pursued the securing of the permits including the utilization of any and all reasonably available means and methods to overcome all impacts. There shall be no right of any kind on behalf of the Design-Build Firm to challenge or otherwise seek review or appeal in any forum of any determination made by the District Construction Engineer under this provision.

**F. Railroad Coordination: 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 CADD files

**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)  
3 CD’s containing the Master CADD files

The maximum width of the roll-plots shall be 36”. The maximum length of the roll-plots shall be 8’.

Minimum information to be provided on the roll-plots includes existing conditions and proposed features for Segments A&B and for adjacent projects within the influence of Segments A&B.

**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, Signalization, Lighting, Landscape, Non-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” Non-Accessible Gantry Structure Calculations  
11” X 17” Non-Accessible Gantry Structure Plans  
Master CADD files  
Electrical and Mechanical Design Analysis Reports, energy calculations, & specifications  
Settlement and Vibration Monitoring Plan (SVMP) for Department acceptance and  
update throughout the construction period  
Final Geotechnical Report  
Documentation – roadway/drainage  
Documentation - structures

Technical Special Provisions  
Bridge Load Rating Calculations  
Completed Bridge Load Rating Summary Detail Sheet  
Load Rating Summary Form  
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, Signalization, Lighting, Landscape, Non-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" Non-Accessible Gantry Structure Calculations  
11" X 17" Non-Accessible Gantry Structure Plans  
Master CADD files  
Electrical and Mechanical Design Analysis Reports, energy calculations, & specifications  
Settlement and Vibration Monitoring Plan (SVMP)  
Final Documentation  
Signed and sealed copy of the Bridge Load Rating Summary Detail Sheet  
Signed and sealed copy of the Load Rating Summary Form  
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 prior to construction of any component. The Department's Project Manager will send a copy of 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. To work at risk, the Design-Build Firm must submit signed and sealed plans and can begin working prior to the Department's Project Manager providing stamped "Release for Construction" plans. The Design-Build Firm shall notify

the Department five (5) days prior to starting work at risk. 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:

**As-Built Set:**

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

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

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

The Department shall certify the As-Built Plans per Chapter 5.12 of the Construction Project Administration Manual (TOPIC No. 700-000-000).

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

- 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)
- 4 Final Project CD's

**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

- Bridge Hydraulic Report

### **3. Railroad Coordination: Not Applicable**

#### **J. Contract Duration:**

The Design-Build Firm shall establish the Contract Duration (Proposed Contract Time) for the subject Project. In no event shall the Contract Duration exceed 1,550 calendar days for any Bid Alternative as depicted in the Bid Alternatives Diagram (Attachment S) and as described under Section VIII.A of this RFP. The Proposed Contract Time shall be submitted with the Bid Price Proposal.

#### **K. Project Schedule:**

The Design-Build Firm shall submit a Schedule, in accordance with Subarticle 8-3.2 (Design-Build Division I Specifications). The Design-Build Firm's Schedule shall allow for up to fifteen (15) calendar days (excluding weekends and Department observed Holidays) review time for the Department's review of all submittals with the exception of Category II structures submittals. The review of Category II structures submittals requires Central Office involvement and the Schedule shall allow for up to twenty (20) calendar days (excluding weekends and Department observed Holidays) for these reviews.

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

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

The Design-Build Firm shall comply with the incentive-disincentive provisions included in Section 8 of the Division 1 Design-Build Specifications (Attachment B) in completing the work necessary for the early opening of the Express Lanes and being made available for toll collection.

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

- Chili Cookoff at CB Smith Park in Pembroke Pines usually occurs on the last Sunday in January.
- Tree Lighting, early December at Miramar Regional Park.
- Events at Sun Life Stadium in Miami Gardens to include sporting events (NFL and collegiate football games, soccer matches) and concerts.

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

- Anticipated Award Date
- Initial Design Workshop
- Design Progress Workshop
- Design Submittals
- Shop Drawings Submittals
- Design Survey
- Submittal Reviews by the Department and FHWA
- Design Review / Acceptance Milestones

- Materials Quality Tracking
- Geotechnical Investigation
- Start of Construction
- Clearing and Grubbing
- Construction Mobilization
- Embankment / Excavation
- Environmental Permit Acquisition
- Foundation Design
- 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
- Signalization Design
- Signalization Construction
- 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
- Opening of Express Lanes

**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
- Project/stakeholder coordination meetings
- Adjacent project coordination
- FDOT District Four, District Six, and FTE Environmental Administrator Coordination
- FDOT District Four, District Six, and FTE Construction Environmental Coordination

During design, the Design-Build Firm shall meet with the Department's Design and Construction Project Managers 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 Construction 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, District Six, and FTE Public Information Directors.



### 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.

**5. 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 and District Six Public Information Directors and Project Managers 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. See

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

**V. Testing:**

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

**W. Value Added:**

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

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

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

The Design-Build Firm shall guarantee the performance of all structural components in accordance with Section 475, Value Added Bridge Component, included as Attachment M.

The Design-Build Firm shall guarantee the performance of all Highway Lighting components in accordance with Section 725, Value Added Highway Lighting System, included as Attachment M.

#### **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, construction phasing, incident management, and maintenance responsibility 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.

The Department will establish within 60 days after NTP, bi-weekly Project/stakeholder coordination meetings to include Department personnel, the District Six and Segment C Design-Build Firms, and other adjacent project contractors for design and construction coordination. The Design-Build Firm shall participate in the bi-weekly Project/stakeholder coordination meetings. The meetings will be structured to discuss Project issues that affect stakeholders in the vicinity of the Project, and will include discussions regarding: maintenance of traffic; upcoming construction activities; design issues relative to adjacent FDOT projects, Miami-Dade County and Broward County projects, Town of Miami Lakes, City of Miami Gardens, and City of Miramar projects, and private contracts in the vicinity of the Project area; and stakeholder concerns. The Design-Build Firm shall attend the meetings and be prepared to answer questions and discuss their current maintenance of traffic requests, and identify any upcoming maintenance of traffic plans they intend to submit for the next three (3) week look ahead period. The Department will prepare the agenda and provide written progress reports after each meeting that describes the items of concern, work performed, any resolutions, and summary of decisions made at the meetings. The Design-Build Firm shall prepare a three (3) week look ahead schedule for these meetings with activities to be performed; critical interfacing milestones; maintenance of traffic lane closures required; permit coordination for design, construction and commissioning of ITS devices; and other agency coordination.

Using the current accepted baseline schedule prepared, the Design-Build Firm shall prepare a three (3) week look ahead schedule for those items of interface work activities that could be impacted, hindered, or delayed due to work in the vicinity of the adjacent projects. In addition, any discrete activity with duration longer than two (2) weeks shall be listed. The Design-Build Firm shall update the three (3) week look ahead schedule weekly throughout the Project.

#### **I-75 Express Lanes Project – District 6 Segment and Segment C**

The Design-Build Firm shall be responsible for coordinating design and construction activities with the District 6 Segment located directly to the south of the Segments A&B Project and the Segment C Project located directly to the north of the Segment B Project to ensure design, maintenance of traffic,

construction phasing, incident management, and maintenance responsibility compatibility. The Segment C Design-Build Firm will be responsible for designing and constructing a portion of Ramp H-11 located within the project limits of Segment B. The limits of this work extend from I-75 Sta. 356+00 (equivalent Ramp H-11 Sta. 11041+34.86) to I-75 Sta. 367+00 (equivalent Ramp MPC2 Sta. 508+62.38). All work associated with coordinating the design and construction, and related field work necessary to make suitable connections along I-75 and connection ramps shall be considered with the Proposed Contract Time and included in the Bid Price Proposal. This includes all permanent and temporary features including but not limited to: roadway and shoulder pavement; embankment; drainage; retaining wall; barrier wall; sound barrier wall; signing; pavement markings; lighting; ITS; and erosion control.

### **HEFT Widening and Reconstruction Project**

The Design-Build Firm shall be responsible for coordinating design and construction activities with the Florida's Turnpike Enterprise Widening and Reconstruction Project (FPID No. 435542-1) to ensure design, maintenance of traffic, construction phasing, incident management, and maintenance responsibility compatibility. The HEFT Project includes the construction of the HEFT Express Lanes and the associated widening and reconstruction of the HEFT mainline as depicted in the Phase 2 Concept Design included in Reference Document 1. As of the date of this RFP, the Letting for the HEFT Project is currently scheduled for April 10, 2018. The Design-Build Firm shall construct the Segments A&B improvements along the HEFT so as to avoid throwaway and facilitate the continuous operation of Ramp H-10 during the construction of the HEFT Project. All work associated with coordinating the design and construction, and related field work necessary to make suitable provisions for and connections with the HEFT Project shall be considered with the Proposed Contract Time and included in the Bid Price Proposal. This includes all permanent and temporary features including but not limited to: roadway and shoulder pavement; embankment; drainage; retaining wall; barrier wall; sound barrier wall; signing; pavement markings; lighting; ITS; and erosion control.

### **Y. 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.

**Z. 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 Resident Engineer will be responsible for review and response within ten (10) calendar days (excluding weekends and Department observed holidays). The Resident Engineer will either concur with the proposed solution or, if the 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 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 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.

**AA. Incident Management:**

Incident management along the I-75 corridor and the HEFT will be the responsibility of the Department

and FTE's existing Incident Management and Road Ranger Contractor(s). The Design-Build Firm will be responsible for cooperating and coordinating with the Department and FTE's existing contractor(s) in their performance of the Department and FTE'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 and FTE with traffic incidents during the construction and maintenance phases 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 and FTE, 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. Additionally, should an incident occur close to the Segments A&B Project interface points with the District 6 Segment or Segment C Projects, and also the HEFT, the Design-Build Firm will be responsible for maintenance of traffic operations that may extend onto the adjacent project.

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 and FTE Contamination Impact Coordinators.

The Design-Build Firm shall include the cost of coordinating and performing said responsibilities in their bid price proposal and also include these activities in the Schedule of Values.

**BB. Emergency Management Responsibilities:**

The Design-Build Firm shall refer to Section 7.6 of the CPAM regarding responsibilities and payment for any advance preparation, repairs, replacement, etc. required as a result of natural disaster, catastrophic or emergency response events. 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 final acceptance.

The Design-Build Firm shall include the cost of performing said responsibilities in their bid price proposal and also include these activities in the Schedule of Values.

**CC. Routine Maintenance Responsibilities:**

The Design-Build Firm shall be responsible for routine maintenance throughout the extent of the Department's right of way within the Project limits as noted in the Modified Special Provisions contained in Attachment R and defined in Attachment Q.

The Design-Build Firm shall be responsible for performing all maintenance activities within the Project limits, as delineated in the Maintenance Maps included in Attachment Q, starting 90 days after the NTP



or once mobilization begins, whichever occurs first and shall continue until final acceptance. The Department will assume all maintenance responsibilities within the Project limits once final acceptance is achieved.

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.

The Design-Build Firm shall provide proper coordination with adjacent construction Projects for routine maintenance activities.

The Design-Build Firm shall develop a maintenance plan detailing their approach for conducting the proper maintenance activities. The plan must account for the scheduled maintenance activities per the Maintenance Requirements contained in Attachment Q. The plan shall be submitted to the Department no later than 15 calendar days before the start date of maintenance activities for review and approval.

The Design-Build Firm shall be responsible for the maintenance responsibilities associated with ITS devices and infrastructure as described in Attachment N.

The Design-Build Firm shall include the cost of performing said responsibilities in their bid price proposal and also include these activities in the Schedule of Values.

## **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, tolling, signing & pavement marking, signalization, lighting, and 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.

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

#### **B. Vibration and Settlement Monitoring:**

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

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

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

- Identify any existing structures that will be monitored for vibrations during the construction period.
- Establish the maximum vibration levels. The maximum vibration levels stated in specific existing structures shall not be exceeded.
- Identify any existing structures that will be monitored for settlement during the construction period.

- Establish the maximum settlement levels for the existing structures that must not be exceeded. The maximum settlement level stated shall not be exceeded.
- Identify any existing structures that require pre-construction and post-construction surveys.

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

### C. Geotechnical Services

#### Driven Pile Foundations for Bridges and Major Structures

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

- Bass Creek Road Bridge Lengthening over I-75 (Ramp H-11) (Minimum 1 test)
- Miami Gardens Drive over I-75, Ramp H-5, and Ramp H-7 (Minimum 2 tests)
- Ramp MGDC3 (Minimum 1 test)
- I-75 Express Lanes over HEFT (Minimum 2 tests)
- I-75 Express Lanes over Snake Creek (C-9) Canal (Minimum 2 tests)
- Ramp H-4 over I-75 SB Mainline (Minimum 2 tests)
- Ramp H-5 over Ramp MGDC2 (Minimum 2 tests)
- Ramp H-7 over I-75 (Minimum 2 tests)
- Ramp H-7 over HEFT (Minimum 2 tests)
- Ramp H-10 over I-75 (Minimum 2 tests)
- Ramp H-10 over HEFT (Minimum 2 tests)
- Ramp H-12 over HEFT and Ramp H-7 (Minimum 2 tests)
- Ramp H-12 over I-75 and Snake Creek (C-9) Canal, and Ramp H-2 (Minimum 2 tests)
- Ramp HBD-12 (Minimum 1 test)
- Ramp H-13 over I-75 NB Mainline (Minimum 1 test)
- Ramp H-13 over Snake Creek (C-9) Canal (Minimum 1 test)

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

1. Selection of pile type and size.
2. Selection of test pile lengths, locations and quantity of test piles.
3. Selection of pile testing methods.
4. Determining the frequency of such testing unless otherwise stated herein.
5. Performance of the selected test pile program, including dynamic load test personnel and equipment. The Department may observe the installation of test piles and all pile testing.
6. Preparing and submitting a Pile Installation Plan for the Department's acceptance.

