DESIGN-BUILD MAXIMUM PRICE REQUEST FOR PROPOSAL
for
Golden Glades Multimodal Transportation Facility
Miami-Dade County

Financial Projects Number(s): 251684-6-52-01
Federal Aid Project Number(s): D617-032-B
Contract Number: E-6L38

DRAFT – July 31, 2017
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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-01: Project Advertisement (under development)
A-02: Facilities Design and Construction Criteria
A-03: Division I Design-Build Specifications
   • Public Records (SP0030900D6-717)
   • Legal Requirements and Responsibility to the Public - E-Verify (SP0072900)
   • Legal Requirements and Responsibility to the Public - Scrutinized Companies (SP0073000)
   • Legal Requirements and Responsibility to the Public - Title VI Assurance - DOT 1050.2A, Appendix A and Appendix E (SP0073100)
   • Prosecution of Work – Partnering (SP0080306)
   • Contaminated Material - Mercury-Containing Devices and Lamps (SP0080409)
A-04 Division II and III Special Provisions
   • Mobilization (SP1010000DB)
   • Landscaping (SP5800000FA)
   • Contractor Quality Control General Requirements (SP1050813DB)
   • Structures Foundations (SP4550000DB)
A-06: Design-Build Forms
   • Bid Proposal Package
      - Design-Build Proposal of Proposer, Form No. 375-020-12
      - Bid Blank Design-Build Minor, Federally Funded Form No. 375-020-17L
      - Design-Build Bid Proposal Form, Form No. 700-010-65
      - Design-Build Bid or Proposal Bond, Form No. 375-020-34
      - DBE Bid Package Information, Form No. 275-030-11
   • Contract Documents Forms
      - Design-Build Contract District, Form No. 375-020-13D
      - Design-Build Contract Bond, Form No. 375-020-14
      - Contract Affidavit, Form No. 375-020-30
   • Other Documents
      - DBE Affirmative Action Plan, Form No. 275-030-11B
      - Declaration of Joint Venture, Form No. 375-020-18
      - Design-Build Stipend Agreement, Form No. 700-011-14
      - Right of Way Initial Design-Build Certification, Form No. 575-095-05
   • FHWA-1273 Form
A-07: (not used)
A-08: Determination by Miami-Dade County – Department of Regulatory and Economic Resources
A-09: Typical Section Package
A-10: Pavement Design Package
A-11: Design Variations Package
A-12: PD&E Study Environmental Document and Reevaluation Document
A-13: Miami-Dade Water and Sewer Department (WASD) Sewer Service Agreement (under development by WASD)
A-14: Existing Lease Agreement between FDOT and Miami-Dade County for the Golden Glades Interchange Park and Ride Facility
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.

RD-02: Indicative Concept Plans
RD-03: Master Plan for Site Concept Layout
RD-04: As-built Plans
  o East Lot
  o West Lot
  o SR 9
  o SR 7
RD-05: Warning Gates System to I-95 Express Lanes Project Plans
RD-06: Geotechnical Data
RD-07: Survey Data
RD-08: Schedule of Values
RD-09: CADD Files
RD-10: Conceptual Drainage Report
RD-11: Conceptual Permit Package (under review by SFWMD and USACE)
RD-12: Roadway and Site Lighting Analysis Report (under development)
RD-13: Concept of Operations (under development)
RD-14: Preliminary Project Systems Engineering Management Plan (under development)
RD-15: Design-Build Right of Way Certification Letter (under development)
I. Introduction.

The Florida Department of Transportation (Department) has issued this Request for Proposal (RFP) to solicit competitive bids and proposals from Proposers for the design and construction of the Golden Glades Multimodal Transportation Facility (GGMTF). The project area is located in the southwest quadrant of the Golden Glades Interchange in northern Miami-Dade County and consists of two (2) Department-owned Park and Ride (PNR) lots bordered by the South Florida Rail Corridor (SFRC) to the north, SR 9A (I-95) to the east, and NW 150th Street/Block to the south.

The existing GGMTF consists of a PNR accommodating the following transportation modes: South Florida Regional Transportation Authority (SFRTA) commuter trains; Miami-Dade County Department of Transportation and Public Works (DTPW) and Broward County Transit (BCT) express and local buses; Greyhound intercity buses; and carpool commuters.

DTPW currently has six bus routes connecting at the Golden Glades PNR: Routes 22, 77, E, 246 Night Owl, 277 (NW 7th Avenue MAX), and 95 Express. BCT currently has three bus routes connecting at the Golden Glades PNR: Routes 18, University Breeze and 441 Breeze. The SFRTA has a Tri-Rail station platform located on the west side of SR 9 which is accessible from the GGMTF via a pedestrian overpass.

A PD&E study was conducted to determine the most efficient and environmentally friendly design concept to enhance the transit functions of the existing PNR facility. The concept for a new integrated Multimodal Transportation Facility is intended to address the existing deficiencies in multimodal connectivity, transfer efficiency, accessibility, comfort and convenience, safety and security, and capacity. The concept is also intended to include upgrades to the overall aesthetics of the PNR to increase visibility from the neighboring roadways and to serve as a gateway to Miami-Dade County.

The Project objectives in providing a new and modern GGMTF are the following:

- Achievement of the most appropriate, accessible, organized, attractive, and convenient intermodal and multimodal facility site within a reasonable time frame through the design-build process which meets the following requirements:
  - State-of-the-art park-and-ride and transit terminal facility that will operate 24 hours a day, seven days a week, and 365 days a year;
  - Adequately and effectively accommodate the horizontal and vertical transportation needs of a wide spectrum of anticipated users of all ages and abilities;
  - Support various public transit and complimentary transportation services that require frequent, fast, reliable, efficient, safe, secure, comfortable and customer-focused systems;
  - Iconic design demonstrating excellence, creativity, and innovation in engineering, architecture and urban design;
  - Design and inclusion of components that will serve to transform the existing site into an exciting and vibrant transportation origin and destination point attractive to community residents, employees, visitors, transit patrons, and ride sharers, and which will complement and harmonize with existing and planned development in the surrounding area;
  - Incorporation of resource efficient and “green” design features.

- Supporting existing and planned development around the GGMTF and promoting increased patronage of the Miami-Dade Transit System, Tri-Rail Commuter Rail System, Broward County
Transit System, intercity bus, and FDOT rideshare program.

- Functional and aesthetic integration of the GGMTF along with connectivity of existing and planned pedestrian and bicycle paths with surrounding areas.

The Department will procure the design and construct the GGMTF on Department-owned right of way with Miami-Dade County DTPW as its local agency partner. Miami-Dade County DTPW will assume operations and maintenance responsibilities for the GGMTF through execution of a Memorandum of Agreement (MOA) for the management, operation, maintenance and leasing Agreement with the Department. Refer to Reference Document RD-01: Memorandum of Agreement between the Florida Department of Transportation and Miami-Dade County for the Management, Operation, Maintenance and Leasing of the Multi-Modal Facility at the Golden Glades Interchange.

It is the Department’s intent to promote the use of innovative design concepts, components, details, or construction techniques as discussed in the Plan Preparation Manual (PPM) and this RFP. The Design-Build Firm may submit a Technical Proposal that includes innovative concepts if they are discussed with the Department and approved in accordance to Chapter 26 of the PPM during the Alternative Technical Concept (ATC) process.

The Department has established a Maximum Price of $56,331,962.00 for FPID 251684-6-52-01. This amount is not the Department’s official cost estimate for the work. Submission of a Bid Price Proposal under the Maximum Price is not a guarantee of contract award and cannot be interpreted as an appropriate or awardable bid amount.

For the purposes of bidding, all proposers should submit Bid Price Proposals that do not exceed the Cumulative Maximum Price of $56,331,962.00. For this Contract, the Department may reject as nonresponsive any Bid Price Proposal in excess of this Cumulative Maximum Price. In the event that one or more responsible Bid Price Proposals are received that do not exceed the Cumulative Maximum Price amount, the Department will consider only those Bid Price Proposal(s). The Adjusted Score methodology will be used to determine the winning Proposal.

Each Design-Build Firm is to develop design approaches with corresponding schedules that maximize the scope described in the RFP that can be designed and built without exceeding this maximum price.

Any changes to requirements of the RFP by a Design-Build Firm must be approved by the Department through the Alternative Technical Concept (ATC) Proposal process, as described herein, prior to the information cut-off date. For this Project, the Department considers the following to be requirements of the Project that are not to be changed by the Design-Build Firm: PD&E commitments and Pavement Design.

It is the Department’s intent that all Project construction activities be conducted within the existing Right of Way. The Design-Build Firm may submit a Technical Proposal that requires the acquisition of additional Right of Way if the subject acquisition was approved during the Alternative Technical Concept (ATC) process. Any Technical Proposal that requires the acquisition of additional Right of Way will not extend the contract duration as set forth in the Request for Proposal under any circumstances. The Department will have sole authority to determine whether the acquisition of additional Right of Way on the Project is in the Department’s best interest, and the Department reserves the right to reject the acquisition of additional Right of Way.
If a Design-Build Firm intends to submit a Technical Proposal that requires the acquisition of additional Right of Way, the Design-Build Firm shall discuss such a proposal with the Department as part of the ATC process. If a Design-Build Firm submits a Technical Proposal that requires the acquisition of additional Right of Way and the Design-Build Firm fails to obtain Department approval as part of the ATC process, then the Department will not consider such aspects of the Proposal during the Evaluation process. If the Design-Build Firm’s Technical Proposal requires additional Right of Way approved by the ATC process, the additional Right of Way will be required to be directly acquired by the Department. The Design-Build Firm shall submit, along with the Technical Proposal, Right of Way maps and legal descriptions including area in square feet of any proposed additional Right of Way parcels in the Technical Proposal. The additional Right of Way will be acquired by the Department in accordance with all applicable state and federal laws, specifically including but not limited to the Uniform Relocation Assistance and Real Property Acquisition Policies for Federal and Federally Assisted Programs (42 USC Chapter 61) and its implementing regulations. This includes completing a NEPA evaluation as appropriate. All costs concerning the acquisition of additional Right of Way will be borne solely by the Design-Build Firm. These costs include, but are not limited to consultant acquisition, appraisal services, court fees, attorney and any expert fees, property cost, etc. The Department will have sole discretion with respect to the entire acquisition process of the additional Right of Way.

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

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

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

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

The Department is acquiring a temporary and a permanent easement for the construction and maintenance of the proposed Noise Wall. These easements will remain under acquisition at the time of this RFP. It is anticipated that the easements will be available for construction activities by June 2019. Design-Build Firm cannot contact the owner(s) of these properties.

A Design-Build Right of Way certification has been provided in Reference Document RD-15: Design-Build Right of Way Certification Letter. An additional Right-of-Way clear letter for construction will be provided once the outstanding parcel has been obtained.

The Design-Build Firm shall not conduct construction activities within the indicated areas of right-of-way acquisition prior to a receipt of a Project Right-of-Way clear letter from the Department’s District Right of Way Manager for each of the indicated areas requiring right of way acquisition. Project Right of Way clear letter is expected to be issued by Contract Award. The Design-Build Firm shall plan accordingly in scheduling of construction activities within these areas.

**Description of Work**

The Department has prepared a set of Reference Documents, which include the Site and Facilities Indicative Concept Plans. Refer to Reference Document RD-02: Indicative Concept Plans. The Indicative Concept Plans detail the GGMTF site configuration, which has been coordinated with the Miami-Dade County Department of Transportation and Public Works (DTPW).

The Project consists of a new park-and-ride transit facility, referred to as the GGMTF, to be operated and maintained by DTPW. The Project includes all Work necessary to design, permit, and construct the GGMTF. The proposed work includes the demolition of existing structures, design and construction of at-grade/surface parking and a multi-story parking garage structure to support the new, adjacent DTPW transit terminal with bus bays and an Intercity Bus Hub building. The facility also includes an approximate 4,500-square foot Transit Hub with passenger waiting areas: restrooms; approximately 10,500 square feet of area for future transit supportive joint development; and a Bus Drivers’ Break Lounge Building. The Work also includes all conduit and associated infrastructure to accommodate DTPW's Intelligent Transportation Systems (ITS) equipment, planned by DTPW under a separate contract. In addition, the GGMTF includes kiss and ride areas for passenger pick-ups and drop-offs, a taxi/Transportation Network Companies (TNC) staging area, pedestrian and bicycle facilities; internal roadway improvements for efficient circulation of buses and privately-owned vehicles (POV); drainage, lighting, and utility services; landscaping and hardscape, and roadway improvements to SR 9, SR 7, and the SR 9/SR 7 Connector Road, focusing on access to the facility and correcting safety and operational deficiencies. The Work also includes the widening of the I-95 Express Lanes ramps; installation of new I-95 Express Lanes ITS (including but not limited to gates, Closed-Circuit Television [CCTV], fiber, Dynamic Message Signs [DMS] and sign structures), and a new Incident Response Area to support I-95 Express Lanes operations.