7. Selection of production pile lengths.
8. Development of the driving criteria.
9. Driving piles to the required capacity and minimum penetration depth.
10. Inspecting and Recording the pile driving information.
11. Submitting Foundation Certification Packages.
12. Providing safe access, and cooperating with the Department in verification of the piles, both during construction and after submittal of the certification package.

### **Drilled Shaft Foundations for Bridges and Miscellaneous Structures**

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

- Bass Creek Road Bridge Lengthening over I-75 (Ramp H-11) (Minimum 1 test)
- Miami Gardens Drive over I-75, Ramp H-5, and Ramp H-7 (Minimum 2 tests)
- Ramp MGDC3 (Minimum 1 test)
- I-75 Express Lanes over HEFT (Minimum 2 tests)
- I-75 Express Lanes over Snake Creek (C-9) Canal (Minimum 2 tests)
- Ramp H-4 over I-75 SB Mainline (Minimum 2 tests)
- Ramp H-5 over Ramp MGDC2 (Minimum 2 tests)
- Ramp H-7 over I-75 (Minimum 2 tests)
- Ramp H-7 over HEFT (Minimum 2 tests)
- Ramp H-10 over I-75 (Minimum 2 tests)
- Ramp H-10 over HEFT (Minimum 2 tests)
- Ramp H-12 over HEFT and Ramp H-7 (Minimum 2 tests)
- Ramp H-12 over I-75 and Snake Creek (C-9) Canal, and Ramp H-2 (Minimum 2 tests)
- Ramp HBD-12 (Minimum 1 test)
- Ramp H-13 over I-75 NB Mainline (Minimum 1 test)
- Ramp H-13 over Snake Creek (C-9) Canal (Minimum 1 test)

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. Preparing and submitting a Drilled Shaft Installation Plan for the Department's acceptance.
7. Constructing the method shaft (test hole) and load test shafts successfully and conducting integrity tests on these shafts.
8. Providing all personnel and equipment to perform a load test program on the load test shafts.
9. Determining the production shaft lengths.
10. Documenting and providing a report that includes all load test shaft data, analysis, and recommendations to the Department.
11. Constructing all drilled shafts to the required tip elevation and socket requirement in accordance with the specifications.
12. Inspecting and documenting the construction of all drilled shafts in accordance with the specifications.
13. Performing Cross-Hole Sonic Logging (CSL) or Thermal Integrity tests on all nonredundant drilled shafts supporting bridges. For redundant drilled shaft bridge foundations and drilled shafts for miscellaneous structures, perform CSL or Thermal Integrity on any shaft suspected of containing defects.
14. Repairing all detected defects and conducting post repair integrity testing using 3D tomographic imaging and gamma-gamma density logging.
15. Submitting Foundation Certification Packages in accordance with the specifications.
16. 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. Preparing and submitting an Auger Cast Pile Installation Plan for the Department's acceptance.
4. Inspecting and documenting the auger cast pile installation.
5. Submitting Foundation Certification Packages in accordance with the specifications.
6. Providing safe access, and cooperating with the Department in verification of the auger cast piles, both during construction and after submittal of the certification package.

### **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 as per Standard Index Nos. 500 and 505 without allowance for any modification in the plans by the Geotechnical/Design EOR. In addition, to enhance routine maintenance activities, the Design-Build Firm shall remove all organic soils (A-8/Muck) and other unsuitable soils to a minimum depth of two (2) feet below the bottom elevation of all dry detention/retention ponds, swales, ditches, and other areas to be utilized conveyance, treatment, and/or storage (existing or proposed).

The Design-Build Firm should note that the District 6 Segment Design-Build Firm is responsible for extending the northern construction limits of their respective project a suitable distance to the north as required to remove any organic and unsuitable materials present, and subsequently backfill with select material as per FDOT Standards. This is intended to prevent potential settlement and/or damage to the permanent improvements at the project interface. The Design-Build Firm is responsible coordinating with the District 6 Segment Design-Build Firm since this noted work will extend into the southern portion of the Segments A&B Project.

The Design-Build Firm should note that the Segment C Design-Build Firm is responsible for extending the southern construction limits of their respective project a suitable distance to the south as required to remove any organic and unsuitable materials present, and subsequently backfill with select material as per FDOT Standards. This is intended to prevent potential settlement and/or damage to the permanent improvements at the project interface. The Design-Build Firm is responsible coordinating with the Segment C Design-Build Firm since this noted work will extend into the northern portion of the Segments A&B Project.

### **D. Utility Coordination**

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

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

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

1. Ensuring that all utility coordination and activities are conducted in accordance with the requirements of the Contract Documents.
2. Identifying all existing utilities and coordinating any new installations.
3. Reviewing proposed utility permit application packages and recommending approval/disapproval of each permit application based on the compatibility of the permit as related to the Design-Build Firm’s plans.
4. Scheduling utility meetings, preparing and distributing minutes of all utility meetings, and ensuring expedient follow-up on all unresolved issues.
5. Distributing all plans, conflict matrices and changes to affected Utility Agency/Owners and making sure this information is properly coordinated.
6. Identifying and coordinating the execution and performance under any agreement that is required for any utility work needed in with the Design-Build Project.
7. Preparing, reviewing, approving, signing, coordinating the implementation of and submitting to the Department for review and acceptance, all Utility Work Schedules.
8. Resolving utility conflicts.
9. Obtaining and maintaining all appropriate Sunshine State One Call Tickets.
10. Performing Constructability Reviews of plans prior to construction activities with regard to the installation, removal, temporary removal, de-energizing, deactivation, relocation, or adjustment of utilities.
11. Providing periodic Project updates to the Department Project Manager and District Utility Office as requested.
12. Coordinating with the Department on any issues that arise concerning reimbursement of utility work costs.

The following Utility Agency/Owners (UA/O’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 UA/O identified herein.

UA/O	Eligible for Reimbursement (Y/N)
AT&T Broward – Distribution	Y
AT&T Miami-Dade - Distribution	Y
City of Miramar	Y
Florida Power and Light Broward – Distribution	Y
Florida Power and Light Miami-Dade – Distribution	Y
Florida Power and Light - Transmission	Y
FPL FiberNet, LLC.	Y

Where the Department has identified the UA/O 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 UA/O specifies a lesser replacement), but shall not include any betterments, unless added to the Utility Adjustment Work through a Utility Agreement between the UA/O and the Design-

Build Firm. UA/O's may request the Department to allow the Design-Build Firm to perform additional Utility Adjustment Work relating to betterments at the UA/O's expense.

The Design-Build Firm will be responsible for completing all utility coordination and relocation with identified and any unidentified UA/O'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 UA/O'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, identified utilities 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.

There is an existing 140-foot tall monopole cellular tower located in the northwest quadrant of the I-75/HEFT Interchange that will require relocation (by others) due to the Segments A&B Project improvements. The tower is located within FDOT right of way in accordance with a lease agreement executed in April 1998 between FDOT and Ominpoint Communications MB Operations, LLC (nka T-Mobile). FTE is currently coordinating with T-Mobile on a relocation plan and schedule. The current tentative schedule is to have the cellular tower and infrastructure removed by July 1, 2015. The Design-Build Firm shall be responsible for coordination with FTE with regard to the schedule and access requirements for the demolition and relocation of the tower so as to avoid potential conflicts with the Segments A&B Project construction operations.

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 UA/O, the Design-Build Firm shall not incorporate into the Project any iron or steel used for the utility work until the UA/O 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.

**E. Roadway Plans:**

**General:**

The Design-Build Firm shall prepare the Roadway Plans Package. This work effort includes the roadway design and drainage analysis needed to prepare a complete set of Roadway Plans, 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 Oversight Projects.

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. **Roadway Design:**

See PPM Volume 2; Chapter 2 for Roadway Design sheets, elements and completion level required for each submittal.

2. **Typical Section Package:**

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

3. **Pavement Design Package:**

- Pavement Design
  1. Minimum design period
  2. Minimum ESAL's
  3. Minimum design reliability factors
  4. Resilient modulus for existing and proposed widening (show assumptions)
  5. Roadbed resilient modulus
  6. Friction course
  7. Minimum structural asphalt thickness
  8. Minimum base group
  9. Subbase
  9. Identify the need for modified binder
  10. Pavement coring and evaluation
  11. Identify if ARMI layer is required
  12. Minimum milling depth
  13. Resurfacing thickness
  14. Asphalt thickness (at Toll Gantries)
  15. Concrete thickness \*

\* For the I-75 Express Lanes, the Design-Build Firm will have the option to propose a rigid pavement design in lieu of a flexible pavement design. The rigid pavement design shall be in accordance with the design parameters contained in the approved Pavement Design Report and in accordance with the FDOT Rigid Pavement Design Manual.

#### 4. **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, French 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 Four and Six PL&EM Offices and Drainage Design Sections, and FTE 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.

Included in the Conceptual Permit Packages under Attachment G of this RFP is the Conceptual Drainage Report. 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 170<sup>th</sup> 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 and SBDD. The Design-Build Firm shall provide protective barriers for any proposed wet detention ponds that are defined as a "canal hazard" under Section 4.2.1 of the FDOT Plans Preparation Manual, Volume 1.
2. If french drain is chosen for the design of stormwater management facilities within the segment limits, it must be demonstrated that french drain is the only viable option.
3. Design of control structures/outfalls that restrict required construction work to within existing Right of Way, and/or SFWMD 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 canals or as otherwise required by permit.
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 all roadways and ramps. No open cuts are permitted.
5. Design of stormwater management system(s) shall generally conform to the stormwater management system identified in the Conceptual Drainage Report. However, the Department acknowledges that several of the ponds identified in the Conceptual Drainage Report within the Miami Gardens Drive and HEFT Interchanges were based on the PD&E preferred alternative and cannot be implemented in kind for this Express Lanes project. The Design-Build Firm shall modify the proposed pond and swale locations accordingly, based on the Phases 1 and 2 Concept Designs. 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 Express Lanes project improvements.

6. 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.
7. The Design-Build Firm shall 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.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. This includes both existing and proposed drainage pipes.

The Design-Build Firm shall provide thrust blocks and resilient connectors for all vertical pipes located within MSE walls.

The Design-Build Firm shall coordinate the drainage design, construction, and permitting with the Segment C Design-Build Firm to ensure project interface compatibility, particularly within Basin BR-1BE and Basin BR-1BW as defined in the Conceptual Drainage Report. To effectively integrate the

drainage systems within Basins BR-1BE and BR-1BW, the Design-Build Firm shall construct the proposed swales and ponds to the northern terminus of the Segments A&B Project limits. Since the ultimate control structure and outfall is located downstream within Segment C, the drainage system constructed between Bass Creek Road and the northern terminus of the Segments A&B Project limits shall temporarily function as a retention system until the Segment C drainage system is constructed to the project limits interface.

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 an As-Built Plan of all drainage computations, both hydrologic and hydraulic. The Design-Build Firm shall include all necessary support data.

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

## **F. Geometric:**

### **General**

The Concept Design has been developed to be consistent with the PD&E Study Preferred Alternative improvements and subsequent reevaluation documentation. The Design-Build Firm shall make use of the Concept Design documents included in Reference Document 1 as a general basis for establishing the Segments A&B geometric layout. The Design-Build Firm shall be solely responsible for the development of a design that meets all applicable standards and criteria.

The Project is defined as the Phase 1 Concept Design. The Phase 2 Concept Design reflects widening and

reconstruction of the HEFT mainline to provide Express Lanes within the median; and the western quadrants of the I-75/Miami Gardens Drive Interchange to be constructed by others. Phase 1 improvements are compatible with the Phase 2 I-75/Miami Gardens Drive Interchange and I-75/HEFT Interchange configurations. As such, all design elements in the Construction Plans shall retain compatibility with all of the Phase 2 improvement elements. The design criteria provided herein is for the Concept Plans design included as part of Reference Document 1.

The I-75 Express Lanes median concrete barrier wall shall include an Opaque Visual Barrier throughout the entire Segments A&B Project limits.

For all new and reconstructed paved shoulders along I-75 Mainline and I-75 Express Lanes, ground-in rumble strips shall be constructed in accordance with FDOT Standard Index No. 518.

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

The sequence of ramp entrances and exits, and associated merge and diverge movements as depicted in the Concept Plans shall be maintained. The Design-Build Firm shall follow the AASHTO recommended minimum ramp terminal spacing for entrance and exit conditions regardless of the side of the roadway that the succession of ramp connections occur.

### **Design Speed**

A design speed of 70 mph shall be used for the I-75 General Purpose Lanes, HEFT, and Express Lanes, as well as for the acceleration and deceleration lanes, and Express Lane median connections with Ramp H-10. Minimum design speeds for Miami Gardens Drive and individual ramps are shown in the Typical Section Package contained in Attachment I and shall not be changed by the Design-Build Firm. The Design-Build Firm shall utilize the design speed information shown in the Concept Plans included in Reference Document 1 as a guideline in developing optimal geometrics.

### **Typical Section Package and Design Variation**

The I-75 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 areas requiring barrier wall separation between the I-75 Express Lanes and General Purpose Lanes or retaining walls from ramp connections to the median, 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.

In the areas where the ramps connect with the I-75 Express Lanes and there are more than two lanes in either direction, all pavement beyond the two lanes for normal crown sections shall be sloped at (-)3% to facilitate proper drainage. Similarly, when in superelevation transition and superelevated sections the pavement shall meet the cross slopes as required by Volume 1, Chapter 2 of the PPM.

For any proposed fill slopes steeper than 1:3 (V:H), the Design-Build Firm shall provide a solution that addresses long term erosion control and lessens maintenance cost concerns. The solution shall address the following items: continual maintenance after completion of construction; erosion protection measures; repair/re-grading procedures; and, turf management procedures. Slopes steeper than 1:2 (V:H) are not allowed unless approved by the Department.

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.

Design variations for horizontal alignment, stopping sight distance, and ramp shoulder widths have been approved for the Project and are provided in Attachment K. It is not anticipated that design exceptions will be required for this Project.

### **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 design for the Express Lanes at the southern and northern termini of Segments A&B is fixed by the Concept Design to allow for continuity across the District 6 Segment and Segment C, and shall not be modified by the Design-Build Firm for a minimum distance of 400 feet.
- All temporary and permanent work associated with Ramp H-11 between the existing northbound I-75 General Purpose Lanes and the limited access right of way line, starting from I-75 Sta. 356+00 (equivalent Ramp H-11 Sta. 11041+34.93) and extending to the north will be constructed under the Segment C Project. Any changes to the Concept Design which require modifications outside the limits of Segments A&B shall be the sole responsibility of the Segments A&B Design-Build Firm at no additional cost to the Department or to the adjacent Segment Design-Build Firms.
- All horizontal and vertical alignment refinements must retain compatibility with all geometric requirements of the Phase 2 Concept Design.
- Within the influence of the exchange areas and toll gantry locations, and also between I-75 approximate Sta. 290+00 and Sta. 302+00, there are areas where barrier separations may be necessary between the Express Lanes and the General Purpose Lanes. For other locations, 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, except where required to accommodate the Median to Median Direct Connect Ramp H-10 (approximate Sta. 278+00 to Sta. 328+00), 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 feet maximum) will be permitted, except as follows:
  - Along I-75 NB and SB as required to accommodate the Median to Median Direct Connect Ramp H-10 (approximate Sta. 283+00 to Sta. 310+00)
  - Along I-75 SB as required to accommodate the I-75 Express Lanes Ramp H-4 and avoid impacts to Bass Creek Road Overpass west abutment (approximate Sta. 316+00 to 367+00)
  - Along I-75 NB as required to accommodate the I-75 Express Lanes Ramp H-13 (approximate Sta. 318+00 to Sta. 343+50)

- The Express Lanes direct connection between I-75 and the HEFT (Ramp H-10) shall be a median to median connection with left hand entrances and exits for all connections with the I-75 Express Lanes and the HEFT mainline. The I-75 and HEFT General Purpose Lanes shall be realigned to accommodate the direct connection footprint.
- The Ramp H-10 merge with the NB I-75 Express Lanes shall consist of a minimum 1,200-foot auxiliary lane measured from the painted nose and a minimum 600-foot long taper.
- The Design-Build Firm shall comply with entrance and exit point locations as depicted in the Concept Plans.
- 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 and conditions shall apply:
  - Minimum longitudinal gradient = 0.30%
  - Minimum shoulder cross slope = adjacent roadway pavement cross slope to a minimum cross slope of 2%
  - Maximum shoulder cross slope = adjacent roadway pavement cross slope plus 7% to a maximum cross slope of 10%
  - Maximum rate of change of shoulder cross slope = 1:125 slope ratio
  - Minimum inlet spacing = 200 feet
  - For the shoulder rocking condition, the height of the proposed concrete barrier wall will vary (2'-8" minimum) between the high and low points of the special edge of shoulder profile. This is to ensure that the top of the barrier wall profile (including the 2'-3" tall median opaque visual barrier) is relatively constant and generally follows the grades of the proposed profile grade line to avoid undulating conditions. The Design-Build Firm shall design the top of concrete barrier wall profile in such a manner as to create a profile that is similar to the roadway profile and does not 'sawtooth' with a rocking shoulder design.
  - The design shall include provisions to assure that the reveal of the proposed concrete barrier wall is not compromised.

### **HEFT (Mainline)**

FTE completed a PD&E Study and approved the State Environmental Impact Report (SEIR) in September 2010 for widening the HEFT between SR-836 and NW 57<sup>th</sup> Avenue (FPID No. 423371-1). The approved PD&E preferred improvement plan reflects a total of 10 General Purpose Lanes (five lanes in each direction) on the HEFT south of the I-75/HEFT Interchange and eight General Purpose Lanes (four lanes in each direction) north of the I-75/HEFT Interchange.

Subsequent to the completion of that PD&E Study, the decision was made to evaluate the implementation of Express Lanes on the HEFT as part of all future widening projects. The evaluation of future HEFT Express Lanes in the vicinity of the I-75/HEFT Interchange resulted in the adoption of a new mainline cross section that maintains the adopted five mainline lanes per direction. However, the two inside lanes will be physically separated Express Lanes and the three outside lanes will continue to be General Purpose Lanes. Refer to the Phase 2 Concept Design provided in Reference Document 1. Express Lanes are not planned on the HEFT north of the I-75/HEFT Interchange.

The Concept Design has been developed to be consistent with the future HEFT Widening and Reconstruction project which includes Express Lanes. The Design-Build Firm shall be responsible for the development of a design that meets all applicable standards and criteria necessary to accommodate the

ultimate typical section.

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

- The centerline of Ramp H-10 and the future HEFT Express Lanes shall generally follow the centerline of the HEFT.
- It is required that all construction performed on the HEFT be completed in a manner that supports the ultimate HEFT configuration, which reflects an ultimate 10 lane cross section consisting of two physically separated Express Lanes and three General Purpose Lanes in each direction south of the interchange and eight General Purpose Lanes north of the interchange. The Project must be constructed in a manner that minimizes future reconstruction of the HEFT mainline features. The locations of all bridge piers, major sign posts, median barrier walls, etc. shall be placed to accommodate the future HEFT Widening and Resurfacing project.
- It is required that the northbound HEFT inside travel lane that exits via Ramp H-10 to I-75 be fully developed and physically separated from the General Purpose Lanes by a minimum 4-foot wide buffer and flexible delineators a minimum of 1,200 feet in advance of the General Purpose Lanes exit gore. The formation of the 4-foot buffer must be in accordance with the appropriate taper criteria. The 1,200-foot minimum distance may be adjusted only if advance signing criteria for the Express Lane exit warrant modification and is approved by the Department.
- The southbound HEFT travel lanes and the merge from the I-75 General Purpose Lane ramp must be modified to give priority to the southbound Express Lane entering the system from the new median-to-median direct connection (Ramp H-10). The southbound Express Lane shall be constructed to function as a lane addition to the HEFT and therefore traffic in that lane shall not be required to perform any merging maneuvers to continue south on the HEFT.
- Future intermediate ingress/egress points to and from the ultimate HEFT Express Lanes will be constructed at strategic locations based on traffic demand analyses. At this time, the planned locations of the future HEFT Express Lanes ingress/egress points should not influence the design or implementation of the Project.

### **Miami Gardens Drive Interchange**

The improvements and reconfiguration of the I-75/Miami Gardens Drive Interchange have been divided into Phase 1 and Phase 2. The Phase 1 improvements (part of the Project) include the reconfiguration of the ramps in the southeast and northeast quadrants of the interchange and replacement of the existing Miami Gardens Drive bridges over I-75 as shown in the Phase 1 Concept Design. For the proposed loop ramp in the northeast quadrant (Ramp MGDC1), access to Westbound Miami Gardens Drive from Northbound I-75 shall be temporarily closed with necessary traffic control devices that prohibit entrance until the Phase 2 improvements are constructed. Refer to Section VI.N of this RFP for signing requirements.

The existing ramps (Ramps MG1A1 and MGD1A2) located in the northwest quadrant of the interchange are to be modified solely for the purpose of providing proper transitions and connections as required to accommodate the Phase 1 improvements.



The improvements located on the western side of the interchange will be constructed in the future by others as part of the Phase 2 improvements. Refer to the Phase 2 Concept Design provided in Reference Document 1.

**G. Design Documentation, Computations and Quantities:**

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

The design documentation, notes, calculations, and computations 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

**H. Structure Plans:**

**1. Bridge Design Analysis:**

- a. The Design-Build Firm shall submit to the Department final signed and sealed design documentation prepared during the development of the plans.
- b. The Design-Build Firm shall insure that the final geotechnical and hydraulic recommendations and reports required for bridge design are submitted with the 90% bridge plans.
- c. The Design-Build Firm shall "Load Rate" all bridges in accordance with the Department Procedure 850-010-035 and the Structures Manual. The Bridge Load Rating Calculations, the Completed Bridge Load Rating Summary Detail Sheet, and the Load Rating Summary Form shall be submitted to the Department for review with the 90% superstructure submittal. The final Bridge Load Rating Summary Sheet and Load Rating Summary Form shall be submitted to the Department for review with the Final superstructure submittal. A final, signed and sealed Bridge Load Rating, updated for as-built conditions, shall be submitted to the Department for each phase of the bridge construction prior to placing traffic on the completed phase of the bridge. A final, signed and sealed Bridge Load Rating, updated for the as-built conditions as part of the As-Built Plans submittal shall be submitted to the Department before

any traffic is placed on the bridge. The Bridge Load Rating shall be signed and sealed by a Professional Engineer licensed in the State of Florida.

- d. The Design-Build Firm shall evaluate scour on all bridges over water using the procedures described in HEC 18.
- e. The Engineer of Record for bridges shall analyze the effects of the construction related loads on the permanent structure. These effects include but are not limited to: construction equipment loads, change in segment length, change in construction sequence, etc. The Engineer of Record shall review all specialty engineer submittals (camber curves, 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. All permanent retaining walls shall be full height walls. All permanent retaining walls shall have a concrete facing. Retaining wall heights shall not exceed 40 feet (MSE wall height shall be measured from the top of the natural ground to the top of the highest coping). Partial height walls such as perched (defined as walls: (1) founded on fill above the elevation of the natural ground line, or (2) located within a fill slope between the

toe of slope and the top of slope) and toe walls (defined as walls that: (1) preserve a portion of an existing fill slope, or (2) eliminate only a small portion of sloped embankment at the bottom of the slope) are not permitted. Fill slopes that create a perched wall and/or create a retaining wall greater than 40 feet if the perched condition is eliminated are not permitted. Proposed retaining walls adjacent to existing bridge embankment slopes shall have the top of leveling pads placed below the embankment toe of slope such that the proposed leveling pad is not within an existing or proposed fill slope or embankment slope. The natural ground line shall be defined at a maximum elevation 4.5 NAVD (elev. 6.0 NGVD) for establishing compliance with wall height and type criteria. Retaining walls on fill such that the fill height at the wall leveling pad elevation continues at the same elevation for at least a wall height horizontal distance away from the wall in all directions shall not be considered perched walls (for these walls, the wall height can be measured from the top of leveling pad to top of highest coping).

- d. The following environmental classifications shall be used for the bridges:

Bridge	Environmental Classifications	
	Superstructure	Substructure
<ul style="list-style-type: none"> <li>• Miami Gardens Drive over I-75</li> <li>• I-75 Express Lanes over HEFT</li> <li>• Ramp H-4 over I-75 SB</li> <li>• Ramp H-5</li> <li>• Ramp H-7</li> <li>• Ramp H-10 (M2M DC)</li> <li>• Ramp H-12 over HEFT</li> <li>• Ramp H-12 over I-75 and Snake Creek (C-9) Canal</li> <li>• Ramp HBD-12</li> <li>• Ramp H-13 over I-75 NB</li> <li>• Ramp MGDC3</li> </ul>	Slightly Aggressive	Slightly Aggressive (Concrete) Slightly Aggressive (Steel)
<ul style="list-style-type: none"> <li>• Bass Creek Road Bridge Lengthening over I-75 (Br. No. 860320)</li> <li>• I-75 Express Lanes over Snake Creek (C-9) Canal</li> <li>• Ramp H-13 over Snake Creek (C-9) Canal</li> </ul>	Slightly Aggressive	Moderately Aggressive (Concrete) Moderately Aggressive (Steel)

- e. The bridges, retaining walls and sound barrier walls within the project limits shall meet the requirements of Level Three aesthetic criteria, as defined by PPM Volume I, Section 26.9.4, including:
- i. Emphasis is required on the full integration of efficiency, economy and elegance in all bridge components, the structure as a whole and the proposed and existing bridges within the project limits. Structure components shall be evaluated both individually and as a system.
  - ii. All bridges shall be a closed box superstructure type unless exempted under Section G.2.f.

- iii. Each bridge shall be of a single superstructure type and material from begin bridge to end bridge limits unless exempted under item G.2.f.v.
- iv. On multi-span bridges, the exterior beams/girders for all spans shall be the same type and height, except for:
  - Ramp H-5 where one structure depth transition will be allowed where the superstructure is supported on pile bents (as permitted in item G.2.e.vii)
  - Ramp H-12 over I-75 and Snake Creek (C-9) Canal where one structure depth transition will be allowed after Station 12054+00Haunches and/or depth transitions shall be provided within a single span. Abrupt changes in the bridge superstructure depths at a pier will not be allowed.
- v. On curved multi-span bridges, continuous spans are required, chording of the horizontal curvature will not be allowed unless the superstructure is supported on pile bents (as permitted in item G.2.e.vii or through an approved ATC). Use of straight chorded segments for spliced U-girder structures or any other post-tensioned superstructure is not permitted.
- vi. Bridge columns (e.g. single pier column, multi-column pier columns, straddle pier columns, cantilever pier columns, etc.) shall be compatible with the site by proper attention to forms, shapes, material and proportions of the proposed bridge columns within the project limits.
- vii. No intermediate pile bent substructures shall be used except for: I-75 Express Lanes over Snake Creek (C-9) Canal, Ramp H-13 over Snake Creek (C-9) Canal, and spans 4 through span 14 of Ramp H-5 as shown in the Concept Plans. Pile bent substructures are not allowed on Ramp H-12 over I-75 and Snake Creek (C-9) Canal.
- viii. Structural steel for bridges shall be weathering steel. Weathering steel shall meet the requirements of the 2013 FDOT Structures Design Manual, Volume 1 (SDG) and Volume 2 (SDM).
- ix. Weathering steel shall be uncoated, except that the interior of the box girders (if proposed), including interior diaphragms and cross-frames, 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).
- x. 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.