The Project will provide at a minimum the following improvements:

- Organized, safe, accessible and convenient parking (bicycle, motorcycle/scooter, accessible/ADA, stroller, carpools/vanpools, short-term, safety and security staff, electric vehicle
charging stations, and standard)
- A multi-story parking garage
- Landscaping, hardscaping, gateway features, and lighting for the facility
- Kiss-and-Ride areas
- Taxi/TNC areas
- 14 bus bays and layover areas on both sides of the center island of the Transit Terminal Area
- Bus drivers’ break lounge building in the center island of the Transit Terminal Area
- A transit hub building with passenger waiting areas
- Intercity Bus Terminal and Bus hub
- Continuous sidewalks and bicycle lanes accessible to and from the facility
- Canopy structures
- Continuously covered terminal platforms
- Electric vehicle charging stations
- Infrastructure for Parking Management System
- Infrastructure for Real-time Bus Information System
- Infrastructure for Site Security Surveillance System
- Gateway and Monument signs at the facility’s entrances
- Benches, trash collection receptacles, bicycle racks, and bicycle enclosures
- Guide signs along perimeter roadways and wayfinding signs within the site
- Improvements to access roadways including SR 9, SR 7 and the SR 9/SR 7 Connector Road, including signalized intersections
- Roadway lighting, drainage and utilities
- Noise Wall
- Widening of the I-95 Express Lanes ramps
- Relocation of the I-95 Express Lanes ITS facilities, including gates and DMS sign structures
- New Incident Response Area to support I-95 Express Lanes operations

The Design-Build Firm shall apply sound urban design principles to create a pedestrian scale and more appealing, safe and comfortable access routes to the various elements of the Project.

The Ultimate Condition for the GGMTF includes a new elevated pedestrian bridge, to be constructed in the future, that connects the proposed parking garage structure (only the garage is built as part of this Project) to the existing Tri-Rail Bridge. The Design-Build Firm’s design and construction shall not preclude this future pedestrian bridge.

The Ultimate Condition for the GGMTF also includes a minimum of 2,375 parking spaces to accommodate the Year 2040 Parking Demand within the GGMTF site (West Lot only). The Design-Build Firm shall design and construct all parking garage elements, building systems and services, including but not limited to, the structure, foundations, ramps, elevators and stairs, mechanical, electrical and communications/data systems, fire suppression, emergency power, and all utilities with sufficient capacity to accommodate the future expansion. The Design-Build Firm shall consider the construction phasing for the future expansion of the garage when planning and designing the proposed garage configuration and ramps, allowing for the partial use of the garage during construction of the future floors addition in order to maintain transit operations.

**Improvements to Adjacent Roadways**

Improvements to SR 7 and SR 9 are required to improve traffic circulation in and around the GGMTF.
The scope of this Project includes roadway improvements to the roadway system surrounding the GGMTF. The roadways include SR 7/US 441/NW 7th Avenue from NW 15900 Block to SR 9 (roadway segment separating the GGMTF and the East Lot) road connecting SR 9 to SR 7 along the south of the GGMTF (SR 9/SR 7 Connector Road), and new signalized intersections at SR 9, SR 7 and the SR 9/SR 7 Connector Road. The following are the proposed improvements to SR 7 and SR 9:

Improvements to State Road 7

Currently, the SR 7 typical section consists of a four lane divided roadway with four 12-foot lanes with a 16-foot raised median and 12-foot paved outside shoulder. Proposed roadway improvements for SR 7 are focused primarily on improving access to the GGMTF and the East Lot. The project proposes resurfacing, restoration and rehabilitation (RRR) along with ADA upgrades and widening of SR 7/US 441. The limits of SR 7/US 441 begin approximately 170 feet south of the SR 9 to SR 7/US 441 Connector Road intersection with SR 7/US 441 and ends approximately 140 feet south of the overpass with SR 9 northbound (MP 10.656 to MP 10.859). The length of this section is approximately 0.20 miles. These improvements include:

- Milling and resurfacing of SR 7 from the intersection with the SR 9/SR 7 Connector Road to just north of the existing SR 7/GGMTF-East Lot entrance intersection.
- Modicication of existing median to maximize storage length for northbound left turns into the GGMTF at the proposed SR 7/GGMTF-East Lot entrance intersection.
- A new signalized intersection approximately 250-feet south of the SR 7/GGMTF-East Lot entrance intersection. This signalized intersection will serve an additional left turn lane into the GGMTF from SR 7 in the northbound direction, while maintaining an uninterrupted free-flow movement for vehicles continuing northbound from this intersection.
- Improvements to the geometric and signal phasing configuration of SR 7/GGMTF-East Lot entrance intersection. Proposed intersection configuration consists of:
  - Northbound approach: single left-turn lane, two thru lanes and one exclusive right turn pocket lane;
  - Southbound approach: single left-turn lane, two thru lanes and one exclusive right turn pocket lane;
  - Eastbound approach: single left-turn lane, single left-thru lane, and single right-turn lane; and
  - Westbound approach: single left-turn lane, single left-thru lane, and single right-turn lane.

Improvements to State Road 9

Currently, the SR 9 typical section consists of a four lane divided roadway with four 12-foot lanes, 40-foot median, 4-foot paved outside shoulders and 2-foot inside shoulders. The northbound direction of SR 9 also has an existing bike lane that terminates approximately 200-feet south of the existing pedestrian bridge, which connects the west PNR lot with the SFRTA Tri-Rail station. Proposed roadway improvements for SR 9 are focused primarily on improving access to the SW corner of the GGMTF as well as improving traffic flow, and correcting safety and operational deficiencies. The project proposes resurfacing, restoration and rehabilitation (RRR) along with ADA upgrades and widening of SR 9. The limits of SR 9 begin approximately 115 feet south of the relocated SR 9 to SR 7/US 441 Connector Road intersection with SR 9 and ends approximately 300 feet north of the new intersection (just south of the Tri-Rail pedestrian overpass) (MP 13.204 to MP 13.346). The length of this section is approximately 0.14 miles.
These improvements include:

- A new signalized intersection, approximately 500-feet south of the existing PNR lot to SFRTA Tri-Rail station pedestrian bridge.
- This intersection will allow left-turn movements onto the SR 9/SR 7 Connector Road for vehicles traveling southbound on SR 9.
- A reconfiguration of the right-turn and left-turn movements from the SR 9/SR 7 Connector Road onto SR 9 (northbound & southbound directions).

Other improvements for SR 9 are focused primarily on the connection between the terminus of the existing bike lane and the existing sidewalk leading into the GGMFT.

**Improvements to SR 9/SR 7 Connector Road**

Currently the SR 9/SR 7 Connector Road consists of a three-lane roadway. The western portion includes two lanes westbound and one lane eastbound. The eastern portion consists of two lanes eastbound and one lane westbound. The eastern portion includes the access to the I-95 Express Lanes. Proposed roadway improvements for SR 9/SR 7 Connector Road are focused on the reconstruction of access to the GGMFT, as well as improving traffic flow, as this road serves as the main access point to the facility. The proposed improvements will also provide access to the I-95 Express Lanes from SR 9, which was not previously possible. The project proposes resurfacing, restoration and rehabilitation (RRR) along with ADA upgrades and widening of the Connector Road. The limits of the Connector Road are from SR 9 to SR 7/US 441 (Sta. 10+90 to 29+49). This section also includes the ramps to I-95 Express Lanes. The length of this section is approximately 0.18 miles.

These improvements include:

- Widening of the I-95 Express Lanes northbound exit ramp to provide the required shoulder width as well as an exclusive right turn lane into the Incident Response Area.
- Installation of new I-95 Express Lanes Gates (Refer to Reference Document RD-05: Warning Gates System to I-95 Express Lanes Project Plans)
- Installation of new I-95 Express Lanes DMS structures (Refer to Reference Document RD-05: Warning Gates System to I-95 Express Lanes Project Plans)
- A new signalized intersection approximately 550-feet east of the SR 9/Connector Road intersection. This signalized intersection will include two additional left turn lanes into the GGMFT from the Connector Road in the eastbound direction.
- Construction of a noise wall on the SR 9/SR 7 Connector Road to mitigate traffic noise impacts to nearby homes. A noise wall is proposed along the south side of the SR 9/SR 7 Connector Road from approximately 150-feet east of the new signalized intersection to a point just west of SR 7. Refer to Reference Document RD-02: Indicative Concept Plans.

**I-95 Express Lanes Incident Response Area**

The I-95 Express Lanes Incident Response Area is currently located in the southeast corner of the existing PNR site. The new Incident Response Area is proposed in the southeast corner of the GGMFT site. The new Incident Response Area shall be directly accessible to/from the I-95 Express Lanes as well as to/from SR 9 via the SR 9/ SR 7 Connector Road, and shall remain segregated from all transit operations and transit traffic movements. A right turn lane is proposed for the northbound exit ramp from the I-95...
Express Lanes. In addition, a gated driveway along the north side of the Incident Response area connects to the access road for the garage providing access from SR 7. The 1.2 ac. proposed site is comprised of a paved surface with curbs around the outside limits. The area provides for circulation of large towing vehicles with buses. At a minimum, eight spaces shall be provided for temporary storage of disabled vehicles as well as a 25’ x 150’ area for disabled buses. The Design-Build Firm shall provide a Maintenance of Traffic and Operations plan that minimizes disruption to the operations of the existing and new Incident Response Area during construction. The Design-Build Firm shall coordinate with SunGuide at the Traffic Management Center during the design and construction of the GGMTF.

**Bid Alternatives**

Each Design-Build Firm is to develop a design and construction approach as generally depicted in the Reference Documents *RD-02: Indicative Concept Plans*, based on one of the Bid Alternatives listed below. The site layout established for Bid Alternative 1 shall not change in subsequent Bid Alternatives.

**Bid Alternative 1 (Priority 1):**

Bid Alternative 1 shall include all components of the Master Plan for Site Concept Layout included in Reference Document *RD-03* and shall meet all criteria and requirements in these Contract Documents. Bid Alternative 1 includes the provision of at-grade/surface parking and a parking garage structure that shall accommodate the minimum number of parking spaces, categorized as follows:

<table>
<thead>
<tr>
<th>Parking Category</th>
<th>Minimum Number of Parking Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total number of parking spaces</td>
<td>2,375 spaces (including at-grade parking and parking garage)</td>
</tr>
<tr>
<td>Standard Parking</td>
<td>Difference between 2,375 spaces and spaces categorized below</td>
</tr>
<tr>
<td>Accessible/ADA Parking</td>
<td>Per Attachment A-02: Facilities Design and Construction Criteria Section 2 - Park and Ride Site</td>
</tr>
<tr>
<td>Carpools/Vanpools</td>
<td>Per Attachment A-02: Facilities Design and Construction Criteria Section 2 - Park and Ride Site</td>
</tr>
<tr>
<td>Stroller Parking</td>
<td>Per Attachment A-02: Facilities Design and Construction Criteria Section 2 - Park and Ride Site</td>
</tr>
<tr>
<td>Short Term Parking</td>
<td>Per Attachment A-02: Facilities Design and Construction Criteria Section 2 - Park and Ride Site</td>
</tr>
<tr>
<td>Safety/Security Personnel Parking</td>
<td>Per Attachment A-02: Facilities Design and Construction Criteria Section 2 - Park and Ride Site</td>
</tr>
</tbody>
</table>

In addition to Total GGMTF Parking listed above, the minimum number of parking spaces for the categories below shall be included:

<table>
<thead>
<tr>
<th>Parking Category</th>
<th>Minimum Number of Parking Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motorcycle/Scooter</td>
<td>Per Attachment A-02: Facilities Design and Construction Criteria Section 2 - Park and Ride Site</td>
</tr>
<tr>
<td>Electric Vehicle Charging Stations</td>
<td>Per Attachment A-02: Facilities Design and Construction Criteria Section 2 - Park and Ride Site</td>
</tr>
</tbody>
</table>

Actual number of spaces provided must comply with all codes and standards per Section V.A. Governing Regulations. Bid Alternative 1 shall not preclude the future construction of the pedestrian bridge as described in the
Ultimate Condition in Section I above and shall minimize future reconstruction required for its implementation.

**Bid Alternative 2 (Priority 2):**

Bid Alternative 2 shall include all components of the Master Plan for Site Concept Layout included in Reference Document RD-03 and shall meet all criteria and requirements in these Contract Documents. Bid Alternative 2 includes the provision of at-grade/surface parking and a parking garage structure that shall accommodate the minimum number of parking spaces, categorized as follows:

<table>
<thead>
<tr>
<th>Parking Category</th>
<th>Minimum Number of Parking Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total number of parking spaces</strong></td>
<td>2,150 spaces (including at-grade parking and parking garage)</td>
</tr>
<tr>
<td>Standard Parking</td>
<td>Difference between 2,150 spaces and spaces categorized below</td>
</tr>
<tr>
<td>Accessible/ADA Parking</td>
<td>Per Attachment A-02: Facilities Design and Construction Criteria</td>
</tr>
<tr>
<td></td>
<td>Section 2 - Park and Ride Site</td>
</tr>
<tr>
<td>Carpools/Vanpools</td>
<td>Per Attachment A-02: Facilities Design and Construction Criteria</td>
</tr>
<tr>
<td></td>
<td>Section 2 - Park and Ride Site</td>
</tr>
<tr>
<td>Stroller Parking</td>
<td>Per Attachment A-02: Facilities Design and Construction Criteria</td>
</tr>
<tr>
<td></td>
<td>Section 2 - Park and Ride Site</td>
</tr>
<tr>
<td>Short Term Parking</td>
<td>Per Attachment A-02: Facilities Design and Construction Criteria</td>
</tr>
<tr>
<td></td>
<td>Section 2 - Park and Ride Site</td>
</tr>
<tr>
<td>Safety/Security Personnel Parking</td>
<td>Per Attachment A-02: Facilities Design and Construction Criteria</td>
</tr>
<tr>
<td></td>
<td>Section 2 - Park and Ride Site</td>
</tr>
</tbody>
</table>

In addition to Total GGMTF Parking listed above, the minimum number of parking spaces for the categories below shall be included:

<table>
<thead>
<tr>
<th>Category</th>
<th>Minimum Number of Parking Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motorcycle/Scooter</td>
<td>Per Attachment A-02: Facilities Design and Construction Criteria</td>
</tr>
<tr>
<td></td>
<td>Section 2 - Park and Ride Site</td>
</tr>
<tr>
<td>Electric Vehicle Charging</td>
<td>Per Attachment A-02: Facilities Design and Construction Criteria</td>
</tr>
<tr>
<td>Stations</td>
<td>Section 2 - Park and Ride Site</td>
</tr>
</tbody>
</table>

Actual number and distribution of spaces provided must comply with all codes and standards per Section V.A. Governing Regulations.