- xi. Steel superstructures consisting of a single steel box girder will not be allowed.
- xii. Braided Ramp Bridges H-4 and H-13 shall have the same superstructure/substructure type and material.
- xiii. Integral straddle piers shall have the minimum vertical clearance governed by the superstructure and not the straddle.
- xiv. Except for Ramps H-4, H-10, and H-13, straddle piers proposed at any other ramp/bridge will need to be approved by ATC.
- xv. The maximum allowable skew angle at bridge supports shall be limited to 50° unless otherwise required by geometric constraints such as when supports have to be placed within narrow skewed medians of underlying roadways. In no case shall the skew angle be greater than 60°.
- xvi. 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.
- xvii. For all bridges, scuppers will not be allowed.
- xviii. All concrete bridge components shall receive a Class 5 Applied Finish Coating. The Coating shall be applied to the portion of the bridge structures shown in the Surface Finish Detail, Figures 4.4-1 and 4.4-2 from the Structures Detail Manual (SDM); as well as all exposed surfaces (top, inside and outside) of the end of the bent wing walls.
- xix. The Design-Build Firm shall coordinate aesthetic appearance of retaining walls with bridges and other elements. Retaining walls and bulkheads shall have a concrete facing; exposed steel wales shall not be permitted. The concrete finish shall be a raised panel finish. Retaining walls shall receive a Class 5 Finish Coating as per Figure 4.4-4 of the SDM. Retaining wall precast panels are excluded from the Class 5 Finish Coating requirements. All permanent sheet pile walls shall be painted in accordance with FDOT specifications.
- xx. FDOT D6 concrete bridge components shall receive a Department approved sacrificial anti-graffiti coating system. The Design-Build Firm shall apply coatings in accordance with SECTION 563 and as indicated in Figures 4.4-1 through 4.4-4 of the SDM.
- xxi. Strengthening of any existing pier caps will not be allowed. Pier caps shall be reconstructed in their entirety to satisfy all current design criteria.

- f. The following bridges are exempt from the closed box requirements of Level Three aesthetic criteria, as defined by PPM Volume I, Section 26.9.4:
- i. Bass Creek Road Bridge Lengthening over I-75 (Bridge No. 860320). Refer to additional criteria provided within this Section of the RFP.
  - ii. The Miami Gardens Drive Bridges over I-75 (Bridge Nos. 870594 and 870595).
  - iii. I-75 Express Lanes over HEFT shall match the structural type and material of the existing I-75 Mainline Bridges over the HEFT.
  - iv. Ramp H-5
  - v. The interior beams /girders of the gore spans (Span 6 and Span 13 as shown in the Concept Plans) of Ramp H-12 over I-75 and Snake Creek (C-9) Canal are exempt. A superstructure consisting of closed box girders is preferred for the gore spans; however, a steel hybrid cross-section consisting of exterior box girders and interior I-shaped girders will be considered if approved by an ATC.
  - vi. Ramp MGDC3
  - vii. I-75 Express Lanes over Snake Creek (C-9) Canal shall match the structural type and material of the existing I-75 Mainline Bridges at the crossing.
  - viii. Ramp H-13 over Snake Creek (C-9) Canal shall match the structural type and material of the existing I-75 Mainline Bridges at the crossing.
  - ix. Bridges for Ramps H-4 and H-12, and Bridges for Ramps HBD-12 and braided Ramp H-13 can be considered exempt of the closed box requirement only if approved by an ATC.
- g. The following are specific requirements to the Bass Creek Road Bridge lengthening over I-75 (Bridge No. 860320):
- i. The bridge shall be lengthened to meet with the geometric requirements of the Concept Design.
  - ii. The existing footings do not have top mat reinforcing and shall be protected against thermal stresses in the final condition by providing a minimum two (2) feet of fill cover and a 4 inch concrete slab on top of the fill to minimize required maintenance.
  - iii. Due to the presence of precast deck panels, a full deck replacement with an 8½” cast-in-place deck is required when the bridge is

lengthened. The new deck shall meet the finish and smoothness requirements of Standard Specifications Sections 400-15.2.5.3 and 400-15.2.5.5. Deck grooving shall be provided per Standard Specifications Sections 400-15.2.5.6.

- iv. Design bridge lengthening and load rate the entire bridge in accordance with SDG 1.7. Do not isolate and evaluate the lengthened portion of the bridge separately from the rest of the bridge.
- v. The load rating for the new portion of the structure shall not be the controlling load rating for the bridge. The new beams shall meet all LRFR, Section 6, Part A criteria.
- vi. Existing bridge beams that do not produce an acceptable rating utilizing LRFR Part A or Part B criteria shall be replaced. Load rating variations will not be approved. The acceptable load rating shall include an 8½” deck slab. Reduction in deck thickness to improve the load ratings will not be approved. Where the existing prestressed beam plans provide for either Grade 40 or Grade 60 mild reinforcing steel, the load rating shall assume Grade 40 unless physical sampling proves otherwise.
- vii. The existing minimum vertical clearance shall be maintained under the existing I-75 General Purpose Lanes. A minimum vertical clearance of 16’-6” shall be provided over new construction to include the Express Lanes and ramps under the lengthened structure, otherwise jacking will be required.
- viii. Existing substructures, including foundations, to remain in the completed structure may require retrofitting to carry additional loads due to the lengthening. Additional loads are defined as an increase in the permanent and transient loads in the existing element(s) before and after the proposed lengthening improvements. The Design-Build Firm shall determine the controlling load case(s) for the existing substructures, including foundations, in the existing conditions and demonstrate that after lengthening, the loads in the existing elements do not exceed the original design capacity based on the 1977 Edition of the AASHTO Standard Specifications for Highway Bridges, which provided for a 60 Tons Design Load per pile for the piers. If after lengthening it is determined that the original design capacities have not been exceeded, the design criteria for the existing substructure and foundations can be based on the 1977 Edition of the AASHTO Standard Specifications for Highway Bridges. New substructure and foundation components shall be in accordance with the latest requirements of the AASHTO LRFD Bridge Design Specifications. If after lengthening it is determined that the original design capacities have been exceeded, the design criteria for both the existing and proposed substructure, including foundations, shall be in accordance with the latest requirements of the AASHTO LRFD

Bridge Design Specifications. In this case only, pile driving records may be used to determine pile capacity.

- ix. Strengthening of the existing pier caps to carry additional loads will not be allowed. The pier caps shall be reconstructed in their entirety. For other existing substructure components to remain that will see an increase in loading due to the lengthening, only strengthening and/or rehabilitation design methods and materials that can be designed using the current AASHTO LRFD Bridge Design Specifications, the FDOT Structures Manual, FDOT Construction Specifications and materials listed in the FDOT Qualified Products List (QPL) will be allowed. Designs that utilize methods and materials that require additional codes or specifications are not allowed.
  - x. Substructure strengthening shall be consistent with the appearance of the existing bridge and shall be of a single superstructure and substructure type and material from begin to end bridge limits. The foundations for the bridge strengthening are excluded from this requirement.
- h. The Miami Gardens Drive Bridges spanning I-75 (Bridge Nos. 870594 and 870595) shall be replaced so as to accommodate and be compatible with both the Phase 1 and Phase 2 improvements.
  - i. Ramp H-7 Bridge typical section shall provide a 34'-0" clear roadway width and striped as a single lane bridge as shown in the Concept Plans. No ATC's will be considered that decrease the proposed 34'-0" clear roadway width of the bridge regardless of the roadway typical section.
  - j. The proposed interior bents for the Snake Creek (C-9) Canal Bridges shall be aligned with the existing Snake Creek (C-9) Canal bents to provide horizontal channel clearances that match the existing conditions and prevent any adverse scour conditions.
  - k. The Snake Creek (C-9) Canal Bridges shall have rubble riprap slope protection as shown in the Right of Way Occupancy Package permit that satisfies the requirements of the permitting agency.
  - l. Two (2) – 2" diameter conduits with expansion fittings and pull boxes Type "B" in accordance with Design Standard Index No. 21210 shall be installed in all new traffic railings mounted on bridges and retaining walls.
  - m. The I-75 Express Lanes Bridge median traffic railing shall include an Opaque Visual Barrier.



### 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:

Sound Barrier Wall Table						
Location Number	From Station	To Station	Approx. Length	Side	Adjacent Community	Type of Sound Barrier Wall
1	352+00 (I-75)	367+00 (I-75)	1,500'	Left	Courtyards at Nautica Villas at Nautica Windsor at Miramar	(a) Ground Mounted
2	308+00 (I-75, without taper)	318+00 (I-75, without taper)	1,000'	Right	Huntington	8' Tall Shoulder Mounted
3	206+00 (I-75)	410+00 (Ramp MGDB1)	4,420'	Right	Royal Landings, West Lakes Estates, and Century Gardens	(a) Ground Mounted
4	85+00 (Miami Gardens Drive)	703+00 (Ramp MGDC3)	1,930'	Right	Lakes on the Green	(b) Ground Mounted
5	702+50 (Ramp MGDC3, without taper)	5061+00 Ramp H-5, without taper)	1,850'	Right	Lakes on the Green	8' Tall Shoulder Mounted
6	2584+50 (HEFT)	2603+81 (HEFT)	1,932'	Right	Lakes on the Green	(a) Ground Mounted
7	2603+32 (HEFT) (wall on Ramp H-12)	2616+00 (HEFT) (wall on Ramp H-12)	1,269'	Right	Lakes on the Green	8' Tall Shoulder Mounted
8	2615+50 (HEFT)	2632+00 (HEFT)	1,650'	Right	Marbella Park West	(b) Ground Mounted
9	2622+00 (HEFT)	2633+60 (HEFT)	1,060'	Left	Huntington	(b) Ground Mounted
10	2609+50 (HEFT) (Wall on Ramp H-8)	2623+50 (HEFT)	1,365'	Left	Huntington	14' Tall Shoulder Mounted
11	12062+91 (Ramp H-12)	12082+43 (Ramp H-12)	1,953'	Left	Riviera Isles	8' Tall Shoulder Mounted

- (a) Minimum 20' panel wall height with a minimum 22' effective wall height measured from the existing ground at the LA R/W line to the top of the wall  
 (b) Minimum 18' panel wall height with a minimum 20' effective wall height measured from the existing ground at the LA R/W line to the top of the wall

The horizontal limits and heights of these sound barrier walls shall not be changed except as approved by the Department.

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 wall 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 wall shall be designed to prevent ponding of water on either side of the barrier and must provide for the flow of water through the barriers 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 wall 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.

To the maximum extent possible, the Design-Build Firm shall minimize the offset (desirably 4 feet) of the sound barrier walls from the right of way line, unless otherwise approved in writing by the Department. Adjacent to the existing FPL transmission lines located west of I-75, the sound barrier walls shall be located no greater than 12 feet from the power lines. The Design-Build Firm shall comply with the minimum clearances required by the National Electrical Safety Code (NESC) and the Occupation Safety and Health Administration (OSHA). The effective wall height measured from the existing ground at the right of way line to the top of the wall shall comply with the requirements noted in the Sound Barrier Wall Table.

As defined in the Conceptual Permit Plans and the Concept Plans, the Design-Build Firm is permitted to locate the sound barrier walls within the proposed stormwater management berms. Where applicable, the Design-Build Firm is to provide a sodded 1:2 harmonization slope from the top of the berm elevation down to the ground elevation at the right of way line, except in locations where concrete gutters/ditches are required behind the wall to convey offsite drainage. Refer to the Concept Plans contained in Reference Document 1 for additional information. Gates at both ends, with locks and keys, shall be provided to the Department to restrict access behind the proposed walls.

The Design-Build Firm shall maintain all existing fences at all times during construction. 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. 802, Fence Type 'B'. Once the Segments A&B Project construction is completed, District Six shall be responsible for removing rear property fences and extending existing side property fences to the new sound barrier wall. The following communities have properties with rear fences.

<b>Adjacent Community</b>	<b>Impacted Properties</b>	<b>Side</b>
Royal Landings	15	Right
West Lakes Estates	17	Right
Century Gardens	24	Right
Lakes on the Green	28	Right
<b>Total</b>	<b>84</b>	

The Design-Build Firm shall coordinate with adjacent property owners as necessary. The Design-Build Firm will be responsible for obtaining approval from the impacted property owners authorizing entry and temporary occupation. This will be for the purpose of removing existing vegetation and other existing features impacted by the proposed sound barrier wall and also for regrading, sodding, and restoring the portion of the property affected by the construction activities. The Design-Build Firm shall notify the affected property owners a minimum of two weeks in advance of any construction activities impacting the respective property. Prior to said work, the Design-Build Firm shall submit to the Department documentation confirming property owner approval.

Sod shall be placed on the property owner's side of the wall in all areas disturbed by construction. Sod type shall match existing sod type of each property.

The sound barrier wall design shall incorporate the following:

- Construction of ground mounted precast sound barrier wall shall be in accordance with the FDOT Design Standards and approved FDOT systems.
- Finish on the highway side of the ground mounted sound barrier wall shall be Recessed Panel with Type-H finish.
- Finishes on the property side of the ground mounted sound barrier wall shall be Smooth Surface with Type-A Finish.
- The Design-Build Firm shall coordinate the use of graphics on the sound barrier wall 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 wall color shall be per Texcote T-114 Color: Sandalwood. A sample color is to be provided and shall be field verified for a match prior to paint finish installation.
- Ground mounted sound barrier wall shall use the recessed panel option.
- The proposed sound barrier wall 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 500 feet of length unless otherwise approved by the Department. Minor changes in the ground elevation should not be reflected in the top of wall profile.

The Design-Build Firm shall coordinate the sound barrier wall design and installation with the Segment C Design-Build Firm to ensure project interface compatibility for wall continuity and uniformity. This includes horizontal and vertical geometrics, vertical steps, post spacing, panel lengths, and panel graphics

spacing. To effectively integrate the proposed wall systems between Segments B and C, the Design-Build Firm shall utilize the wall post installed by the Segment C Design-Build Firm at the northern limit (Sta. 367+00) of the Segment B Project. The Design-Build Firm shall install a full length panel at the noted project interface point within the Segment B project limit. The Design-Build Firm will be responsible for coordinating the logistics of the wall interface between Segment B and Segment C.

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 wall and, if needed, perform the necessary steps to address Section 479.25 of the Florida Statutes.

### **I. 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.

To work at risk, the Design-Build Firm must submit signed and sealed specifications and can begin working prior to the Department’s Project Manager providing stamped “Release for Construction” specifications. The Design-Build Firm shall notify the Department five (5) week prior to starting work at risk. All work that the Design-Build Firm performs in advance of the Department’s release of Specifications will be at the Design-Build Firm’s risk.

**J. 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.

**K. 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 – District 6 Segment (FPID No. 432687-1-52-01) as noted in Section V.X of the RFP.
  - I-75 Express Lanes Project - Segment C (FPID No. 421707-4-52-01) as noted in Section V.X of the RFP.
  - FTE HEFT Widening and Reconstruction Project (FPID No. 435542-1) as noted in Section V.X of the RFP.
5. Coordinate with the District 6 Segment Design-Build Firm since they will be responsible for extending the northern construction limits of their respective project a suitable distance to the north (into the southern portion of the Segments A&B Project) as required to remove any organic and unsuitable materials present and subsequently backfill with select material.

6. Coordinate with the Segment C Design-Build Firm since they will be responsible for extending the southern construction limits of their respective project a suitable distance to the south (into the northern portion of the Segments A&B Project) as required to remove any organic and unsuitable materials present and subsequently backfill with select material.
7. Construction of the southern +/- 1,000 feet of the roadway template (excluding the placement of friction course and final pavement markings) shall occur no earlier than 500 calendar days from the NTP unless otherwise directed by the Department. This restriction is intended for the District 6 Segment Design Build Firm to complete their work at northern project limits so as to facilitate adjacent project construction and avoid conflicts with adjacent construction activities.
8. Construction of the northern +/- 1,000 feet of the roadway template for both the Express Lanes and Ramp H-11 shall occur no earlier than 500 calendar days from the NTP unless otherwise directed by the Department. This restriction is intended for the Segment C Design-Build Firm to complete their work at their southern project limits so as to facilitate adjacent project construction and avoid conflicts with adjacent construction activities.
9. Expedite the construction of the I-75 Express Lanes in accordance with the Incentive-Disincentive provisions included in Section 8 of the Division I Design-Build Specifications (Attachment B).
10. Expedite the construction of ground mounted sound barrier wall as detailed below.

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 to 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.

When proposed sign panels are not in use, the Design-Build Firm shall cover the sign panels in accordance with the FDOT Standard Specifications.

#### **HEFT Widening and Reconstruction Project**

The Design-Build Firm shall be responsible for coordinating design and construction activities with the Florida's Turnpike Enterprise HEFT Widening and Reconstruction Project (FPID No. 435542-1) to ensure design, maintenance of traffic, construction phasing, incident management, and maintenance responsibility compatibility as further defined under Section V.X, Adjoining Construction Projects. The general intent is to minimize project overlap and to avoid having two (2) contractors working concurrently in the same area, so as to facilitate adjacent project construction and avoid conflicts with adjacent construction activities. For effective project interface, the Design-Build Firm shall sequence and construct the Segments A&B Project improvements along the HEFT so as to avoid throwaway and facilitate the continuous operation of Ramp H-10 during the construction of the HEFT Project.

#### **Ground Mounted Sound Barrier Walls**

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

The ground mounted sound barrier wall along I-75 shall be completed no later than 775 calendar days

from the NTP. If the I-75 ground mounted sound barrier wall is not complete within 775 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 wall 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 wall, and will not be entitled to any compensation from the Department.**

Where proposed sound barrier wall is located adjacent to existing vegetation that serves as a visual and noise barrier for the adjacent properties, the Design-Build Firm shall initiate construction of the sound barrier wall at these locations no later than 30 calendar days following the start of vegetation removal activities. The Design-Build Firm should expedite the sound barrier wall construction at these proposed locations to the maximum extent possible to minimize the duration that the adjacent properties are not screened from I-75.

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.

#### **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.

#### **L. Stormwater Pollution Prevention Plans (SWPPP):**

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

**M. 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. Topics to be addressed 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 and HEFT 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.

Water blasting is the only acceptable method for removal of conflicting pavement markings.

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.

For the HEFT and the Turnpike Ramps

Traffic shall not be allowed on any milled surface, and all milled surfaces shall be paved within the same



work period.

Ponding conditions are not allowed during milling and resurfacing, which may require alternate stages and/or paving multiple lifts during the same work period. Final paving of the friction course, 8" into a shoulder that is sloped towards the travel lane, shall be flush with the shoulder's structural course.

All mainline lane closures require the use of Index No. 670, Motorist Awareness System.

Hours of traffic pacing shall be the lowest volume weeknight hours as determined by traffic data or as directed by FTE Traffic Operations.

FHP Troop K shall serve as the point of contact and scheduling for all traffic control needs on the HEFT.

## **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.

If temporary guardrail, concrete barrier walls, travel lanes, ramps, embankment, shoulder gutter, shoulders, drainage, etc. is required, the temporary traffic control plans shall include these as well.

Any impacts to guardrail, concrete barrier walls, travel lanes, ramps, embankment, shoulder gutter, shoulders, drainage, or any other existing feature, shall be relocated or replaced as required to restore the roadway to its existing conditions.

The Design-Build Firm shall provide the necessary traffic control devices that prohibit entrance into the newly constructed ingress ramps and shall maintain the traffic control devices until all work is complete and final acceptance is issued by the Department. The Design-Build Firm shall be responsible for the removal of all traffic control devices.

Acceleration and deceleration of all construction vehicles within a travel lane is prohibited. The Design-Build Firm shall make provisions for construction vehicle access to the work areas including material delivery. Lane closures may be warranted for certain construction vehicles to access the work areas. Coordinate all access locations with the engineer.

If detour routes are proposed by the Design-Build Firm for days during the Miami-Dade County public school year calendar, the Design-Build Firm shall contact the Miami-Dade County Public Schools Department of Transportation at 305-234-3365 to arrange a school bus route meeting. This meeting is to determine impacted bus routes and to make any necessary arrangements or rerouting.

### 3. **Traffic Control Restrictions:**

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

1. I-75 SB (south of Miami Gardens Drive Interchange)
  - a. One lane closure – Midnight to 6:00 AM and 10:00 AM to Midnight.
  - b. Two lane closure – Midnight to 6:00 AM and 9:00 PM to Midnight.
2. I-75 SB (south of I-75 SB exit ramp to HEFT SB)
  - a. One lane closure – Midnight to 6:00 AM and 8:00 PM to Midnight.
  - b. Two lane closure – Midnight to 6:00 AM and 9:00 PM to Midnight.
3. I-75 SB (south of Miramar Parkway Interchange)
  - a. One lane closure – Midnight to 6:00 AM and 9:00 PM to Midnight.
  - b. Two lane closure – Midnight to 6:00 AM and 11:00 PM to Midnight.
4. I-75 NB (south of Miramar Parkway Interchange)
  - a. One lane closure – Midnight to 6:00 AM and 10:00 PM to Midnight.
  - b. Two lane closure – Midnight to 6:00 AM.
5. I-75 NB (south of HEFT NB entrance ramp to I-75 NB)
  - a. One lane closure – Midnight to 6:00 AM and 8:00 PM to Midnight.
  - b. Two lane closure – Midnight to 6:00 AM and 10:00 PM to Midnight.
6. I-75 NB (south of Miami Gardens Drive Interchange)
  - a. One lane closure – Midnight to 4:00 PM and 8:00 PM to Midnight.
  - b. Two lane closure – Midnight to 7:00 AM and 10:00 PM to Midnight.
7. HEFT SB (east of I-75 Interchange)
  - a. One lane closure – Midnight to 6:00 AM and 9:00 PM to Midnight.
8. HEFT NB (east of I-75 Interchange)
  - a. One lane closure – Midnight to 6:00 AM and 9:00 PM to Midnight.
9. HEFT SB (west of I-75 Interchange)
  - a. One lane closure – Midnight to 6:00 AM and 9:00 PM to Midnight.
10. HEFT NB (west of I-75 Interchange)
  - a. One lane closure – Midnight to 6:00 AM and 9:00 PM to Midnight.
11. Existing Ramp H-2 (HEFT NB entrance ramp to I-75 NB)
  - a. One lane closure – Midnight to 6:00 AM and 9:00 PM to Midnight.

12. Existing Ramp H-9 (I-75 SB entrance ramp to HEFT SB)
  - a. One lane closure – Midnight to 6:00 AM and 9:00 PM to Midnight.
13. Miami Gardens Drive EB (east of I-75 Interchange)
  - a. One lane closure – Midnight to 4:00 PM and 9:00 PM to Midnight.
14. Miami Gardens Drive WB (east of I-75 Interchange)
  - a. One lane closure – Midnight to 6:00 AM and 10:00 AM to Midnight.
15. I-75 Express Lanes
  - a. One lane closure – Midnight to 6:00 AM and 9:00 PM to Midnight (applies only to locations that have 2 lanes in either the NB or SB direction after the opening of the Express Lanes).
  - b. Total closure – permitted for a maximum of four (4) nights following the opening of the Express Lanes for bridge construction over the Express Lanes.

A lane may only be closed during active work periods. All lane closures, including ramp closures, must be reported to the local emergency agencies, the media and the District Four, District Six, and Florida's Turnpike Enterprise Information Officers.

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

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.

Based on Florida's Turnpike Plans Preparation and Practices Handbook (TPPPH) Chapter 10, in addition to daytime lane closures, Florida's Turnpike prohibits lane closures from sunup Friday until 10:00 pm Sunday and holidays. All lane closures and construction activities on the HEFT must comply with the provisions outlined in the FTE Lane Closure Policy. Daytime lane closures, weekend lane closures, and holiday lane closures are not allowed along the HEFT and connecting ramps. Should a full ramp closure be required, a detour route shall be provided in the Temporary Traffic Control Plan. The FTE Traffic Operations publishes a separate Lane Closure Procedure document that describes the specific process that shall be followed when requesting lane closures.

#### **N. Environmental Services/Permits/Mitigation:**

The Design-Build Firm will be responsible for preparing designs and proposing construction methods that are permissible. The Design-Build Firm will be responsible for any required permit fees. All permits required for a particular construction activity will be acquired prior to commencing the particular construction activity. Delays due to incomplete or erroneous permit application packages, agency rejection, agency denials, agency processing time, or any permit violations, except as provided herein, will be the responsibility of the Design-Build Firm, and will not be considered sufficient reason for time extension or additional compensation. As the permittee, the Department 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. SBDD Paving & Drainage Permit
2. SFWMD-USACE Joint Environmental Resource Permit (ERP)
3. SFWMD ROW Occupancy Permit
4. SFWMD Master Dewatering Permit for Broward County (Permit #06-06340-W)
5. USACE Section 404 Dredge-Fill Permit
6. USACE Section 408 Approval

1. **NEPA Requirements:**

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

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. Specifically, archeological resources exist in the adjacent property outside the FDOT right of way in the southwest quadrant of the I-75/Miami Gardens Drive Interchange. As referenced in Section V.D of this RFP, Department Commitment #17 restricts access in the southwest quadrant of the interchange for the future extension of Miami Gardens Drive west and to ensure compliance with the Department commitments.

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, Wildlife and Habitat, and Mitigation:

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 by the Department from a mitigation bank approved by the regulatory agencies. The Design-Build Firm shall consider the ramifications to USACE wetland impacts and the mitigation requirements associated with changing proposed dry detention ponds identified in the Permit Plans and Conceptual Drainage Report to wet detention ponds. 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.

Location	Existing Wetland Area (acres)	Temporary Impacts (acres)	Permanent Impacts (acres)	Offset / Creation (acres)	Net Permanent Impacts (acres)
Segment A	370.90	45.50	68.00	7.74	60.26
Segment B (D6)	88.96	39.91	39.72	8.90	30.82
Segment B (D4)	66.16	0.44	19.56	0.00	19.56

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 that is located outside the Project limits, will require coordination with USFWS 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 was performed to evaluate potential impacts from contaminated sites to the Project. A Contamination Screening Evaluation Report (CSER) and Impact to Construction Report/Soil Management Plans (ICR/SMP) were prepared pursuant to FHWA's Technical Advisory T 6640.8A. The Design-Build Firm should reference the CSER and Segment ICR/SMP's included in Reference Document 2.

#### **Segment A**

Five (5) areas within the anticipated construction limits of Segment A were found to have soil arsenic concentrations above state residential standards; in one (1) of these areas the arsenic concentration was above the state commercial/industrial standard. In addition, total residual petroleum hydrocarbon (TRPH) was identified in two (2) of these areas. These areas are identified and recommendations for addressing this contamination are provided in the Segment A ICR/SMP in Reference Document 2.

#### **Segment B**

There is a small area in Segment C adjacent to the proposed construction limits at the north end of Segment B that was found to have soil arsenic concentrations above state residential standards. To insure appropriate material handling, a small soil management area is identified at the north end of the Segment B limits. Recommendations for addressing this potential contamination are provided in the Segment B ICR/SMP in Reference Document 2.