Bid Alternative 2 shall not preclude the Ultimate Condition and shall minimize the reconstruction required to implement the Ultimate Condition in the future. The Design-Build Firm shall design and construct all parking garage elements, building systems and services, including but not limited to, the structure, foundations, ramps, elevators and stairs, mechanical, electrical and communications/data systems, fire suppression, emergency power, and all utilities with sufficient capacity to accommodate the future expansion of the parking garage structure per the Ultimate Condition as described in Section I above. The Design-Build Firm shall consider the future construction phasing for the expansion of the garage when planning and designing the current garage configuration and ramps, allowing for the partial use of the garage during construction of the future floor(s) addition in order to maintain transit operations.
Bid Alternative 3 (Priority 3):

Bid Alternative 3 shall include all components of the Master Plan for Site Concept Layout included in Reference Document **RD-03** and shall meet all criteria and requirements in these Contract Documents. Bid Alternative 3 includes the provision of at-grade/surface parking and a parking garage structure that shall accommodate the minimum number of parking spaces, categorized as follows:

<table>
<thead>
<tr>
<th>Parking Category</th>
<th>Minimum Number of Parking Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total number of parking spaces</td>
<td>1,675 spaces (including at-grade parking and parking garage)</td>
</tr>
<tr>
<td>Standard Parking</td>
<td>Difference between 1,675 spaces and spaces categorized below</td>
</tr>
<tr>
<td>Accessible/ADA Parking</td>
<td>Per Attachment A-02: Facilities Design and Construction Criteria</td>
</tr>
<tr>
<td></td>
<td>Section 2 - Park and Ride Site</td>
</tr>
<tr>
<td>Carpoools/Vanpools</td>
<td>Per Attachment A-02: Facilities Design and Construction Criteria</td>
</tr>
<tr>
<td></td>
<td>Section 2 - Park and Ride Site</td>
</tr>
<tr>
<td>Stroller Parking</td>
<td>Per Attachment A-02: Facilities Design and Construction Criteria</td>
</tr>
<tr>
<td></td>
<td>Section 2 - Park and Ride Site</td>
</tr>
<tr>
<td>Short Term Parking</td>
<td>Per Attachment A-02: Facilities Design and Construction Criteria</td>
</tr>
<tr>
<td></td>
<td>Section 2 - Park and Ride Site</td>
</tr>
<tr>
<td>Safety/Security Personnel Parking</td>
<td>Per Attachment A-02: Facilities Design and Construction Criteria</td>
</tr>
<tr>
<td></td>
<td>Section 2 - Park and Ride Site</td>
</tr>
<tr>
<td>Motorcycle/Scooter</td>
<td>Per Attachment A-02: Facilities Design and Construction Criteria</td>
</tr>
<tr>
<td></td>
<td>Section 2 - Park and Ride Site</td>
</tr>
<tr>
<td>Electric Vehicle Charging Stations</td>
<td>Per Attachment A-02: Facilities Design and Construction Criteria</td>
</tr>
<tr>
<td></td>
<td>Section 2 - Park and Ride Site</td>
</tr>
</tbody>
</table>

In addition to Total GGMTF Parking listed above, the minimum number of parking spaces for the categories below shall be included:

<table>
<thead>
<tr>
<th>Parking Category</th>
<th>Minimum Number of Parking Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Per Attachment A-02: Facilities Design and Construction Criteria</td>
</tr>
<tr>
<td></td>
<td>Section 2 - Park and Ride Site</td>
</tr>
</tbody>
</table>

Actual number and distribution of spaces provided must comply with all codes and standards per **Section V.A. Governing Regulations**.

Bid Alternative 3 shall not preclude the Ultimate Condition and shall minimize the reconstruction required to implement the Ultimate Condition in the future. The Design-Build Firm shall design and construct all parking garage elements, building systems and services, including but not limited to, the structure, foundations, ramps, elevators and stairs, mechanical, electrical and communications/data systems, fire suppression, emergency power, and all utilities with sufficient capacity to accommodate the future expansion of the parking garage structure per the Ultimate Condition as described in **Section I** above. The Design-Build Firm shall consider the future construction phasing for the expansion of the garage when planning and designing the current garage configuration and ramps, allowing for the partial use of the garage during construction of the future floor(s) addition in order to maintain transit operations.
A. Design-Build Responsibility

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

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

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

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

The Design-Build Firm may propose changes which differ from the approved Interchange Proposal Report (if applicable) and/or the Project Development & Environment (PD&E) Study. Proposed changes must be coordinated through the Department. If changes are proposed to the configuration, the Design-Build Firm shall be responsible for preparing the necessary documentation required for the Department to analyze and satisfy requirements to obtain approval of the Department and, if applicable, the Environmental Management Office (EMO). 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.O (Environmental Services/Permits/Mitigation) of the RFP. The Design-Build Firm will not be compensated for any additional costs or time resulting from proposed changes.

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

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

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.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Department pursuant to 23 U.S.C. §327
and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration (FHWA) and the Department.

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

The Department will determine the environmental impacts and coordinate with the appropriate agencies during the preparation of NEPA Reevaluations. For federal projects, the Department will coordinate and process Reevaluations with the EMO.

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.

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>July 31, 2017</td>
<td>Advertisement</td>
</tr>
<tr>
<td>August 21, 2017</td>
<td>Letters of Interest for Phase I of the procurement process due in District Office by 4:00 pm local time</td>
</tr>
<tr>
<td>September 18, 2017</td>
<td>Proposal Evaluators submit Letter of Interest Scores to Contracting Unit 10:00 am local time</td>
</tr>
<tr>
<td>September 21, 2017</td>
<td>Contracting Unit provides Letter of Interest scores and Proposal Evaluators comments to Selection Committee [5:00 pm local time]</td>
</tr>
<tr>
<td>September 25, 2017</td>
<td>Public Meeting of Selection Committee to review and confirm Letter of Interest scores at 10:00 am local time</td>
</tr>
<tr>
<td>September 25, 2017</td>
<td>Notification to Responsive Design-Build Firms of the Letter of Interest scores [5:00 pm local time]</td>
</tr>
<tr>
<td>September 27, 2017</td>
<td>Deadline for all responsive Design-Build Firms to affirmatively declare intent to continue to Phase II of the procurement process by 1:00 pm local time</td>
</tr>
<tr>
<td>September 27, 2017</td>
<td>Shortlist Posting</td>
</tr>
<tr>
<td>October 2, 2017</td>
<td>Final RFP provided to Design-Build Firms providing Affirmative Declaration of Intent to continue to Phase II of the procurement process</td>
</tr>
<tr>
<td>October 9, 2017</td>
<td>Mandatory Pre-Proposal Meeting at 10:00 am local time in District Six Headquarters, 1000 N.W. 111 Avenue, Miami, FL. 33172. All Utility Agency/Owners that the Department contemplates an adjustment, protection, or relocation is possible are to be invited to the Mandatory Pre-Proposal meeting.</td>
</tr>
<tr>
<td>October 16, 2017</td>
<td>Mandatory Utility Pre-Proposal Meeting facilitated by the District Utility Engineer (meeting times to be assigned) in District Six Headquarters, 1000 N.W. 111 Avenue, Miami, FL. 33172.</td>
</tr>
<tr>
<td>Date</td>
<td>Event</td>
</tr>
<tr>
<td>--------------</td>
<td>----------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>October 16, 2017</td>
<td>Deadline for Design-Build Firms to request participation in One-on-One Alternative Technical Concept Discussion Meeting No. 1 by 4:00 pm local time.</td>
</tr>
<tr>
<td>October 23, 2017</td>
<td>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 by 4:00 pm local time.</td>
</tr>
<tr>
<td>October 30, 2017</td>
<td>One-on-One Alternative Technical Concept Discussion Meeting No. 1. 90 Minutes will be allotted for this Meeting.</td>
</tr>
<tr>
<td>October 30, 2017</td>
<td>Deadline for Design-Build Firm to request participation in One-on-One Alternative Technical Concept Discussion Meeting No. 2 by 4:00 pm local time.</td>
</tr>
<tr>
<td>November 6, 2017</td>
<td>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 by 4:00 pm local time.</td>
</tr>
<tr>
<td>November 13, 2017</td>
<td>One-on-One Alternative Technical Concept Discussion Meeting No. 2. 90 Minutes will be allotted for this Meeting.</td>
</tr>
<tr>
<td>November 27, 2017</td>
<td>Deadline for submittal of Alternative Technical Concept Proposals by 4:00 pm local time.</td>
</tr>
<tr>
<td>November 27, 2017</td>
<td>Final deadline for submission of requests for Design Exceptions or Design Variations by 4:00 pm local time.</td>
</tr>
<tr>
<td>December 8, 2017</td>
<td>Deadline for Department Responses to the Alternative Concept Proposals.</td>
</tr>
<tr>
<td>December 15, 2017</td>
<td>Addendum issued for approved Design Exceptions.</td>
</tr>
<tr>
<td>December 29, 2017</td>
<td>Deadline for submittal of ATCs for which the Department requested additional information and were not approved, or for new ATCs that are in direct response to an Addendum issued on or after December 15, 2017. No other new ATC submittals will be accepted after December 15, 2017 by 4:00 pm local time.</td>
</tr>
<tr>
<td>January 22, 2018</td>
<td>Deadline for Department to provide Design-Build Firms with approved final ATCs.</td>
</tr>
<tr>
<td>February 5, 2018</td>
<td>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&amp;A website.</td>
</tr>
<tr>
<td>February 19, 2018</td>
<td>Deadline for the Department to post responses to the Pre-Bid Q&amp;A website for questions submitted by the Design-Build Firms prior to the submittal of the Technical Proposal.</td>
</tr>
<tr>
<td>March 8, 2018</td>
<td>Technical Proposals due in District Office by 4:00 pm local time</td>
</tr>
<tr>
<td>March 8, 2018</td>
<td>Deadline for Design-Build Firms to “opt out” of Technical Proposal Page Turn meeting by 5:00 pm local time.</td>
</tr>
<tr>
<td>March 15, 2018</td>
<td>Technical Proposal Page Turn Meeting. Times will be assigned during the Pre-Proposal Meeting. 30 Minutes will be allotted for this Meeting.</td>
</tr>
<tr>
<td>April 9, 2018</td>
<td>Question and Answer Session. Times will be assigned during the pre-proposal meeting. One hour will be allotted for questions and responses.</td>
</tr>
<tr>
<td>April 16, 2018</td>
<td>Deadline for submittal of Written Clarification letter following Question and Answer Session by 4:00 pm local time</td>
</tr>
</tbody>
</table>
III. Threshold Requirements.

A. Qualifications

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

B. Joint Venture Firm

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

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

C. Price Proposal Guarantee

A Price Proposal guaranty in an amount of not less than five percent (5%) of the total bid amount shall accompany each Proposer’s Price Proposal. The Price Proposal guaranty may, at the discretion of the Proposer, be in the form of a cashier’s check, bank money order, bank draft of any national or state bank, certified check, or surety bond, payable to the Department. The surety on any bid bond shall be a company recognized to execute bid bonds for contracts of the State of Florida. The Price Proposal guaranty...
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 Proposer failing to attend will be deemed non-responsive and eliminated from further consideration. The purpose of this meeting is to provide a forum for the Department to discuss with all concerned parties the proposed Project, the design and construction criteria, Critical Path Method (CPM) schedule, and method of compensation, instructions for submitting proposals, Design Exceptions, Design Variations, and other relevant issues. In the event that any discussions at the pre-proposal meeting require, official additions, deletions, or clarifications of the Request for Proposal, the Design and Construction Criteria, or any other document, the Department will issue a written addendum to this Request for Proposals as the Department determines is appropriate. No oral representations or discussions, which take place at the pre-proposal meeting, will be binding on the Department. FHWA will be invited on 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://fdotwp1.dot.state.fl.us/BidQuestionsAndAnswers/

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

E. Technical Proposal Page-Turn Meeting

The Department will meet with each Proposer, formally for thirty (30) minutes, for a page-turn meeting. FHWA will be invited on 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 record all of the page-turn meeting. All recordings will become part of the Contract Documents. The page-turn meeting will not constitute discussions or negotiations. The Design-Build Firm will not be permitted to ask questions of the Technical Review Committee during the page-turn meeting. An unmodified aerial or map of the project limits provided by the Design-Build Firm is acceptable for reference during the page-turn meeting. The unmodified aerial or map may not be left with the Department upon conclusion of the page turn meeting. Use of other visual aids, electronic presentations, handouts, etc., during the page turn meeting is expressly prohibited. Upon conclusion of the thirty (30) minutes, the Technical Review Committee is allowed five (5) minutes to ask questions pertaining to information highlighted by Design-Build Firm. Participation in the page-turn meeting by the Design-Build Firm shall be limited to eight (8) representatives from the Design-Build Firm. Design-Build Firms desiring to opt out of the page-turn meeting may do so by
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 Department 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 record all or part of the Q & A session. All 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 questions, answers, and written clarification letter will become part of the Contract Documents and will be considered by the Department as part of the Technical Proposal. 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.