#### **Design and Permits**

The Design-Build Firm will be responsible for preparing designs and proposing construction methods that avoid potential contamination impacts and that are permitable. In the event that contaminated areas are identified that could potentially impact the project, the District 4 and District 6 Contamination Impact Coordinators (DCICs) are available for consultation and can advise/recommend a course of action if/when contamination issues are unavoidable.

For areas of unavoidable contamination removal/remediation, the Department's Contamination Assessment/Remediation (CAR) Contractor will be responsible for the handling, removal, and remediation of contaminated soil, contaminated surface water, and contaminated groundwater in accordance with Section 120-1.2 (Unidentified Areas of Contamination) of the FDOT Standard Specifications for Road and Bridge Construction.

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.

#### 6. Asbestos Containing Materials

Asbestos inspections and surveys were completed to determine the location of asbestos containing materials (ACM) on eight (8) Segments A&B bridges as defined in FDOT Procedure No. 625-020-020. The location of the identified ACM, as well as other pertinent information, is found in the Asbestos Survey Reports for the Project included in Reference Document 2. As listed in the following table, ACM was found on three (3) of the Segment B bridges:

#### Summary of Asbestos Testing and Asbestos Impacts

Bridge No.	Facility Carried	Facility Intersected	ACM
*870595	Miami Gardens Drive Eastbound	I-75	No
*870594	Miami Gardens Drive Westbound	I-75	No
870597	I-75 Southbound	HEFT	No
870598	I-75 Northbound	HEFT	No
870602	Ramp H-2 (I-75 on-ramp flyover from HEFT NB)	I-75 and HEFT	No
*860320	Bass Creek Road	I-75	Yes
860327	I-75 Southbound	Snake Creek Canal (C-9 Canal)	Yes
860328	I-75 Northbound	Snake Creek Canal (C-9 Canal)	Yes

\*Impacted by construction

- a. The Design-Build Firm’s attention is directed to the fact that additional suspect ACM could be present in one or more of the structural elements of the bridge that were inaccessible during the original bridge inspection and survey. Prior to initiating any bridge modification, rehabilitation, renovation or demolition activity, any additional suspect ACM not covered in the provided report shall be identified, sampled and analyzed by the Design-Build Firm’s Asbestos Consultant as needed.
- b. The existing Asbestos Survey Reports for the Project shall be inspected prior to initiating any bridge modification, rehabilitation, renovation or demolition activity.

Prior to initiating any bridge modification, rehabilitation or demolition activity, any additional suspect ACM not covered in the Pre-Demolition Survey report shall be identified, sampled and analyzed by the Asbestos Consultant. The Asbestos Consultant will be responsible for:

- i. Making all required agency notifications, securing permits, preparation of plans

and specifications for asbestos removal and/or wet demolition, monitoring the abatement (including clearance sampling when determined to be necessary by the Asbestos Consultant and/or as required by regulation) and/or wet demolition work, rehabilitation or demolition, approval of pre-job and post-job submittals, keeping daily logs, air monitoring and final clearance samples, preparation of the final report, etc.

- ii. The Asbestos Consultant will be responsible for all coordination, notifications, and document submittals.
- iii. The Asbestos Consultant will submit a Notice of Asbestos Renovation or Demolition [DEP Form 62-257.900(1)] to the Florida Department of Environmental Protection (FDEP) Broward County designee, a minimum of ten (10) working days prior to initiating any renovation or demolition activity.

The Asbestos Consultant will need to contact Broward County to determine the appropriate notification for the Project.

Broward County Planning and Environmental Regulation Division  
Air Quality Division  
Pollution Prevention, Licensing & Compliance  
(954) 519-1420

- c. The Design-Build Firm shall secure the services of both a Florida Licensed Asbestos Consultant (Asbestos Consultant) and a Florida Licensed Asbestos Abatement Contractor (Asbestos Contractor).

The Asbestos Contractor shall remove all ACM from the modification, rehabilitation or demolition area(s), using approved methods in accordance with FDOT Procedure Nos. 425-000-05 and 625-020-020, Florida Statutes, Florida Administrative Code (FAC), Code of Federal Regulations and all rules, regulations, policies, and guidelines of the FDOT, the United States Environmental Protection Agency (USEPA), the Florida Department of Environmental Protection (FDEP), the Occupation Safety and Health Administration (OSHA), the Florida Department of Business and Professional Regulation (FDPB), and any other applicable Federal, State, and Local government agency.

The DCIC is available to consult with the Design-Build Firm and will assist with determining the appropriate management of ACM on the Project bridges.

**O. Signing and Pavement Marking Plans:**

The Design-Build Firm shall prepare signing and pavement marking plans in accordance with Department criteria. The Design-Build Firm shall 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 shall be allowed. Sign content and number of signs shall not be reduced from those shown in the Master Plan. All overhead sign structures including those carrying Dynamic Message Signs (DMS) shall be designed and constructed to accommodate an additional 25% increase in the final sign panel area from what is shown in the Signing Master Plan. The design of the increased panel size for all overhead signs shall be in accordance with TPPP Volume I, Chapter 29. Not all of the required sign (e.g., regulatory, warning, informational, recreational, post interchange sequence, etc.) assemblies, pavement messages,



and delineators that the Design-Build Firm shall provide 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 pavement markings on asphalt surfaces and high performance contrast tape on concrete surfaces (including bridge decks) for both solid and skip lines. Route shield pavement messages detailed in Reference Document 1 shall be provided at the I-75/HEFT Interchange Express Lanes ramp gore areas as shown in the Signing Master Plan included in Reference Document 1 to emphasize the intended ramp and mainline roadway names. The Design-Build Firm shall coordinate with District Four, District Six, and FTE Traffic Operations Offices and incorporate any specific notes and requirements as applicable to the Project. The Design-Build Firm shall coordinate with FTE regarding signs within FTE's right of way.

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 shall 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.

All signing and pavement marking designs along I-75 and ramps shall meet FDOT Design Standards and PPM. All signing and pavement marking designs along I-75 and ramps shall be prepared with respective District 4, District 6, Miami-Dade County standard notes and criteria. Should there be a conflict with a standard note, the note that will govern shall be that which pertains to the jurisdictional location where note is being applied. All signing and pavement marking designs along the HEFT within FTE's right of way, and signs for the HEFT facilities shall meet FDOT Design Standards and the TPPPH.

All proposed overhead sign panels shall be fabricated using Type XI high intensity reflective sheeting material. Overhead sign lighting is required only for sign panels on curves with radii of 880 feet or less in rural areas and 2,500 feet or less in urban areas, and in sag vertical curves with a K value of 60 or less. Refer to the Signing Master Plan contained in Reference Document 1 for additional information. All proposed sign panels shall comply with the requirements of the current MUTCD. A minimum vertical clearance of 18.5 feet shall be provided for all overhead sign structures measured from the highest elevation over the entire roadway width of the pavement and shoulder to the lowest point of a static sign panel.

At approximate Sta. 288+50, a 7-foot diameter area between the Southbound I-75 General Purpose Lanes and the Southbound I-75 Express Lanes must remain clear of underground or overhead obstructions to allow for a future Southbound Ramp H-10 traffic overhead sign structure and foundation construction by others at this location. Refer to the Signing Master Plan contained in Reference Document 1 for additional information.

The Design-Build Firm shall maintain the existing sign lighting during construction (or shall provide temporary lighting where existing lighting cannot be maintained). Reuse of existing sign structures for new sign panels is not allowed unless the Design-Build Firm provides signed and sealed documentation demonstrating that the existing structures satisfy the governing standards per the RFP. Existing sign panels proposed to be replaced by the Design-Build Firm shall meet the current MUTCD requirements and be fabricated with Type XI high intensity sheeting material. If an existing sign structure and respective sign panels are not impacted by construction, it is not necessary for them to be evaluated by the Design-Build Firm or for the sign panels to be upgraded to the Type XI high intensity reflective sheeting.

Existing sign lighting shall remain and be fully functional at these locations.

Overhead signs (static, dynamic, or combination of static and dynamic) shall not be installed on butterfly structures within the Segments A&B Project limits.

Existing single post and multi-post sign assemblies impacted by construction shall be entirely replaced and upgraded if necessary. Existing sign assemblies not impacted by construction can remain.

The proposed I-75/Miami Gardens Drive Interchange signing plan shall take into account the Phase 2 traffic operations to effectively sign the Northbound I-75 to Westbound Miami Gardens Drive movement such that the Phase I proposed overhead sign structures can be reused with new sign panels and to avoid conflict with additional overhead sign structures if required.

For Phase 2, several sign panels and ITS devices will be added to select sign structures as shown in the Phase 1 Signing Master Plan. These sign structures designed in Phase 1 shall account for the Phase 2 signs and ITS devices. When estimating the additional 25% sign area for the overhead sign structure design, the larger of the sign panel areas from either Phase 1 or Phase 2 shall be utilized.

#### **P. Lighting Plans:**

The Design-Build Firm shall prepare lighting plans in accordance with Department criteria. All lighting designs along I-75 and ramps shall meet FDOT Design Standards and PPM. All lighting designs along I-75 and ramps shall be prepared with respective District 4, District 6, and Miami-Dade County standard notes and criteria. Should there be a conflict with a standard note, the note that will govern shall be that which pertains to the jurisdictional location where note is being applied. All lighting designs along the HEFT within FTE's right of way shall meet FDOT Design Standards. The Design-Build Firm shall utilize governing regulations to complete the Lighting Plans with notes as per the applicable plans preparation manual/handbook. The Design-Build Firm shall make use of the Lighting Analysis Report included in Reference Document 1 as a starting point for the design.

A Lighting Analysis Report (LAR) including photometric printouts shall be submitted by the Design-Build Firm to ensure sufficient illumination over the entire corridor including a needs analysis for bridge underdeck lighting. The LAR 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 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 within the Broward County portion of the Project. Any changes to the existing lighting within the Miami-Dade County portion of the Project shall be designed using new high mast lighting systems.

Conventional lighting with an Aluminum Light Pole system within the Broward County portion of the Project and high mast lighting system within the Miami-Dade County portion of the Project shall be designed in accordance with applicable plans preparation manual/handbook 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.
- 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. Service points and power circuits shall not be combined or shared between the Broward County portion of the Project and the Miami-Dade County portion of the Project.
- The Design-Build Firm shall remove the existing high mast lighting serving the I-75/Miami Gardens Drive Interchange and replace with new high mast light poles meeting current design standards. Any existing high mast light poles along HEFT impacted design or construction shall be replaced with new high mast light poles.
- Roadway lighting along HEFT shall be provided up to 300 feet upstream of any deceleration taper begins or acceleration taper ends from ramps associated with the I-75/HEFT Interchange.
- District 6 currently maintains high mast light poles along I-75 and interchanges (including HEFT interchange) in Miami-Dade County.
- Each new high mast light pole shall include a motor capable of lowering and raising the luminaire assembly for maintenance.
- The HEFT, Miami Gardens Drive, and Miramar Parkway Interchanges are currently lighted with high mast poles. For the Miramar Parkway Interchange, the Department intends to replace the existing high mast lighting system with a conventional lighting system as part of the Segment C Project. The Design-Build Firm shall construct a complete conventional lighting system to light the proposed Express Lanes and existing General Purpose Lanes between Sta. 320+00 and Sta. 367+00 along I-75 per FDOT Design Standards Index Nos. 17515 and 21210.
- 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 be 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.

#### **Q. Landscape Plans:**

The Landscape Concept Design included in Reference Document 1 reflects the existing surveyed trees, screening areas, and the overall project layout proposed for the ultimate buildout of the I-75 corridor and the screening areas concept design for Segments A&B Project. For this Design-Build Project, the proposed landscape design shall consist of screening areas where no sound barrier walls are proposed.

Relocation of impacted plant material and the proposed plant list are depicted in the Segments A&B Landscape Plans.

The table below describes the plant type, size, spacing, and quantity of new material required for the screening areas. It is intended that the additional plant materials required for the screening areas depicted in the Segments A&B Landscape Plans will be established as part of the Design-Build Firm's Tree Relocation Plan.

Landscape	Description	Minimum Quantity
Green Buttonwood	Minimum 10' height, full to ground, multi trunk (60" staggered on center)	670

The landscape elements are as follows:

- a. Landscape Plans
  1. Non-wall 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 Relocation Plan to include:
    - a. Tree relocation
    - b. Tree removal
    - c. Tree protection
    - d. Tree replacement
- c. At a minimum, the Design-Build Firm shall coordinate with the following:
  1. District Four and District Six Landscape Architects (DLA)
  2. District Four and District Six Maintenance Engineers (DME)
  3. Turnpike Landscape Architect (TLA)
  4. Local municipalities (Miramar) with maintenance agreements

### Tree Relocation Plan

Prior to developing a Tree Relocation Plan, the Design-Build Firm shall meet with the DLA and the TLA to discuss and coordinate the overall landscape 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.

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 Relocation Plan 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](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. Substandard setbacks must be approved by the District Four 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 Landscaping Special Provision SP580000FA for installing, establishing, and maintaining all plant materials replaced.
- The Design-Build Firm shall submit a Tree Protection Plan to the DLA and TLA 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. 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.
- The Design-Build Firm shall ensure that the Tree Relocation Plan is continually coordinated with all other disciplines to avoid potential conflict.
- Tree condition will be the basis of the tree disposition and mitigation. Only Poor or Dead status are exempt.

### **Relocation and Removal**

The Department has completed a tree survey for the Project that inventories existing desirable trees. Refer to Reference Document 1 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 of location:

1. Within the Segments A&B Project limits for trees impacted along I-75 and associated interchanges.
2. Within The Florida's Turnpike Enterprise System, impacted trees shall be replaced within the Florida Turnpike.
3. Within the I-75/I-595/Sawgrass Expressway Interchange as shown on the Tree Relocation Plan Layout provided in Reference Document 1

As necessary, the Design-Build Firm will mutually coordinate tree relocations with the other Project Segment Design-Build Firms utilizing the I-75/I-595/Sawgrass Expressway Interchange for tree relocations. The intent is to have coordination occur amongst the Design-Build Firms during the relocation of trees within the interchange even though each Project Segment will have its own designated area to transplant trees.