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

The Department will provide some (not necessarily all) proposed questions to each Design-Build Firm as it relates to their Technical Proposal approximately 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, F.A.C., any person adversely affected by the agency decision or intended decision shall file with the agency both a notice of protest in writing and bond within 72 hours after the posting of the notice of decision or intended decision, or posting of the solicitation with respect to a protest of the terms, conditions, and specifications contained in a solicitation and will file a formal written protest within 10 days after the filing of the notice of protest. The formal written protest shall be filed within 10 days after the date of the notice of protest if filed. The person filing the Protest must send the notice of intent and the formal...
written protest to:

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

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

H.  Non-Responsive Proposals

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

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

If this maximum bid price is exceeded, the Design-Build Firm’s price proposal shall be found non-responsive and the firm will not be considered for Final Selection.

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

I.  Waiver of Irregularities

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

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

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

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

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

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

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

J. Modification or Withdrawal of Technical Proposal

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

K. Department’s Responsibilities

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

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

L. Design-Build Contract

The Department will enter into a Lump Sum contract with the successful Design-Build Firm. The Design-Build Firm will provide a schedule of values to the Department for their approval. The total of the Schedule of Values will be the lump sum contract amount.
The terms and conditions of this contract are fixed price and fixed time. The Design-Build Firm’s submitted bid (time and cost) is to be a lump sum bid for completing the scope of work detailed in the Request for Proposal.

IV. Disadvantaged Business Enterprise (DBE) Program.

A. DBE Availability Goal Percentage

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

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

The Department is reporting to the Federal Highway Administration the planned commitments to use DBE’s. 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 DBE Supportive Services Provider for the State of Florida can be found in the Equal Opportunity website at: http://www.fdot.gov/equalopportunity/serviceproviders.shtm

C. Bidders Opportunity List

The Federal DBE Program requires States to maintain a database of all Firms that are participating, or attempting to participate, on DOT-assisted contracts. The list must include all Firms that bid on prime contracts or bid or quote subcontracts on DOT-assisted Projects, including both 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: http://www.fdot.gov/equalopportunity/. This information should be returned to the Equal Opportunity Office within 3 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 date of advertisement of this contract with the exception of the Standard Specifications for Road and Bridge Construction (Divisions II & III), Special Provisions and Supplemental Specifications, Manual on Uniform Traffic Control Devices (MUTCD), Design Standards, Revised Index Drawings, and Florida Building Code. 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, Revised Index Drawings, and Florida Building Code 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.fdot.gov/roadway/PPMManual/PPM.shtm

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

3. Florida Department of Transportation Design Standards  
   http://www.fdot.gov/roadway/DesignStandards/Standards.shtm

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

5. Florida Department of Transportation Surveying Procedure 550-030-101  
   http://www.fdot.gov/procedures/procedures.shtm

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

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

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

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

10. Florida Department of Transportation Computer Aided Design and Drafting (CADD) Manual  
11. Florida Department of Transportation Computer Aided Design and Drafting (CADD) Production Criteria Handbook

12. Florida Department of Transportation Production Criteria Handbook CADD Structures Standards

13. Instructions for Design Standards

14. AASHTO – A Policy on Geometric Design of Highways and Streets

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

16. Safe Mobility For Life Program Policy Statement
    http://fdotwp1.dot.state.fl.us/ProceduresInformationManagementSystemInternet/FormsAndProcedures/ViewDocument?topicNum=000-750-001

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

18. Florida Department of Transportation American with Disabilities Act (ADA) Compliance – Facilities Access for Persons with Disabilities Procedure 625-020-015
    http://www.fdot.gov/procedures/procedures.shtm

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

20. Florida Department of Transportation Flexible Pavement Coring and Evaluation Procedure

21. Florida Department of Transportation Design Bulletins and Update Memos

22. Florida Department of Transportation Utility Accommodation Manual
    http://www.fdot.gov/programmanagement/utilities/UAM.shtm

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

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

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

26. Florida Department of Transportation Pavement Type Selection Manual
    http://www.fdot.gov/roadway/PM/publicationS.shtm
27. Florida Department of Transportation Right of Way Manual  
   http://www.dot.state.fl.us/Trafficoperations/TrafficServices/Studies/TEM/item.shtml
29. Florida Department of Transportation Intelligent Transportation System Guide Book  
30. Federal Highway Administration Checklist and Guidelines for Review of Geotechnical  
    Reports and Preliminary Plans and Specifications  
31. AASHTO Guide for the Development of Bicycle Facilities  
    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.fdot.gov/roadway/FloridaGreenbook/FGB.shtml
34. Florida Department of Transportation Project Development and Environment Manual,  
    Parts 1 and 2  
35. Florida Department of Transportation Driveway Information Guide  
36. AASHTO Highway Safety Manual  
    http://www.highwaysafetymanual.org/
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 Complete Streets Handbook
39. Florida Department of Transportation Park-and-Ride Guide
40. AASHTO Guide for Geometric Design of Transit Facilities on Highways and Streets
41. AASHTO Standard Specifications for Structural Supports for Highway Signs,  
    Luminaires, and Traffic Signals
42. FDOT Transit Facilities Design – Accessing Transit Design Handbook
43. FDOT Facilities Design Manual
44. Miami-Dade Department of Transportation and Public Works Rapid Transit System  
    Extensions Station Design Criteria
45. Florida Building Code
46. Florida Building Code - Energy Conservation
47. Florida Accessibility Code
48. Florida Fire Prevention Code
49. National Fire Protection Association (NFPA)
50. AA/ADM1-Aluminum Design Manual for Aluminum Structures
51. ACI 318-14, Requirements for Structural Concrete
52. ACI 530/ASCE 5/TMS 402/11, Requirements for Masonry Construction
53. ASCE-7, Minimum Design Loads for Buildings and Other Structures
54. AISC Steel Construction Manual 14th Edition
55. AISC 360-10, Standard Practice for Steel Buildings and Bridges, 1989 Edition
56. American National Standards Institute (ANSI)
57. American Society for Testing Materials (ASTM)
58. American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) Handbooks and Standards
59. ASME A17.1 – Safety Code for Elevators and Escalators
60. Illuminating Engineering Society (IES)
61. Institute of Electrical and Electronic Engineers (IEEE)
62. Insulated Cable Engineers Association (ICEA)
63. InterNational Electrical Testing Association (NETA)
64. National Electric Code
65. National Electrical Manufacturers Association (NEMA)
66. National Institute of Standards and Technology (NIST)
67. Underwriters’ Laboratories (UL)

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, structures, approach to Project, use of new products, new uses for established products, 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 Firm seeks to obtain approval to utilize prior to Technical Proposal submission is, by definition, an ATC and therefore must be discussed and submitted to the Department for consideration through the ATC process. ATCs also include items defined in PPM Volume 1, Chapter 26.3.2. The proposed ATC shall provide an approach that is equal to or better than the requirements of the RFP, as determined by the Department. ATC Proposals which reduce scope, quality, performance, or reliability should not be proposed. A proposed concept does not meet the definition of an ATC if the concept is contemplated by the RFP.

A Project Technical Enhancement (PTE) is a specific type of ATC, and must comply with all requirements in the RFP applicable to ATCs. Potential PTEs may include the design and construction of an elevated pedestrian bridge providing connection from the proposed parking garage to the existing Tri-Rail pedestrian bridge over SR 9.

The Department reserves the right to reject PTEs that are deemed to be difficult or costly to maintain. All proposed PTEs must be discussed and submitted to the Department for consideration and approval through the ATC process.

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 Firm’s specific ATC proposal. Prior to approving ATC’s which would result in the issuance of an Addendum as a result of the item being listed below, the Design-Build Firm will be given the option to withdraw previously submitted ATC proposals. Any approved ATC Proposal related to following requirements described by this RFP shall result in the issuance of an Addendum to the RFP:

- Revisions to the minimum size and number of site parking spaces (temporary and permanent).
- Design Exceptions required.
- New Design Variations or modifications to Department approved Design Variations already provided in the Attachments (addendum issued at the Department’s discretion).
- Modifications to the Pavement Design.
- Modifications to Traffic Control Restrictions.

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

- GGMTF site layout.
- Parking garage layout.
- Relocation of the Incident Response Area.
• Modifications to the horizontal and/or vertical geometry requiring an ATC submittal as described in Section VI.F of this RFP.
• Modifications to the Typical Section Package directly related to the horizontal and/or vertical geometry.
• Bus Transit Terminal Area Platform Width.
• PTE.
• New Design Variations or modifications to Department approved Design Variations already provided in the Attachments (addendum issued at the Department’s discretion).

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

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

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

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

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

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

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

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

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

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

C. Geotechnical Services

1. General Conditions:

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

D. Department Commitments

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

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<tr>
<td>1. Access to businesses, residences, and through traffic will be maintained to the maximum extent possible during project implementation. Reevaluation update: The Design-Build Request for Proposal (RFP) will require the Design-Build Firm to adhere to this commitment to ensure that access will be maintained at all times during construction.</td>
<td>FDOT D-B Firm</td>
<td>The Design-Build Firm will maintain access to businesses, residences, and through traffic at all times during construction.</td>
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<td><strong>2.</strong> To minimize adverse effects on air and noise quality from construction activities, the contractor will adhere to air quality and noise provisions of the FDOT Standard Specifications for Road and Bridge Construction, latest edition, as well as appropriate Best Management Practices. <strong>Reevaluation update:</strong> The Design-Build RFP will include a requirement to adhere to this commitment at all times during construction to minimize any adverse effects on noise and air quality.</td>
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<td><strong>3.</strong> The contractor shall dispose of all oil, chemicals, fuel, etc., in an acceptable manner according to local, state, and Federal regulations and shall not dump these contaminants on the ground or in sinkholes, canals, or borrow lakes. Appropriate Best Management Practices will be used during the construction phase for erosion control and water quality in order to obtain Chapter 62-25, F.A.C. compliance. In addition, the contractor will adhere to the FDOT Standard Specifications for Road and Bridge Construction, latest edition. <strong>Reevaluation update:</strong> The Design-Build RFP includes the requirement to follow all government regulations regarding disposal of contaminants and use Best Management Practices for erosion control and water quality protection at all times during construction. The Design-Build Firm will be required to develop a Stormwater Pollution Prevention Plan (SWPPP) as part of the construction plans.</td>
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<td><strong>4.</strong> The sequence of construction will be planned in such a way as to minimize traffic delays. The project will involve the development and use of a Maintenance of Traffic Plan and a Maintenance of Operation Plan. The local news media will be notified in advance of road closings and other construction-related activities, which could excessively inconvenience the community so that business owners, residents, and/or tourists in the area can plan travel routes in advance. A sign providing the name, address, and telephone of a FDOT contact person will be displayed on-site to assist the public in obtaining answers to questions or complaints about project construction. <strong>Reevaluation update:</strong> The Design-Build RFP will require the Design-Build Firm to prepare a Maintenance of Traffic Plan for vehicle, bus and pedestrian traffic.</td>
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5. The FDOT committed to inclusion of design features for the proposed multimodal facilities to allow visual/aesthetic elements accenting the presence of the facilities in such a manner as to serve as a gateway to the Cities of Miami, Opa-Locka, North Miami, and North Miami Beach. These features, where found reasonable and feasible, may include the following:
   - Signage and/or intelligent message signal displays;
   - Architectural facades facing I-95, South Florida Rail Corridor/Tri-Rail, SR 9 and SR 7 that are aesthetically pleasing and functionally sufficient to meet the goals of improved use of the facilities
   - Preservation or relocation of existing landscaping and inclusion of new landscaping within and around both the multimodal facilities and the surrounding roadway/ramp network.

Reevaluation update: FDOT has prepared 3D visual drawings, identifying the aesthetic elements of the project and presented the concept design to the Transportation Aesthetics Review Committee (TARC) for their commentary. TARC did not present any concerns relating to the projects aesthetic elements. The Design-Build RFP includes requirements to incorporate these aesthetic treatments and requires the Design-Build Firm to meet with the TARC during the design process.

6. The FDOT will continue to coordinate with the Representative of the 17th Congressional District of Florida and the City of Miami Gardens during the course of the Final Design phase of the project.

Reevaluation update: The Design-Build RFP includes the requirement to meet with the Representative of the 17th Congressional District of Florida and the City of Miami Gardens during the Final Design phase of the project.

8. During the Final Design phase, the FDOT will coordinate further with the North Dade Chamber of Commerce concerning the feasibility of the Welcome Center proposal.

Reevaluation Update: FDOT coordinated with the North Dade Chamber of Commerce regarding their interest in the potential inclusion of the Welcome Center at the GGMTF. Mr. Joel Ransford, CEO of the North Dade Regional Chamber of Commerce, stated that they are not interested in locating a Welcome Center at the GGMTF. However, the hub will serve as a central entry point for all visitors.

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<td>9. During the Final Design phase, the FDOT will develop interagency agreements with the project stakeholders, including Tri-Rail, Greyhound, and Miami-Dade Transit Department. These agreements will outline the operation and details of the facility. <strong>Reevaluation update:</strong> As per the Memorandum of Understanding (MOU) between FDOT and Miami-Dade County, the County is authorized to enter into service agreements pertaining to the GGMTF and sublease agreements with operators and users of the GGMTF. The FDOT will review and approve all third party contracts and agreements. These agreements will be established during the Design-Build Phase.</td>
<td>X</td>
<td>• A Memorandum of Agreement (MOA) between the FDOT and Miami-Dade County was executed in March 30, 2017. The MOA establishes responsibilities for the management, operation, maintenance, and leasing of the facility to DTPW. • Termination/Modification of the Agreement between the FDOT and Greyhound will be required prior to the letting of the Design-Build contract. Upon construction of the facility, Miami-Dade County may enter into a new agreement with Greyhound.</td>
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<td>10. During the Final Design phase, the FDOT will address the concerns of the Miami-Dade County Fire and Rescue Department. These concerns include the need for better access by emergency vehicles in and out of the proposed multi-modal facility and the possibility of building another fire station in the area. <strong>Reevaluation update:</strong> The Design-Build RFP will include a requirement to coordinate with the Miami-Dade County Fire and Rescue Department to discuss fire service and access to the proposed facility and secure approval of the final design.</td>
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</tr>
<tr>
<td>11. During the Final Design phase, the FDOT will continue to coordinate with the Miami-Dade County BPAC to review and incorporate the following features if feasible: paved shoulders for SR 7, bike racks and lockers, elevators to the platform of the terminal building, a bike station, and an extension of the pedestrian bridge from the terminal to the Tri-Rail Station across the railroad tracks. <strong>Reevaluation update:</strong> The FDOT met with the Miami-Dade County BPAC to discuss placement of bike racks and lockers; the size and configuration of the elevators in the Hub facility; and extension of the pedestrian bridge on April 26, 2016. The BPAC did not present any concerns with the project. In addition, the Design-Build RFP requires the Design-Build Firm to continue coordination with the Miami-Dade County BPAC during the Design-Build phase.</td>
<td>X</td>
<td>The Design-Build Firm will continue coordination with the Miami-Dade County BPAC during the Design-Build phase.</td>
</tr>
</tbody>
</table>
### Golden Glades Multimodal Transportation Facility

<table>
<thead>
<tr>
<th>Commitment and Description</th>
<th>Responsibility</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>12. During the Final Design phase, the FDOT will coordinate further with the TARC, to receive their input with regards to the design features for the facility and their involvement with the joint development proposal review process. Reevaluation update: FDOT met with the TARC on February 3, 2016, to receive their approval of the final design documents. No concerns with the project were received. In addition, the Design-Build RFP requires the Design-Build Firm to continue coordination with the Miami-Dade County TARC during the Design-Build phase</td>
<td>FDOT: X</td>
<td>The Design-Build Firm will continue coordination with the Miami-Dade County TARC during the Design-Build phase.</td>
</tr>
<tr>
<td>13. During the Final Design phase, the FDOT will coordinate with Greyhound regarding the relocation of their building. Reevaluation update: The MOU between FDOT and Miami-Dade County requires the County to coordinate with Greyhound regarding the relocation of their building. The Design-Build RFP also includes a commitment requiring the Design-Build Firm to continue coordination with Greyhound during the final design phase. There is currently an area allocated to Greyhound within the Hub.</td>
<td>FDOT: X</td>
<td>Termination/Modification of the Agreement between the FDOT and Greyhound will be required prior to the letting of the Design-Build contract. Upon construction of the facility, Miami-Dade County may enter into a new agreement with Greyhound.</td>
</tr>
<tr>
<td>14. During the Final Design phase, the FDOT will create a Community Awareness Plan (CAP) so that the public can keep in contact with the FDOT. Reevaluation update: The Design-Build RFP will include a requirement to prepare a CAP in order to inform the public regarding progress of the project in the subsequent phase of the project.</td>
<td>FDOT: X</td>
<td>The Design-Build Firm will prepare a CAP in order to inform the public regarding progress of the project in the subsequent phase.</td>
</tr>
<tr>
<td>Design Phase Commitments:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. The FDOT will re-survey the project area for the presence of the Florida Bonneted Bat and re-initiate consultation with the USFWS as needed. Reevaluation update: The Design-Build RFP will include a commitment requiring the Design-Build Firm to conduct the survey prior to construction.</td>
<td>FDOT: X</td>
<td>The Design-Build Firm will survey the project area for the presence of the Florida Bonneted Bat prior to construction.</td>
</tr>
</tbody>
</table>

### E. Permits and Inspections

The Design-Build Firm shall be responsible for obtaining all necessary permits. If any agency rejects or denies a permit application, it is the Design-Build Firm’s responsibility to make whatever changes necessary at no additional cost to the Department to ensure the permit is approved. The Design-Build
Firm shall be responsible for any necessary permit time extensions or re-permitting in order to keep the permits valid throughout the construction period. The Design-Build Firm shall provide the Department with draft copies of any and all permit applications, including responses to agency Requests for Additional Information, requests to modify the permits and/or requests for permit time extensions, for review and approval by the Department prior to submittal to the agencies.

The Design-Build Firm’s Project schedule shall include reasonable and ample time to obtain permits. The Design-Build Firm shall be responsible for preparing designs and proposing construction methods that are permittable. All permits required for a particular construction activity shall be acquired prior to commencing the particular construction activity. Any delays due to incomplete or erroneous permit application packages, agency rejection, agency denials, agency processing time, or any permit violations will be the responsibility of the Design-Build Firm, and will not be considered reason for a time extension or additional compensation.

The Design-Build Firm shall be responsible for paying all permits fees. The Design-Build Firm shall include these fees in their Price Proposal. Any fines levied by permitting agencies as a result of the Design-Build Firm’s design, construction or operations shall also be the responsibility of the Design-Build Firm.

1. Environmental Permits:

   a. 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.).

   b. Permits:

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

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

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

Any additional mitigation required due to design modifications proposed by the Design-Build Firm shall be the responsibility of the Design-Build Firm and shall be satisfied through the purchase of mitigation bank credits. The Design-Build Firm shall purchase credits directly from a permitted mitigation bank. In the event that permitted mitigation bank credits are unavailable or insufficient to meet the project needs, the Design-Build Firm will be responsible for providing alternative mitigation consistent with the provisions of section 373.4137, Florida Statutes, and acceptable to the permitting agency(ies). The Design-Build Firm shall be solely responsible for all costs associated with permitting activities and shall include all necessary permitting activities in their schedule.

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

2. Building and Zoning Permits and Inspections

Miami-Dade Regulatory and Economic Resources Department (RER) is the building permitting and inspection agency for the Project’s Building and Zoning. RER reviews and approves construction plans
and specifications and inspects all phases of the Project’s building and construction for conformance to the Florida Building Code and local codes. Inspection and approval by RER does not relieve the Design-Build Firm from complying with the building codes, standards, and regulations.

RER requires a permit for each building structure. At a minimum, the following structures shall be permitted individually: Parking Garage, Transit Hub building, Intercity Hub building, Driver’s Break Lounge, Bicycle Enclosures, and each Canopy structure.

RER provides inspections during the construction phase to enforce building code compliance. Miami-Dade County will issue a Certificate of Occupancy (CO) upon final inspection and approval of the construction. The Design-Build Firm is responsible for complying with RER submittal requirements.

The Miami-Dade County Fire Rescue Department, Fire Prevention Division is the review and inspection agency for the Project’s building construction for conformance to the Life Safety Code and other Fire Safety Standards prior to construction. The Design-Build Firm is responsible for submitting plans to the Miami-Dade Fire Rescue Department, Fire Prevention Division, paying all applicable review fees and obtaining approved drawings. Miami-Dade County Regulatory and Economic Resources Department will not issue a Certificate of Occupancy (CO) until the Miami-Dade County Fire Rescue Department, Fire Prevention Division inspects and approves the construction work.

The Miami-Dade County Office of Elevator Safety is the permitting and inspection agency for the elevator permits. The Design-Build Firm is responsible for submitting plans to the Miami-Dade County Office of Elevator Safety, paying all applicable review fees and obtaining a Certificate of Operation.

The Design-Build Firm is advised that, due to the proximity of the Opa-locka Airport to the project, there are restrictions as to the maximum elevations that construction equipment and permanent structures can be placed during construction activities. Federal Aviation Association (FAA) must be notified of this project’s construction activities as well as the intent of the use of cranes if any. The Design-Build Firm shall also apply for permits for the proposed gateway signs as permanent structures. The Design-Build Firm must also notify Miami-Dade Aviation Department (MDAD) to ensure compliance with the airport’s zoning ordinance and Federal Aviation Regulations (FAR) Part 77.

F. Transit Coordination

The Design-Build Firm will be required to coordinate with Miami-Dade DTPW, Broward County Transit (BCT), and South Florida Regional Transportation Authority (SFRTA). The Design-Build Firm must make the necessary arrangements with DTPW and BCT prior to commencement of any construction services that encroach upon the existing operations at the existing Golden Glades bus terminal facilities.

Within 30 days of Notice to Proceed, the Design-Build Firm will conduct an initial coordination meeting with the Department, DTPW, BCT, SFRTA, and other interested stakeholders to review project requirements, and convey Design-Build Firm’s plan for design and construction activities. From this initial meeting, the Design-Build Firm will develop a checklist of responsibilities and timelines for successfully achieving mutually agreeable activities/goals for Project success.

SFRTA/Tri-Rail properties within the existing PNR site shall not be disturbed during construction and shall be protected from damage. The Design-Build Firm shall maintain uninterrupted access to the SR 9 pedestrian overpass connecting the PNR with the Tri-Rail station, bicycle lockers, elevators, and the
ticket vending machine located immediately adjacent to the pedestrian bridge. It is the Design-Build Firm’s responsibility to coordinate with SFRTA/Tri-Rail if their proposed design requires relocation of the bicycle lockers and associated infrastructure. Bicycle lockers shall not be taken out of service or relocated without approval from SFRTA/Tri-Rail. No storage or staging of any materials shall be permitted within the immediate vicinity of SFRTA/Tri-Rail properties.

G. Railroad Coordination

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

H. Survey

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

I. 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.

J. Submittals

1. Component Submittals:

The Design-Build Firm may submit components of the contract plans set instead of submitting the entire contract plan set; however, sufficient information from other components must be provided to allow for a
complete review. In accordance with the Plans Preparation Manual, components of the contract plans set are roadway, signing and pavement marking, signalization, ITS, lighting, landscape, and facilities. Components of the Facilities Plans include:

- Site/Civil
- Architectural
- Structural (building structures and parking structures)
- Electrical
- Mechanical
- Fire Protection
- Plumbing
- Communications
- Systems

The Design-Build Firm may divide the project into separate areas and submit components for each area; however, sufficient information on adjoining areas must be provided to allow for a complete review and permit approval. Submittals for building structures and parking structures are limited to foundation/substructure and superstructure. Further dividing the substructure (foundation) and superstructure into individual elements will not be accepted.

2. Schematic Design:

The Design-Build Firm shall not proceed with the development of the 90% Component Submittals until the Department and DTPW have reviewed and accepted the associated Overall Concept Plan (Schematic Design). A fifteen (15) calendar day review time for Department and DTPW shall be incorporated in the Project Schedule for each Schematic Design submittal. The Design-Build Firm shall be responsible for presenting the Schematic Design to the Miami-Dade Transportation Planning Organization (TPO) Transportation Aesthetics Review Committee (TARC), and the Bicycle Pedestrian Advisory Committee (BPAC). The Design-Build Firm shall not proceed with the development of the 90% Component Submittals until the Schematic Design have been presented to TARC and BPAC.

a. Roadway

Line & Grade

- Vertical and Horizontal Alignment
- Right of Way Limits
- Typical Sections/Critical Cross-sections
- Geometrics
- Identified Design Variations and locations
- Maintenance of Traffic Plan (for vehicle, bus and pedestrian traffic)
- Department ITS Systems (I-95 Express Lanes and Incident Response Area)

b. GGMTF Site

The Design-Build Firm shall provide a Schematic Design for the entire facility to include the West Lot and the East Lot. Elements of the Schematic Design shall include, but not limited to:
• Aesthetic Concept Plan for the full facility, including but not limited to: Parking Garage, Transit Hub Building, Intercity Bus Hub Building and Transit Terminal Platform and Canopy structure, Gateway and Monument structures, Hardscape, Landscape, Bus Transit Terminal Platforms and Canopy structures, Bicycle Enclosures, and Pedestrian Walkways and Canopy structures. This plan shall include a minimum of five 3-Dimensional renderings depicting buildings and site components’ character and their relation to the entire site, including canopies, hardscape, landscape and lighting. These 3-D renderings may be used by the Design-Build Firm for TARC and BPAC presentations.