- Species that shall be relocated if impacted are as follows:
  - Bald Cypress – maximum 16 foot overall height
  - Cabbage Palm – minimum 12 foot clear trunk
  - Gumbo Limbo – minimum 12 foot overall height
  - Live Oak – minimum 12 foot overall height
  - Royal Palm – minimum 16 foot overall height
  - Royal Poinciana – minimum 16 foot overall height and a maximum 25 foot overall height
- Smaller trees where the structure of the tree canopy will not be compromised, they can be pruned for transport by an International Society Arboriculture (I.S.A.) Certified Arborist.
- The Design-Build Firm is responsible for procurement and payment of any required permits for oversized loads due to width of relocated trees.
- Species not required to be relocated are as follows (but if not impacted are to remain):
  - 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.
- 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)
- Alternative plant material not listed will require approval of the DLA and/or TLA.
- 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](http://www.fleppc.org)), unless otherwise noted in the Landscape Concept Plans.
- Refer to Section VI.J of this RFP for vegetation removal requirements related to proposed sound barrier walls.

If the Design-Build Firm encounters an existing tree that was not inventoried and is impacted by construction, the Design-Build Firm shall be responsible for relocating or replacing the tree per the criteria stated above and notify the DLAs and TLA.

No landscaping is proposed along the HEFT for this project. Any impacts to existing plant material along the HEFT shall be coordinated with FTE's Landscape Architect and replaced in-kind per the replacement species criteria list above.

## **Maintenance**

### Establishment and Maintenance Period & Warranty

The Design-Build Firm shall maintain the relocated and existing landscape as indicated in Landscaping Special Provision SP580000FA following final acceptance of the Project. The limits of the landscape maintenance shall include all areas within the Project limits, relocation or replacement tree areas not within the project limits to include a minimum 10 foot radius around all relocated or replacement material and within the designated area of the I-75/I-595/Sawgrass Expressway Interchange as shown on the Tree Relocation Plan Layout provided in Reference Document 1. 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 establishment period per Landscaping Special Provision SP5800000FA.
- Relocation work shall include root pruning, removal, transplanting, transporting, staking and guying, and plant health maintenance which includes fertilization and pest management. The Design-Build Firm shall guarantee all relocated trees for entire establishment period as identified in Landscaping Special Provision SP5800000FA when relocated within the Project limits and the I-75/I-595/Sawgrass Expressway Interchange.
- 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). As a specific requirement, only fertilizers specifically formulated for palm trees, which includes the required micro-nutrients, shall be used on all plant materials.

## **R. Toll Systems:**

### **1. Non-Accessible Gantry Site Locations**

The proposed non-accessible gantry site locations represent preferred locations that have been reviewed by and are acceptable to the Department. The Design-Build Firm should locate the centerline of the gantries at each site as follows:

- Toll Gantry 1 Station 216+00
- Toll Gantry 2 Station 274+00

The stations specified for Toll Gantry 1 and Toll Gantry 2 were developed meeting the criteria found within the FTE General Tolling Requirements (GTR) with Addendum #1. Regardless, whether Toll Gantry 1 and Toll Gantry 2 stations are modified, their final location shall comply with the location requirements found within the FTE General Tolling Requirements (GTR) with Addendum #1.

### **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 Site Plan including Non-Accessible Gantry Sample Plans in Attachment O, Appendix 19. The Non-Accessible Gantry Sample Plans developed by the Design-Build Firm shall be in general conformance with Attachment O, FTE General Tolling Requirements with Addendum #1.

The design of the non-accessible gantry including foundations, non-accessible gantry plans and the site adaptation of the Conceptual Site Plan included in Attachment O, FTE General Tolling Requirements

with Addendum #1 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.

#### A. Non-Accessible Gantry

Refer to Attachment O, FTE General Tolling Requirements with Addendum #1 for the non-accessible gantry requirements.

The Design-Build Firm shall follow the sample plans provided, perform their own design and become the EOR for the non-accessible gantries and toll equipment buildings required for this project. The Design-Build Firm shall adjust tolling equipment locations as necessary per Attachment O, FTE General Tolling Requirements with Addendum #1 and associated appendices.

### 3. Other Structures

- 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.S of this RFP for information on DMS sign structures.

### 4. Building Criteria

The Design-Build Firm will design and construct the toll equipment buildings and associated infrastructure as detailed in Attachment O, FTE General Tolling Requirements with Addendum #1.

### 5. Tolling Equipment Installation Coordination

After the Design-Build Firm completes the toll equipment building(s) and associated tolling infrastructure in accordance with Attachment O, FTE General Tolling Requirements with Addendum #1 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 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.

After the TEC installs tolling equipment inside the new toll equipment buildings, the key to the building door(s) will be changed by the contractor's locksmith within 5 (five) working days and the Department will take possession of the keys. The Design-Build Firm will not have access to the interior of the new toll buildings after tolling equipment is installed.

#### S. Signalization Plans:

The Design-Build Firm shall prepare Signalization Plans in accordance with Department criteria. All signalization designs along at ramp junctions shall be prepared with District 6 and Miami-Dade County standard notes and criteria. Should there be a conflict with a standard note, the note that will govern shall be that which pertains to the jurisdictional location where note is being applied.



The Design-Build Firm shall construct mast arm signals at the I-75/Miami Gardens Drive Interchange with mast arms, controller cabinets, loop assemblies, signal head per lane (centered on each intended lane physically as possible), LED countdown type pedestrian signals and associated pedestrian signal signs. Mast arm assemblies shall be designed to withstand additional loadings in case additional overhead signing (turn prohibitions) or additional signal heads (due to signal operation phasing change or additional turn lanes) are required in the future. Pedestrian crossing features shall be provided to cross the I-75 entrance and exit ramps along Miami Gardens Drive. All pedestrian push button locations shall meet both MUTCD and ADA criteria. All dual and triple right turns shall be signalized. Every effort shall be made to locate stop bars at signalized intersections to minimize vehicle clearance times at the respective signals. Signal heads shall be mounted horizontally and shall be perpendicular to the approaching traffic stopped at the stop bar. Supplemental signal heads may be required to improve visibility of overhead signals for drivers approaching the signals from the I-75 off-ramps and Miami Gardens Drive. Fiber optic (single mode 72 count) signal interconnect cable shall be provided to connect NW 87<sup>th</sup> Avenue signals along Miami Gardens Drive with three 1” inner ducts in a 4” outer duct. LED internally illuminated overhead street name signs mounted on mast arms shall be provided at all signalized intersections for mainline and minor roads/ramps. The overhead street name signs shall be located within the cone of vision of the intended drivers approaching the intersection.

#### **T. Intelligent Transportation Systems (ITS) Plans:**

Refer to the ITS Deployment Requirements included as Attachment N 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 ITS Master Plan will be allowed. All ITS overhead sign structures and foundations shall be designed and constructed to accommodate a 25% increase in size of the proposed final sign panel area . The design of the increased panel size for all ITS overhead signs shall be in accordance with TPPP Volume I, Chapter 29.

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 N and shall be accurate, legible, complete in design, drawn to the scale indicated in the Department's manuals and furnished in reproducible form.

Coordination with other Design-Build Firms performing integration activities for the I-75 Express Lanes Project is required. The Design-Build Firm shall coordinate the Segments A&B ITS System Integration activities with the District Six Design-Build Firm’s System Integrator and the Segments C, D, and E System Integrator and permit access to the ITS equipment within the Segments A&B Project, to include the equipment shelter and ITS equipment furnished and installed by the Design-Build Firm.

#### **U. Traffic Monitoring Sites:**

##### **Permanent Traffic Monitoring Sites**

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 3.979 (Site No. 872501) in Miami-Dade County
- I-75, MP 4.988 (Site No. 872503) in Miami-Dade County

The final location of the PTMS sites shall be coordinated with the District Six Statistics Administrator at

305-470-5373. The sites 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
- Piezos
- Type III TMS pedestal (not 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 District Six Statistics Administrator at 305-470-5373 for a final inspection at least ten (10) days prior to cutting the inductive loops into the friction course.
- 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.

#### **Telemetered Traffic Monitoring Site**

The Design-Build Firm shall design and construct one (1) Telemetered Traffic Monitoring Site (TTMS) 860362. The approximate location of this site is:

- I-75, MP 0.780 (RWID 86075000) in Broward County (0.78 miles north of the Miami-Dade County Line)

The final location of the TTMS site shall be coordinated with James Whitley of the Department's Central Office, Transportation Statistics Office at 850-414-4726 or by e-mail james.whitley@dot.state.fl.us. The 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 (latest edition) and shall include the following items:

- Grounding electrodes
- Directional bore (Less than 6")
- Buried conduit (underground)
- Buried conduit (under pavement)
- Pull boxes
- TMS Vehicle Sensor (Class II, Type I)
- TMS Solar Power Unit in each direction
- TMS Vehicle Speed/Classification Unit in each direction
- Inductive loop assemblies
- Type IV TMS breakaway pole mounted cabinets and breakaway pole bases in accordance with Standard Index No. 17841 in each direction. Coordinate locations for loop assemblies, sensors, pole and cabinets with Department's Central Office Transportation Statistics Office 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 shall notify James Whitley of the Department's Central Office Transportation Statistics Office at 850-921-7300 or 800-399-5523 ten (10) working days prior to any roadwork performed in the vicinity of the Traffic Monitoring Site, and ten (10) working days prior to installation of loops and sensors.
- The Design-Build Firm will be responsible for any incidental damages to pull boxes, conduits, the cabinet, and any other related equipment of the Telemetered Traffic Monitoring Site that may result from Miscellaneous Construction work and will repair/replace at the Design-Build Firm's expense. For any questions, the Design-Build Firm shall contact James Whitley at 850-921-7300 or Kip Jones at 850-414-4726.
- Refer to FDOT Design Standard Index No. 17900 for TMS installation.

The Design-Build Firm shall provide an opening in the guardrail proximate to the TTMS cabinet and solar power unit for maintenance vehicle access to repair solar power unit and cabinet if required.

## **VII. Technical Proposal Requirements:**

### **A. General:**

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

### **B. Submittal Requirements:**

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

A copy of the written Technical Proposal must also be submitted in .pdf format including bookmarks for each section on a CD. No macros will be allowed. Minimum font size of ten (10) shall be used. Times New Roman shall be the required font type.

Only upon request by the Department, provide calculations, studies and/or research to support features identified in the Technical Proposal that are not specifically identified in the submittal requirements below. This only applies during the Technical Proposal Evaluation phase.

Submit 1 Original, 9 CD's, and 8 hard copies of the Technical Proposal to:

Ms. Margaret Simpkins  
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: Project Approach

- Paper size: 8½" x 11". The maximum number of pages shall be 25, single-sided, typed pages including text, graphics, tables, charts, and photographs. Double-sided 8½" x 11" sheets will be counted as 2 pages. 11" x 17" sheets are prohibited.
- This Section shall cover the Evaluation Criteria items described under Section VII.C to include: (1) Design, (2) Construction, (3) Innovation, and (4) Value Added.
- Provide a summary detailing how preliminary plans address all significant design and construction issues and constraints.
- Provide a listing and description of the approved ATC's included in the Technical Proposal.
- Describe how the proposed design solutions and construction means and methods meet the Project needs described in this Request for Proposal. Provide sufficient information to convey a thorough knowledge and understanding of the Project and to provide confidence the design and construction can be completed as proposed.
- Provide the term, measureable standards, and remedial work plan for any proposed Value Added features that are not Value Added features included in this RFP, or for extending the Value Added period of a feature that is included in this RFP. Describe any material requirements that are exceeded.
- Provide a Written Schedule Narrative that describes the Design and Construction phases and illustrates how each phase will be scheduled to meet the project needs required of this Request for Proposal. Information should include early completion of the ground mounted sound barrier walls. The schedule narrative should describe completion of the Project's interface limits that will minimize delay and conflicts to the adjacent I-75 Design-Build Projects (District 6 Segment and Segment C), and early completion of the Express Lanes so that they are ready for traffic.
- Bar or Gantt charts are prohibited. Do not reveal or describe the Proposed Contract Time. Proposed Contract Time will be evaluated when Bid Price Proposals are received.

Section 2: Plans and Technical Special Provisions

- Paper size: 11" x 17" or as noted below.
- Plan and Profile views of the proposed improvements may be submitted in roll-plot format. The maximum width of the roll-plots shall be 36". The maximum length of the roll-plot shall be 8'. Inclusion of additional information (including but not limited to typical sections, cross sections, special details, other component plans content, narrative, graphics, tables, charts, photographs, etc.) on the roll-plot, other than depictions of the Plan and Profile views, is strictly prohibited and will not be considered by the Proposal Evaluators, if included. The Department may determine that such additional information is excessive and may require the Design-Build Firm to revise and resubmit the roll-plots. If this occurs, the Design-Build Firm will have 2 business days to revise and resubmit the roll-plots upon notification by the Department.
- Provide Technical Proposal Plans in accordance with the requirements of the Plans Preparation Manual. Toll Facility Plans are not required as part of the Technical Proposal Plans.
- In addition to the PPM Technical Proposal Submittal Requirements, other component plan sets that include lighting and ITS plans may be submitted in roll-plot format.
- The Plans shall complement the Project Approach.
- In addition to the PPM Technical Proposal Submittal Requirements, information to be included in the Technical Proposal Plans for roadway, structures, geotechnical, signing and pavement markings, lighting, and ITS is as follows:

**Roadway**

- Bridge pier and abutment locations
- Special gutter profiles
- Roadway cross sections (500-foot intervals and critical locations)

**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
- Variations and documentation

### **Geotechnical**

- Geotechnical investigation plan

### **Signing and Pavement Markings**

- Pavement markings
- DMS structure locations

### **Lighting**

- Pole layout

### **ITS**

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

\*\* The CADD design files containing the Technical Proposal Plans design are to be included on the CD.