• Construction Phasing Plan including Maintenance of Operations

• Wayfinding Signage for each Phase of Construction and Final Condition

• Parking Layout with Geometrics, which also accommodate future expansion

• Building Footprint, which also accommodates future expansion

• Underground infrastructure for all Project Components, with capacity to accept future expansion

• Grading, Drainage, and Utilities Accommodation (with capacity to accept future expansion)

• Right of Way and environmental

• Traffic, Transit and Pedestrian Circulation Diagram for the overall site improvements

• Landscaping

• Lighting

• Critical Cross Sections

• Schematic Design for the underground, conduit and power Infrastructure to support the Miami-Dade County IT and Communications Systems, which include CCTV cameras, Advance Parking Management System, Ticket Vending Machines, Bus Transit Information System, Site Security Surveillance System, Emergency Call Boxes, and Electric Vehicle Charge Stations to be furnished and installed by Miami-Dade County.

• Facilities Programming Document
  – Design Objectives and Criteria
  – Development of the initial gross facility areas, space relations, and requirements
  – Special equipment and systems
  – Site improvement to scale
  – Communications and Security Criteria
  – Conceptual Building Plans to scale
  – Preliminary Sections and Elevations to Scale
  – Preliminary selection of building systems and materials
  – Development of approximate dimensions, areas and volumes
  – 3-dimensional rendering depicting buildings’ character including site components, hardscape and landscape.
  – Preliminary Code review Report
  – HVAC, Plumbing, Electrical, Fire Protection, and Data/Communications Narratives description of required systems and other relevant features
  – Outline specifications of all materials being proposed for all building components
3. Phase Submittals:

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

**Schematic Design**

- 6 copies of 11” X 17” plans
- 6 copies of preliminary geotechnical report
- 6 copies of preliminary design documentation
- 6 copies of Outline Technical Special Provisions
- Independent Peer reviewer’s comments and comment responses
- 3 CD’s containing the above information in .pdf format

**90% Phase Submittal**

- 6 copies of 11” X 17” plans
- 6 signed and sealed geotechnical report
- 6 copies of signed and sealed geotechnical report
- 6 copies of Settlement and Vibration Monitoring Plan (SVMP) for Department
- 6 copies of design documentation
- 6 copies of Technical Special Provisions
- Independent Peer reviewer’s comments and comment responses
- 3 CD’s containing the above information in .pdf format

**Final Submittal**

- 6 sets of signed and sealed 11” X 17” plans
- 6 copies of signed and sealed 11” X 17” plans
- 6 sets of signed and sealed design documentation
- 6 copies of signed and sealed design documentation
- 6 copies of Settlement and Vibration Monitoring Plan (SVMP)
- 6 sets of final documentation
- 1 signed and sealed copy of Construction Specifications Package or Supplemental Specifications Package
- 6 copies of signed and sealed copy of Construction Specifications Package or Supplemental Specifications Package
2. Sets of electronic copies of Technical Special Provisions on CD
   Independent Peer Reviewer’s signed and sealed cover letter that all comments have been
   addressed and resolved.
3. CD’s containing the above information in .pdf format

The Design-Build Firm shall provide a list of all changes made to the plans or
specifications that were not directly related to the 90% plans review comments.
Significant changes (as determined by the Department) made as a part of the Final
submittal, that were not reviewed or provided in response to the 90% submittal
comments, may require an additional review phase prior to stamping the plans or
specifications “Released for Construction.”

4. Requirements to Begin Construction:

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

As-Built Set:

The Design-Build Firm's Professional Engineer in responsible charge of the Project’s design shall
professionally endorse (sign, seal, and certify) the As-Built Plans, the special provisions and all reference
and support documents. The professional endorsement shall be performed in accordance with the
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 record set 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:
5. **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.

- Relocation of Incident Response Area
- Temporary Certificate of Occupancy (TCO)
- Substantial Completion
- Certificate of Occupancy (CO)
- Elevator Certificate of Operations
- Certificate of Completion for Future Development Area
- Final Acceptance

**K. Contract Duration**

The Design-Build Firm shall establish the Contract Duration for the subject Project. In no event shall the Contract Duration exceed 1000 calendar days. The Proposed Contract Duration shall be submitted with the Bid Price Proposal.

**L. Project Schedule**

The Design-Build Firm shall submit a Schedule, in accordance with Subarticle 8-3.2 (Design-Build Division I Specifications). The Design-Build Firm’s Schedule shall allow for up to fifteen (15) calendar days (excluding weekends and Department observed Holidays) review time for the Department’s review of all submittals with the exception of Category 2 structures submittals. The review of Category 2 structures submittals requires Central Office involvement and the Schedule shall allow for up to twenty (20) calendar days (excluding weekends and Department observed Holidays) for these reviews.

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

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

- No special events have been identified.

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

- Award Date
- Notice to Proceed (NTP)
- Schematic Design Submittal(s)
- Design Submittals
M. Key Personnel/Staffing

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

**N. Partner/Teaming Arrangements**

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

**O. Meetings and Progress Reporting**

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

- Department and/or DTPW technical issue resolution
- Local government agency coordination
- Maintenance of Traffic Workshop
- Pavement Design Meeting
- Permit agency coordination
- Scoping Meetings
- System Integration Meetings
- TARC, BPAC and other TPO Meetings
- Public Meeting associated with Noise Wall

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

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

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

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

System Integration Meetings will be held on mutually agreeable dates.

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

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

P. 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 carry out an exhaustive Public Involvement Campaign and a marketing effort. 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.

3. Public Meetings:

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

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

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

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

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 to the PIC. The Design-Build Firm shall inform the PIC of any meetings with individuals that occur without prior notice.

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

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

5. **Public Involvement Data:**

The Design-Build Firm is responsible for the following:

- Coordinating with the Public Involvement Consultant.
- Identifying possible permit and review agencies and providing names and contact information for these agencies to the PIC.
- 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, and especially 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.

In addition to collecting public input data, the Design-Build Firm may be asked by the PIC to prepare responses to any public inquiries as a result of the public involvement process. The Department shall review all responses prior to mailing.

Q. **Quality Management Plan (QMP)**

1. **Design:**

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

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

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

2. **Construction:**

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

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

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

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

**R. 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.

**S. Schedule of Values**

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

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

T. Computer Automation

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

The Design-Build Firm will be required to furnish the Project's CADD files after the plans have been Released for Construction. The Design-Build Firm's role and responsibilities are defined in the Department's CADD Manual. The Design-Build Firm will be required to submit final documents and files which shall include complete CADD design and coordinate geometry files in Intergraph / MicroStation format.

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

U. Construction Engineering and Inspection

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

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

V. Testing

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

W. Value Added

The Design-Build Firm may provide Value Added Project Features, in accordance with Article 5-14 of the Specifications for the following features:
• Roadway features
• Roadway drainage systems,
• Expansion joints
• Building Superstructure
• Building Substructure
• Structure drainage systems
• Building roofing systems
• Paint systems
• Concrete defects including concrete pavement
• Structural steel defects
• Elevators
• Canopy Structures
• Site Lighting
• 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 features proposed by the Design-Build Firm.

X. Adjoining Construction Projects

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

Y. Issue Escalation

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

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

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

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

Z. Maintenance During Construction

During the construction of the GGMTF, the Design-Build Firm shall perform project maintenance activities for the duration of the project, right-of-way to right-of-way limits. The Design-Build Firm shall assume full responsibility of project maintenance starting 30 days after NTP, or when construction/mobilization begins, whichever occurs first (Maintenance Start Date). Project Maintenance responsibilities will not end for the Design-Build Firm until Final Acceptance of the entire project by the Department.

Any inventories required per Department Standards or as noted within this RFP must be completed and submitted to the Department for review and approval. Submittal shall be no later than 14 days before the Maintenance Start Date. The approved inventories must be handled in accordance with the requirements of Department Standards and this RFP. Failure to complete said inventories before the Maintenance Start Date will result in the Design-Build Firm taking complete responsibility of all areas and systems with the assumption that areas are safe, hazard-free, in good condition, and are fully functional and operational.

The Design-Build Firm shall develop a maintenance plan detailing the approach for conducting the project maintenance activities. The plan must account for the scheduled Department and County maintenance activities per Attachment A-14: Existing Lease Agreement for the Golden Glades Interchange Park and Ride Facility. The plan shall be submitted to the Department for review and approval no later than 14 days before the start of the maintenance activities.

Within 30 days of Maintenance Start Date, the Design-Build Firm shall submit a list of all preexisting deficiencies that do not meet the maintenance requirements in Attachment A-14: Existing Lease Agreement for the Golden Glades Interchange Park and Ride Facility. Include pictures, dimensions, and any other relevant information clearly demonstrating the deficiency. The Department will review every item on the list within 14 days, and make a determination, in the Department’s sole discretion, whether the Department will correct any deficiencies.
VI. Design and Construction Criteria

A. General

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

Vibration and Settlement Monitoring

The Department has identified vibration sensitive sites within the project vicinity. 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.

Sensitive sites may include:
- Tri-Rail Station and Pedestrian Bridge
- SFRTA Railroad Tracks
- FPL Transmission Poles
- Centre Lake Apartments (South side of Connector Road)
- Royal Crest Enterprises, 15890 NW 7th Ave., Miami, FL 33169
- Reserve de France, 15901 NW 7th Ave., Miami, FL 33169
- Chevron Gas Station, 15821 NW 7th Ave., Miami, FL 33169
- AB Sport Club, 15781 NW 7th Ave., Miami, FL 33169
- Murray’s Speed and Custom, 15781 NW 7th Ave., Miami, FL 33169

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

Submittals for Settlement and Vibration Monitoring Plan (SVMP) shall include the following as a minimum:
- Identify any existing structures in addition to those identified that will be monitored for vibrations during the construction period.
- Establish the maximum vibration levels. The maximum vibration levels stated for existing structures shall not be exceeded.
- Identify any existing structures in addition to those identified 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 in addition to those identified that require pre-construction and post-construction surveys.

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

B. Facilities Design

Refer to Attachment A-02: Facilities Design and Construction Criteria.

C. Geotechnical Services

1. Code and Guidance Requirements

The geotechnical services for the project, including investigations, design, and construction, shall be performed following the general guidance in the Soils and Foundations Handbook and conforming to Department requirements. Additionally, the geotechnical services for buildings and applicable structures shall be in accordance with the Florida Building Code.

2. Geotechnical Data

Geotechnical data from several previous investigations at the project site are included in Reference Document RD-06: Geotechnical Data. These documents are provided for reference and general information only.

3. General Requirements

As applicable, both shallow and deep foundations shall be considered for project structures, with the recommendations dependent upon considerations including the geotechnical conditions, loadings, site constraints, adjacent features and activities, and future additional work. For the Parking Garage structure, the planned future expansion shall be accommodated in the foundations included in this project, and estimates of settlement when the expansion is added should be included in the analyses and reporting.

Driven Pile Foundations for 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 for any major structure, a minimum number of two (2) successful load tests must be performed in the representative location of that structure.

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 Major 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 for any major structure, a minimum number of two (2) successful load tests must be performed in the representative location of that structure. 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. Determining the quantity and locations of the load test shafts and the types of tests that will be performed.
4. Performing pilot borings for test holes (also known as test shafts or method shafts) and load test shafts and providing the results to the Department at least one (1) working day before beginning construction of these shafts.
5. Preparing and submitting a Drilled Shaft Installation Plan for the Department’s acceptance.
6. Constructing the method shaft (test hole) and load test shafts successfully and conducting integrity tests on these shafts.
7. Providing all personnel and equipment to perform a load test program on the load test shafts.
8. Determining the production shaft lengths.
9. Documenting and providing a report that includes all load test shaft data, analysis, and recommendations to the Department.
10. Constructing all drilled shafts to the required tip elevation and socket requirement in accordance with the specifications.
11. Inspecting and documenting the construction of all drilled shafts in accordance with the specifications.
12. Performing Cross-Hole Sonic Logging (CSL) or Thermal Integrity tests on all nonredundant drilled shafts supporting major structures. For redundant drilled shaft foundations and drilled shafts for miscellaneous structures, perform CSL or Thermal Integrity testing on any shaft suspected of containing defects.
13. Repairing all detected defects and conducting post repair integrity testing using 3D tomographic imaging and gamma-gamma density logging.
14. Submitting Foundation Certification Packages in accordance with the specifications.
15. Providing safe access, and cooperating with the Department in verification of the drilled shafts, both during construction and after submittal of the certification package.

**Spread Footings Foundations for Buildings and Miscellaneous Structures**

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

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

**Auger Cast Piles for Noise Walls and Building Structures**

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

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

**Specialty Geotechnical Services Requirements**

Specialty geotechnical work is any alternative geotechnical work not covered by Department Specifications and requires the development of a Technical Special Provision (TSP). Auger Cast Piles for building structures shall follow the specialty geotechnical work requirements. Any TSP for geotechnical work shall include the following:

- Criteria of measurable parameters to be met in order to accept the specialty geotechnical work,
- A field testing and instrumentation program to verify design assumptions and performance,
A quality control program to be performed by the Design-Build Firm that includes sampling and testing to ensure the material quality, products, and installation procedures meet requirements,

A verification testing program to be performed by the Geotechnical Foundation Design Engineer of Record (GFDEOR) that includes inspection, sampling, and testing to verify the material, products, and procedures meet requirements. The TSP shall include language providing separate lab samples to be used for the Department’s independent verification.

A certification process

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

D. Utility Coordination

The Design-Build Firm shall ensure that Utility Adjustments and installation of new Utilities that are necessary for the Project comply with Department standards, policies, procedures, and design criteria, as well as with any applicable Utility Owner standards, all applicable Laws, any applicable Utility Agreements, the FDOT Utility Accommodation Manual, all applicable Governmental Approvals and permits issued by the Department for such work, and all other applicable requirements specified in the Contract Documents. The Department standards, policies, procedures, and design criteria are contained in the current adopted Design Criteria, FAC Rule 14-46.001 (FDOT Utility Accommodation Manual), Standard Specifications, and any Supplemental Specification or Special Provision attached to the Contract Documents.

It is the Design-Build Firm's responsibility to coordinate and resolve all utility impacts with each Utility Owner that has facilities within the Project ROW or that are otherwise potentially affected in any way by the Project, and to coordinate all Utility Adjustment Work with the Detailed Working Schedule. The Design-Build Firm acknowledges and understands that utility facilities located outside the Project ROW but within the Construction Limits may be impacted by Construction Work associated with the Project and therefore may require a Utility Adjustment. The Design-Build Firm is responsible for (a) performing or arranging for the performance of all Utility Adjustment Work, and (b) bearing the cost of the Utility Adjustment Work.

The Design-Build Firm is responsible for, and the Project includes, the installation of all new utility facilities that are necessary for the Project (whether located within or outside the Project ROW), except for any that are installed by the Utility Owner. Anticipated necessary new utilities include electrical, communication, signal, water, sanitary sewer and storm drain extensions and tie-ins and are depicted on the Conceptual Plans in the Reference Document.

The GGMTF currently does not have sewer service. The Design-Build Firm shall design and construct a gravity sewer system, submersible lift station and sewer force main to provide sewer service to the site to accommodate the flows from the proposed facilities. The proposed force main shall connect to the WASD system at an approved point of connection as established by WASD. The force main shall also be designed and constructed to provide a future connection to the East Lot. The Design-Build Firm shall be responsible for all coordination and permitting with WASD. No work shall commence without an approved WASD permit.
The design and construction for some Utility Adjustments may be performed by the Utility Owner with its own forces and/or contractors and consultants; the design and construction for all other Utility Adjustments shall be performed by the Design-Build Firm with its own forces and/or contractors and consultants (subject to any approval rights required by the Utility Owner for those working on its facilities).

For each Utility impacted by the Project, the Design-Build Firm shall determine, in cooperation with the Utility Owner, the Utility Adjustment Work that is necessary. Subject to compliance with the applicable requirements of the Contract Documents, such Work may include:

- Design around if possible;
- Protect in place;
- Adjust;
- Relocate;
- Abandon; and/or
- Remove.

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. Ensuring and verifying that Utility Adjustment coordination, design and construction are conducted in accordance with the Department's standards, policies, procedures, and design criteria, and are compatible with the Project design and planned Work. The Design-Build Firm shall review and comment on Utility Owner designs as necessary to ascertain that all Utility Adjustment designs fulfill these obligations. The Design-Build Firm also shall perform such construction inspections as are necessary to ascertain that all Utility Adjustments have been installed in conformance with the accepted designs.
2. Identifying all existing utilities and coordinating any new installations. Taking all
actions necessary to identify and confirm the existence, exact location (both horizontal and vertical), size, type and any other pertinent information for all existing utilities, including Service Lines, located within the Project ROW or that are otherwise potentially impacted by the Project.

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 meetings and otherwise communicating with Utility Owners as necessary to accomplish the Utility Adjustment Work, keeping and distributing minutes of all meetings with Utility Owners, and ensuring expeditious follow-up on all unresolved issues. The Design-Build Firm shall provide notice and an agenda to the Department at least three Business Days in advance of each meeting. The Department will participate in these meetings if requested by the Utility Owner or the Design-Build Firm or otherwise as the Department deems appropriate.

5. Distributing all plans, conflict matrices and changes to affected Utility Agency/Owners and making sure this information is properly coordinated. Distributing copies of its vertical and horizontal alignments and other relevant Design Documents to affected Utility Owners for their use in designing and/or reviewing Utility Adjustment designs, and ensuring this information is properly coordinated with proposed Utility Adjustment Work.

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. The Design-Build Firm shall submit each draft Utility Agreement to the Department concurrently with its submittal of the draft to the Utility Owner.

7. Preparing, reviewing, approving, signing, and coordinating the implementation of and submitting to the Department for review, all Utility Agreements.

8. Resolving utility conflicts.

9. Obtaining and maintaining all appropriate “Sunshine State One Call of Florida” tickets.

10. Performing Constructability Reviews of plans prior to construction activities with regard to the installation, removal, temporary removal, de-energizing, deactivation, relocation, or adjustment of utilities.

11. Providing periodic Project updates to the Department Project Manager and District Utility Office as requested.

12. Coordination with the Department on any issues that arise concerning reimbursement of utility work costs. Handling all matters relating to reimbursement of Utility Owners by the Design-Build Firm or collection by the Design-Build Firm of reimbursement from Utility Owners, including resolving issues relating to credits for salvage and/or Betterment.

13. Confirming that the Utility Owner has obtained, or is itself obtaining, all necessary permits and approvals for Utility Adjustment Work from the Department and all applicable Governmental Entities, and confirming compliance with other applicable Laws, including, but not limited to, One Call obligations under Chapter 556, Florida Statutes. If requested by the Department, the Design-Build Firm shall provide to the Department copies of permit applications submitted to Miami-Dade County or other Governmental Entities.

14. Submitting to the Department all Utility Adjustment designs prepared by the
Design-Build Firm as part of (and pursuant to the same requirements as) the design submittals for the Project.

15. Providing copies of as-built plans for each Utility Adjustment constructed by the Design-Build Firm to the Department, the Utility Owner and any other impacted landowners as appropriate. In addition, the Design-Build Firm shall obtain and provide to the Department as-built plans for all Utility Adjustments constructed by the Utility Owners.

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

| Table A – Summary of Department Contemplated Adjustment, Protection, or Relocation |
|----------------------------------------|-------------------------------|-----------------------------|
| **UA/O**                              | **Utility Relocation Type**   | **Eligibility of Reimbursement** |
| AT&T Florida                          | The site has multiple aerial and buried copper cables and a fiber optic cable. | N |
| City of North Miami Beach             | Water services to site from an existing 12” water main in SR 7. | Y |
| Miami-Dade County Transportation and Public Works Department | Potential County facilities include traffic signals, and lighting. | N |
| Miami-Dade County Water & Sewer Department | Storm sewer and new sanitary facilities (no sanitary sewer service currently available in the facility) | N |
| Miami-Dade County Information Technology Department | Potential County facilities including ITS | N |
| Florida Power & Light (Distribution)  | Existing 13.2 kv overhead electric service in southeast corner and a 13.2 kv overhead electric line along the east side of SR 9. | Y |

| Table B - Summary of UAO having Facilities within the Proposed Project Limits |
|-------------------------------|-----------------------------|
| **UAO**                       | **Contact Information**     |
| AT&T Florida                  | Steve Low                  |
|                               | Phone: (305) 222-8745      |
|                               | Email: sl4504@att.com      |
| City of North Miami Beach     | Karim Rossy                |
|                               | Phone: (305) 948-2980      |
|                               | Email: karim.rossy@citynmb.com |
The Design-Build Firm may request the utility to be relocated to accommodate changes from the conceptual plans; however, these relocations require the Department’s approval and the Department will not pay the Utility Agency/Owner (UA/O) or the Design-Build Firm for the utility relocation work regardless of the UA/O's eligibility for reimbursement.

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

DEVIAION FROM THE CONCEPTUAL UTILITY RELOCATION PLAN: If the Design-Build Firm chooses to deviate from the conceptual plans and the scope of the impact to a utility depicted in Reference Document RD-02: Indicative Concept Plans, and thereby causes a greater impact to a utility, the Design-Build Firm shall be solely responsible for all increased costs incurred by the utility owner associated with the increase in the scope of the impact to a utility from that depicted in Reference Document RD-02: Indicative Concept Plans. The Design-Build Firm shall obtain an agreement from the utility owner being impacted which outlines the changes to the scope of the impact to a utility from that depicted in Reference Document RD-02: Indicative Concept Plans. The agreement shall also address the Design-Build Firm's obligation to compensate the utility owner for the additional costs above the costs which would have been incurred without the Design Build Firm's increase in the scope of the impact to a utility from that depicted in Reference Document RD-02: Indicative Concept Plans. The Design-Build Firm shall also provide a draft utility permit application acceptable to the Department for
the placement of the utility owner's facilities based on the final design. The Department shall not compensate or reimburse the Design-Build Firm for any cost created by a change in scope of the impact to a utility from that depicted in Reference Document RD-02: Indicative Concept Plans, or be liable for any time delays caused by a change in scope of the impact to a utility from that depicted in Reference Document RD-02: Indicative Concept Plans.

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

E. Roadway Plans

General:

The Design-Build Firm shall prepare the Roadway Plans Package. This work effort includes the roadway design and drainage analysis needed to prepare a complete set of Roadway Plans, 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 and Drainage Analysis Report for review and concurrence by the Department and FHWA on Federal Aid Oversights Projects. The Design-Build Firm shall develop a rigid pavement design for motorcycle-designated areas exposed to sunlight.

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

These packages shall include the following:

F. Roadway Design

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

1. Typical Section Package:

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

2. **Pavement Design Package:**

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

The following document has been provided by the Department and shall be used by the Design-Build Firm in the development of the pavement design:

• Attachment A-10: Pavement Design Package

3. **Drainage Analysis:**

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

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

The objective is to obtain the required construction permits from the environmental regulatory agencies, which will be based upon the approved SFWMD Conceptual Environmental Resource Permit (ERP).

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

The Design-Build Firm shall verify that all existing cross drains and storm sewers that are to remain have adequate hydraulic capacity and design life. Flood flow requirements will be determined in accordance
with the Department’s procedures. If any of these existing cross drains or storm sewers are found to be hydraulically inadequate, 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, repairs shall be made in accordance with the requirements of this RFP.

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

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 As-Built Plans of all drainage computations, both hydrologic and hydraulic. The engineer shall include all necessary support data.

G. Geometric Design

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

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

The geometric design for site circulation shall allow appropriate turning radii for all vehicles anticipated to use the facility. AutoTURN software shall be used for verification of turn radii design.

- Parking area driving aisles shall have a geometric design for a P (Passenger Car) design vehicle.
- Internal circulation roadways shall have a geometric design for a SU-30 (Single-Unit Truck) design vehicle.
- Access roadways and driveways to and from the Incident Response Area, including internal circulation, shall have a geometric design for a WB-62FL (Interstate Semitrailer) design vehicle.
- Access roadways and driveways to and from the Transit Bus Terminal and Intercity Bus Terminal, including internal circulation, shall have a geometric design for BUS-45 (Intercity Bus) and A-BUS (Articulated Bus) design vehicles.
- Access roadways, driving aisles, and driveways to and from the dumpster enclosure area shall have a geometric design for a SU-40 (Single-Unit Truck) design vehicle, which shall represent a garbage truck.
• Access roadways and driveways to and from the truck delivery area located adjacent to the Transit Hub building shall have a geometric design for a SU-40 (Single-Unit Truck) design vehicle.

• Emergency service access by the emergency service vehicles responding to the GGMTF shall be consistent with local codes and shall be coordinated with the authority having jurisdiction.

Additional special features for this project include a noise wall along the south R/W line of the SR 9/SR 7 Connector Road.

Variations for the Project are listed in the table below:

<table>
<thead>
<tr>
<th>Variation</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Border Width</td>
<td>SR 9/SR 7 Connector Road</td>
</tr>
<tr>
<td>Shoulder Width</td>
<td>I 95 Express Lane Ramps</td>
</tr>
<tr>
<td>Deceleration Length</td>
<td>SR 9 Southbound</td>
</tr>
<tr>
<td>Bicycle Lanes</td>
<td>SR 9/SR 7 Connector Road, SR 7/US 441, and SR 9</td>
</tr>
<tr>
<td>Curb on High Speed Roadway</td>
<td>SR 9</td>
</tr>
</tbody>
</table>

The design speeds for the Project roadways are as follows:

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Design Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR 7</td>
<td>35 mph</td>
</tr>
<tr>
<td>SR 9</td>
<td>50 mph</td>
</tr>
<tr>
<td>SR 9/SR 7 Connector Road</td>
<td>35 mph</td>
</tr>
</tbody>
</table>

Geometric requirements for the adjacent roadways, site access, parking lot and bus terminal are included in Attachment A-09: Typical Section Package.