- Provide any Technical Special Provisions which apply to the proposed work. Paper Size: 8½" x 11"
- Provide drainage/permitting backup calculations, modeling input/output reports, and any additional backup information to support the drainage design and to demonstrate that the design is in accordance with FDOT Standards, the Conceptual Permits, and that the design is permissible.

## **C. Evaluation Criteria:**

The Department shall evaluate the written Technical Proposal by each Design-Build Firm. **The Technical Proposal will be evaluated based on the complete buildout of the Project as described under Section I, Description of Work and as depicted in the Phase 1 Concept Design and the Bid Alternatives Diagram (Attachment S – Bid Alternative 5).** 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:

<b>Item</b>	<b>Value</b>
1. Design	40
2. Construction	27
3. Innovation	8
4. Value Added	5
<b>Maximum Score</b>	<b>80</b>

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

1. **Design (40 points)**

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

- Structures design
- Roadway design and safety
- Drainage design/permitting
- Environmental design
- Geotechnical investigation plan
- Minimizing impacts to adjacent properties and structures through design
- Traffic Control Plan design
- Signing and Pavement Markings design
- Lighting design
- ITS design
- Context Sensitive design
- Utility coordination and design
- Maintainability

Credit will be given for aesthetics features of the design including but not limited to the following: considerations in the geometry, suitability and consistency of structure type, structure finishes, shapes, proportions and form throughout the limits of the Project.

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

Credit will be given for effectively describing the Design-Build Firm's project approach relating to design solutions, issues, constraints, schedule narrative, etc. as noted in Section 1 (Project Approach) under Section VII.B – Submittal Requirements.

Credit will be given for design and utility coordination efforts that minimize the potential for adverse impacts and project delays due to utility involvement.

Credit will be given for ITS design and construction that:

- Address coordination of, and minimize impacts to ITS operations, including District Four, District Six, and FTE facilities
- Improve system maintainability and reliability
- Consider uniformity within the I-75 corridor

Credit will be given for development of design approaches which minimize periodic and routine maintenance. The following elements should be considered: access to provide adequate inspections and maintenance, access to structure's lighting system, and impacts to long term maintenance costs. At a minimum, the following components should be considered:

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

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.

Credit will be given for a Maintenance of Traffic Plan that minimizes disruption to I-75 General Purpose Lanes, HEFT General Purpose Lanes, I-75 Express Lanes and ramps, adjacent District 6 Segment and Segment C, and Miami Gardens Drive.

## 2. **Construction (27 points)**

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

- Safety
- Structures construction
- Roadway construction
- Drainage construction
- ITS construction
- Minimizing impacts to adjacent properties and structures through construction
- Implementation of the Environmental design and Erosion/Sediment Control Plan
- Implementation of the Maintenance of Traffic Plan
- Incident Management Plan
- Utility coordination and construction
- Approach to defining and disposition of unsuitable materials
- Utilization of on-site material for embankment

Credit will be given to the Design-Build Firm that demonstrates 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.

Credit will be given for developing and deploying construction techniques that minimize disruptions to roadway traffic, the traveling public, property owners, enhance project durability, reduce long term and routine maintenance, reduce cost, and promote public and worker safety. This shall include, but not be



limited to, minimization of lane closures, lane widths, shoulder widths, visual obstructions, construction sequencing, and drastic reductions in speed limits.

Credit will be given for effectively describing the Design-Build Firm's project approach relating to construction phasing, means and methods, solutions, issues, constraints, schedule narrative, etc. as noted in Section 1 (Project Approach) under Section VII.B – Submittal Requirements.

Credit will be given for construction and utility coordination efforts that minimize the potential for adverse impacts and project delays due to utility conflicts.

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.

**3. Innovation (8 points)**

Credit will be given for introducing and implementing innovative design approaches and construction techniques which address the following elements:

- Materials
- Enhance Design and Construction aspects related to the current and future expansion of the transportation facility in accordance with the improvements as defined under the Phase 2 Concept Design
- Action Plan for early geotechnical efforts to facilitate expedited start of foundation work on structures
- Action Plan for early procurement of permits
- Action Plan to quantify engineering and contracting resources
- Action Plan to expedite earthwork operations
- Action Plan to open Express Lanes concurrently with District Six Express Lanes
- Action Plan to minimize lane closures after Express Lanes are opened
- Action Plan for opening of the I-75/HEFT Interchange ramps

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

Credit will be given for the following Value Added features:

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

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

Value Added Feature	Minimum Value Added Period
Value Added Asphalt	3 years
Value Added Concrete Pavement	5 years
Value Added Bridge Components	5 years
Value Added Lighting	3 years

**D. Final Selection Formula:**

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

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

BPP = Bid Price Proposal

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

PCTP = Proposed Contract Time Points

Points will be added to the Technical Score, at the time of Bid Price Proposal opening, according to the Proposed Contract Time based on the following table. The number of days shown on the Bid Proposal form shall be the official Proposed Contract Time.

Proposed Contract Time (Days)	Points Awarded
1,550 – 1,451	0
1,450 – 1,351	1
1,350 or less	2

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. If the Proposed Contract Time is greater than the Maximum Contract Time of 1,550 calendar days the Bid Price 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 Bid Price Proposals. This meeting will be recorded. At this meeting, the Department will announce the score for each member of the Technical Review Committee, by category, for each Proposer and each Proposer’s average Technical Score. Following announcement of the technical scores, the sealed Bid Price 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 Bid Price Proposals. The Department’s Selection Committee will review the evaluation of the Technical Review Committee and the Bid Price Proposal of each Proposer as to the apparent lowest adjusted score and make a final

determination of the lowest adjusted score. The Selection Committee has the right to correct any errors in the evaluation and selection process that may have been made. The Department is not obligated to award the contract and the Selection Committee may decide to reject all proposals. If the Selection Committee decides not to reject all proposals, the contract will be awarded to the Proposer determined by the Selection Committee to have the lowest adjusted score.

#### **F. Stipend Awards:**

The Department has elected to pay a stipend to 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 \$270,000 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:**

The Department currently has \$194 million programmed for the Project and is anticipating additional funding to become available during the procurement period by re-programming existing funds and/or any savings from bids that are received on other projects. The Department has established an upper funding limit that will not exceed \$290 million. Therefore, the Department has established several priorities in the form of bid alternatives for contract award. These alternatives begin with a Project Base Concept as Bid Alternative 1 and increase in scope until the full scope (Phase 1 Concept) as described in the RFP is achieved with Bid Alternative 5. The alternatives in priority order are Bid Alternative 1 as being the lowest priority and Bid Alternative 5 as being the highest priority.

**Bid Alternative 1: Project Base Concept**

The work included in Bid Alternative 1 includes all of the design and construction work necessary to implement traffic movements and other work described below and as illustrated in Attachment S, Bid Alternatives Diagram.

- I-75 Express Lanes within the existing 166-foot wide median from NW 170<sup>th</sup> Street to south of Miramar Parkway

The I-75/HEFT Interchange improvements include the following:

I-75 Northbound

- Ramp H-2: Northbound HEFT to Northbound I-75 and slip ramp to Ramp H-13
- Ramp H-8: Southbound HEFT to Ramp H-13
- Ramp H-11: Northbound and Southbound HEFT to Northbound I-75 General Purpose Lanes and Miramar Parkway
- Ramp H-13: Northbound and Southbound HEFT to Northbound I-75 Express Lanes

I-75 Southbound

- Ramp H-4: Southbound I-75 Express Lanes to Ramp H-12
- Ramp H-12: Southbound I-75 General Purpose Lanes and I-75 Express Lanes to Northbound HEFT
- Ramp HBD-12: Southbound I-75 General Purpose Lanes and I-75 Express Lanes to Southbound HEFT

Other Project improvements include: I-75 Express Lanes bridges over the HEFT; I-75 Express Lanes and Ramp H-13 over the Snake Creek (C-9) Canal; lengthening of the existing Bass Creek Road overpass bridge; reconstruction of the northbound and southbound I-75 General Purpose Lanes as required to accommodate the Ramp H-4 and Ramp H-13 Express Lane median connections and the I-75/HEFT Express Lanes median to median connection; milling and resurfacing of the I-75 General Purpose Lanes adjacent to the proposed ingress/egress lanes connecting to the Express Lanes; temporary and permanent retaining walls; culvert crossing beneath Ramp H-7 and Ramp H-8; drainage; nine (9) sound barrier walls (Wall Nos. 1 through 3 and 6 through 11); permanent and telemetered traffic monitoring sites; two (2) tolling gantries; Intelligent Transportation System (ITS); signing and pavement markings; signalization; lighting; and landscaping.

**Bid Alternative 2:**

The work included in Bid Alternative 2 includes all of the work described under Bid Alternative 1 and all of the design and construction work necessary to implement traffic movements described below and as illustrated in Attachment S, Bid Alternatives Diagram.

- Northbound HEFT to Northbound I-75 Express Lanes and Southbound I-75 Express Lanes to Southbound HEFT (Ramp H-10 / Median to Median Direct Connect)
- Reconstruct and widen Northbound and Southbound HEFT to accommodate the Median to Median Direct Connect (Ramp H-10)
- Reconstruct Southbound I-75 General Purpose Lane to Southbound HEFT (Ramp H-9)
- Ramp HBD-12: Southbound I-75 General Purpose Lanes and I-75 Express Lanes to Southbound HEFT (Portion of Ramp HBD-12 on bridge to facilitate future connection to Southbound HEFT General Purpose Lanes. Remainder of the ramp to be constructed as part of a future Florida's Turnpike Enterprise project.

**Bid Alternative 3:**

The work included in Bid Alternative 3 includes all of the work described under Bid Alternative 2 and all of the design and construction work necessary to implement traffic movements and other work described below and as illustrated in Attachment S, Bid Alternatives Diagram.

- Reconstruct, widen, mill/resurface/overbuild Miami Gardens Drive from west of I-75 to west of NW 87th Avenue, including bridges spanning I-75
- Northbound I-75 to Northbound HEFT (partial construction of Ramp H-5) within the limits of the Miami Gardens Drive Interchange improvements
- Reconstruct Northbound I-75 to Eastbound Miami Gardens Drive (Ramp MGDB1)
- Reconstruct Northbound I-75 to Westbound Miami Gardens Drive (Ramp MGDC1)
- Reconstruct Westbound Miami Gardens Drive to Northbound I-75 (Ramp MGDC2)
- Reconstruct, mill/resurface/overbuild Westbound Miami Gardens Drive to Southbound I-75 (Ramp MGDA1)
- Reconstruct, mill/resurface/overbuild Southbound I-75 to Eastbound Miami Gardens Drive (Ramp MGDA2)
- Construct ground mounted Sound Barrier Wall No. 4

**Bid Alternative 4:**

The work included in Bid Alternative 4 includes all of the work described under Bid Alternative 3 and all of the design and construction work necessary to implement traffic movements described below and as illustrated in Attachment S, Bid Alternatives Diagram.

- Southbound HEFT to Southbound I-75 (Ramp H-7)

**Bid Alternative 5:**

The work included in Bid Alternative 5 includes all of the work described under Bid Alternative 4 and all of the design and construction work necessary to implement traffic movements and other work described below and as illustrated in Attachment S, Bid Alternatives Diagram.

- Westbound Miami Gardens Drive to Northbound HEFT (Ramp MGDC3)
- Northbound I-75 to Northbound HEFT (partial construction of Ramp H-5) outside the limits of the Miami Gardens Drive Interchange improvements
- Construct ground mounted Sound Barrier Wall No. 5

The Design-Build Firm is required to submit a separate Bid Price Proposal for each Bid Alternative or shall be declared non-responsive. The available funding will be declared prior to the bid opening.

The Department intends to award the contract to the responsive Design-Build Firm with the lowest adjusted score for the Bid Alternative that does not exceed the Project funding, declared prior to bid opening, starting with highest priority, Bid Alternative 5. Should the Department not receive a responsive proposal for Bid Alternative 5 (i.e. - all work as defined by the Phase 1 Concept Plans), the Department shall then award the contract to the responsive Design-Build Firm with the lowest adjusted score for the next highest priority Bid Alternative within the declared Project funding. In the event that all Bid Price Proposals for Bid Alternative 1 exceed the declared funding amount, the Department reserves the right to determine (based on the availability of funds) whether to consider the Bid Price Proposals for Bid Alternative 1, and factor the Adjusted Scores based on those Bid Price Proposals. The Department will determine whether making an Award is in the best interest of the State.

Bid Price Proposals shall be submitted on the Bid Blank forms attached hereto and shall include one lump sum price for the Contract and the number of calendar days within which the Proposer will complete the Project for each of the five (5) Bid Alternatives. The total lump sum price for each Bid Alternative shall

be established by totaling separate prices determined by the Proposer for each of the three (3) FPID project numbers associated with this Contract as applicable for each Bid Alternative. The lump sum price shall include all costs for all design, geotechnical surveys, architectural services, engineering services, Design-Build Firms quality plan, construction of the Project, and all other work necessary to fully and timely complete that portion of the Project in accordance with the Contract Documents, as well as all job site and home office overhead, and profit, it being understood that payment of that amount for that portion of the Project will be full, complete, and final compensation for the work required to complete that portion of the Project. One (1) hard copy of the Bid Price Proposals shall be hand delivered in a separate sealed package to the following:

Ms. Margaret Simpkins  
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 Bid Price Proposals.