H. Design Documentation, Calculations, and Computations

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

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

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

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

I. Structure Plans

The scope of work specified in this Section consists of designing, furnishing, and installing all structural systems necessary for the buildings and ancillary facilities that include, but are not limited to the following:

- **Building Structures:** including the Parking Garage, Transit Hub, Drivers Break Lounge, and Intercity Bus Building. Design shall be in accordance with the Florida Building Code and Attachment A-02: Facilities Design and Construction Criteria.
- **Miscellaneous Structures:** including bus platforms, bus canopies, pedestrian walkway canopies, Gateway and Monument Signs, signage support structures, signalization support structures, lighting support structures, retaining walls, and any temporary structures required for the work. Design shall be in accordance with the Department’s Design Standards and Attachment A-02: Facilities Design and Construction Criteria.
- **Noise wall structures.** Design shall be in accordance with the Department’s Design Standards and this document.

1. Buildings and Ancillary Facilities Design Analysis:

The design intent is as shown in these Contract Documents, including criteria established in Attachments A-02: Facilities Design and Construction Criteria. The Design-Build Firm shall design, construct, complete and commission the buildings and ancillary facilities for the Project. The Design-Build Firm shall provide detailed and coordinated architectural design, structural design, mechanical, electrical and plumbing design, systems and services design to the standard of full working drawings, working details, and Specifications for every aspect of the buildings. The design of the building work is to be in accordance with the Contract Documents, principles set out in the relevant standards and codes, accepted design practices and building regulations.

The Design-Build Firm’s architectural, mechanical, fire protection, and electrical detailed designs shall be fully coordinated to encompass the structural and civil design, making due allowances for all loading on each and every Element, and material to be used in the buildings, including but not limited to all mechanical and electrical services equipment.

Serviceability considerations outlined in ASCE 7 “Minimum Design Loads for Building and Other Structures” and the load requirements of the Florida Building Code shall be incorporated in the design.

All above-ground structures shall be designed to withstand wind forces in accordance with the Florida Building Code, and ASCE 7. Where there are differences between the ASCE 7 wind speeds and the Florida Building Code wind speeds, the Design-Build Firm shall use the more stringent, higher wind speeds in structural wind load and wind-borne debris calculations. Structural members, systems, and components in building structures shall be anchored to resist wind induced overturning, uplift, sliding, and to provide continuous load paths for these forces to the foundation.
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 recommendations and reports required for building and ancillary facilities structures design are submitted with the 90% structures plans.

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

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

2. Criteria:

The basic design and construction criteria established in Attachment A-02: Facilities Design and Construction Criteria shall govern the design and construction of all building structures or parts of structures, including the components identified above, as needed. The Design-Build Firm shall design and construct all structural systems in accordance with the requirements in these Contract Documents, and in accordance with relevant requirements in Section V. A. Governing Regulations. In case of conflicts, the most stringent requirements shall govern.

If there is any unresolved ambiguity in regulations, it is the Design-Build Firm’s responsibility to obtain clarification from the Department before proceeding with the design and construction.

a. 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.

b. Temporary Structures: Temporary structures required during the construction stage only must designed and signed and sealed by the
3. Performance Requirements:

The Design-Build Firm shall design and construct all structural components necessary to provide a complete functional system that meets the following performance requirements:

- Provide functionality, durability, ease of maintenance, safety, aesthetics;
- Ensure the long life of this facility by designing all permanent structures (parking garage and bridges) for a 75-year service life. Provide documentation of service life analysis. Submit durability design report for each building structure;
- Design all permanent structures to comply with hurricane and flood stability requirements

4. Building Systems

The structural system for the building works shall be to the responsibility of the Design-Build Firm. All structural items and finishes shall be capable of resisting the loads applied to them by self-weight, imposed dead and live loads, wind, rain, temperature, and flood loads, soil and water pressures, along with relative and differential movements without exceeding the limits of deformation, distortion, deflection, stress, fatigue, vibrations, fire resistance, and serviceability.

5. Noise Wall

A 14-foot tall, 925-foot long Traffic Railing/Noise Wall shall be designed and constructed along the south side of the SR 9/SR 7 connector. Refer to Reference Document RD-02: Indicative Concept Plans.

For the 14-foot tall noise wall, the elevation shall be measured from the proposed grade.

The Design-Build Firm shall be responsible for the preparation of Noise Wall Plans. An engineering review will be performed prior to initiating the design of the noise walls to identify engineering conflicts or constraints affecting the noise wall 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 noise wall. Resolution of any engineering issues will be subject to coordination and approval by the Department prior to construction. At a minimum, the engineering review will consider the following:

- Project Right of Way needs including access rights
- 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.)
It is the responsibility of the Design-Build Firm to inform the Department of any design changes which may affect noise walls or require a noise Reevaluation. The Design-Build Firm must inform the Department, in advance, of any changes, no less than ninety (90) working days prior to commencing with the construction of the noise walls. The Department will determine if proposed modifications or changes will require additional consultation with the FHWA. The Design-Build Firm is responsible for coordinating and providing all engineering information for any noise wall design change to the Department. If necessary, the Department will determine if a noise analysis is needed and will coordinate with the appropriate agencies during the preparation of a noise Reevaluation and will submit to FDOT’s Central Office for approval. The Design-Build Firm will not be compensated for any additional costs or time resulting from impacts, including those associated with noise Reevaluation(s), due to the proposed design changes.

The design of the noise wall shall not impact offsite or onsite drainage. The noise walls shall be designed to prevent ponding of water on either side of the barrier and must provide for the flow of water through the barrier when required. Noise walls shall not prelude the historic flow of drainage. 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 noise wall shall typically be as close as possible to the existing right of way line. In areas where the berm is at the right-of-way line, the noise wall shall be offset a minimum distance which allows installation of the walls within the center of the stormwater management system berms, while maintaining a minimum 1:2 harmonization slope behind the berm, entirely within the existing right of way.

The Design-Build Firm shall maintain all existing fences at all times during construction. The fences shall not be removed until the noise wall is in place. Temporary fencing shall be constructed when existing fences cannot be maintained during wall construction (i.e. when fences cross proposed noise wall). Temporary fencing shall conform to Standard Index No. 802, Fence Type ‘B’.

The Design-Build Firm shall coordinate with property owners as necessary.

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

The Design-Build Firm shall provide the following:

- Construction of noise wall shall be according to FDOT Design Standards and approved Department systems.
- Finish on the roadway side of the noise walls shall be Vertical Fractured Fin (Type G) texture.
- Finishes on the private property side of the noise walls shall be Smooth Surface with Type-A Finish.
- Anti-graffiti finish coating shall be applied to the noise wall surfaces in accordance with FDOT Standard Specifications.
- Excessive undulation of the wall’s top edge shall be avoided when possible. The elevation changes in the top edge of the noise wall shall be limited to changes of approximately 1 foot per 100 feet of length. Minor changes in the ground elevation shall not be reflected in the top of wall profile.
The Design-Build Firm shall submit to the Department final signed and sealed design documentation prepared during the development of the Noise Wall Plans. The Design-Build Firm shall ensure that the final geotechnical recommendation and report required for design are submitted concurrently with the plans.

J. Specifications

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

The Design-Build Firm shall prepare and submit a signed and sealed Construction Specifications Package for the Project, containing all applicable Division II and III Special Provisions and Supplemental Specifications from the Specifications Workbook in effect at the time the Bid Price Proposals were due in the District Office, all Division II and III specifications provided as Attachments to this RFP, and any signed and sealed Technical Special Provisions. Any subsequent modifications to the Construction Specifications Package shall be prepared, signed and sealed as a Supplemental Specifications Package. 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/programmanagement/PackagePreparation/TrainingConsultants.aspx

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


For Building works, provide Specifications organized to conform to the formats for outline specifications as established by the Construction Specifications Institute (CSI) current edition of Master Format. The Design-Build Firm is to use Attachments A-05: Technical Special Provisions - Facilities Outline Specifications as a starting point for the development of the Construction Specifications Package for building works. Specifications sections shall be organized to follow the CSI current edition of Master Format with each section developed to include CSI standard 3-part section and page format with full paragraph numbering. In the development of the Specifications, the Design-Build Firm shall fully comply with all aspects of these Contract Documents.

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

K. Shop Drawings

The Design-Build Firm shall be responsible for the preparation and approval of Shop Drawings. Shop Drawings shall be in conformance with the Department’s Plans Preparation Manual. Shop Drawing submittals must be accompanied by sufficient information for adjoining components or areas of work to allow for proper evaluation of the Shop Drawing(s) submitted for review.
When required to be submitted to the Department, Shop Drawings shall bear the stamp and signature of the Design-Build Firm’s Engineer of Record (EOR) and Specialty Engineer, as appropriate. 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 initial, date, and stamp the drawing “Released for Construction” or “Released for Construction as Noted” or “Resubmit.”

L. Sequence of Construction

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

1. Maintain or improve, to the maximum extent possible, the quality of existing traffic operations, both in terms of flow rate and safety, throughout the duration of the Project.
2. Minimize the number of different Traffic Control Plan (TCP) phases, i.e., number of different diversions and detours for a given traffic movement.
3. Take advantage of newly constructed portions of the permanent facility as soon as possible when it is in the best interest of traffic operations and construction activity.
4. Maintain reasonable direct access to adjacent properties at all times, with the exception in areas of limited access Right of Way where direct access is not permitted.
5. Coordinate with adjacent construction Projects and maintaining agencies.
6. Use of Department owned Right of Way by the Design-Build Firm for the purpose of equipment or material storage, lay-down facilities, pre-cast material fabrication sites, batch plants for the production of asphalt, concrete or other construction related materials, etc. shall require advance approval by the Department.

M. Stormwater Pollution Prevention Plans (SWPPP)

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

N. 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, bicycle, and pedestrian 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, temporary roadway lighting, temporary traffic signalization, 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.

The Temporary Traffic Control Plan shall address how to assist with maintenance of traffic throughout the duration of the contract.

The Temporary Traffic Control Plan shall be prepared by a certified designer who has completed the Department’s Advanced Maintenance of Traffic training course, and in accordance with the Department’s Design Standards and the 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.

A TMP will consist of three components:

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

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

2. Temporary Traffic Control Plans:

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

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

Each Release for Construction (RFC) work package shall address the Temporary Traffic Control Plan implications posed by that element of the work, with special attention to the flow of traffic to the Incident Response Area, critical intersections, transit bus bays, and bicycle and pedestrian paths. It is anticipated that temporary relocation of transit bus stop locations may be required for all transit bus routes currently serving the GGMTF terminal during the construction of the new facilities. It is also anticipated that temporary relocation of the Incident Response Area may be required during construction. The Design-
Build Firm shall develop plans for all relocations of bus stops and Incident Response Area and coordinate these with DTPW, BCT, and the Department accordingly, and include these relocation plans in the Schematic Design. The Design-Build Firm shall maintain all existing transit services located at the Golden Glades facility including DTPW bus routes, BCT bus routes, and Tri-Rail operations for the SFRTA. Pick up and drop off locations for taxi and jitney operations shall also be accommodated in the temporary access plans.

The Design-Build Firm shall sequence the station work at concurrent locations to accelerate the schedule while adhering to a logical sequence to lessen the immediate impact to a single location.

The Design-Build Firm shall have access to the East Lot in the preparation of its construction phasing plan, except the areas designated as existing Truck Parking and the area designated for the temporary relocation of the Incident Response Area in the Master Plan for Site Concept Layout in Reference Document RD-03.

a. **Pedestrian and Bicycle Access During Construction:**

The Design-Build Firm is required to maintain existing pedestrian access on all sidewalks, transit facilities, and at all intersections. Pedestrian sidewalks and paths shall be maintained and continue to conform to ADA requirements. When the Design-Build Firm allows work areas to encroach upon a sidewalk or crosswalk area, a minimum clear width of 4’ shall be maintained for pedestrian use, otherwise, an alternative accessible pedestrian route shall be provided.

Temporary signs, drums, and barricades shall be installed per FDOT Standards and Specifications to delineate pedestrians and bicycle passageways. The Design-Build Firm shall provide temporary signage directing pedestrians and bicyclists throughout the Project site, and assistance with wayfinding to specific locations.

3. **Traffic Control Restrictions:**

Lane closures shall occur only during off-peak hours on non-event days/night. Off-peak hours are:

- Sunday through Thursday nights 10:00 PM to 5:00 AM
- Friday and Saturday nights 11:00 PM to 10:00 AM

During peak hours, all travel lanes in each direction along SR 9, SR 7/US 441 and the Connector Road shall be maintained.

A lane may only be closed during active work periods and a minimum of one lane of traffic must be maintained in each direction. There will be no DETOURS allowed between the hours of 5:00 AM and 10:00 PM. All lane closures, including ramp closures, must be reported to the local emergency agencies, the media and the District Public Information Officer. Also, the Design-Build Firm shall develop the Project to be able to provide for all lanes of traffic to be open in the event of an emergency.

All traffic and construction phasing shifts shall be notified to the FDOT SunGuide at least seven (7) days in advance of the operation. The Design-Build Firm shall minimize impacts to the I-95 Express Lanes Incident Response Area.
NO LANE CLOSURES are allowed on the Project during the times shown below so as to minimize potential impacts to the following events:

- Special Events have been identified in accordance with Specification 8-6.4, and as listed below:

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Miami Dolphins Games/Concerts at Hard Rock Stadium</td>
<td>TBD</td>
<td>Miami Gardens</td>
</tr>
<tr>
<td>Super Bowl at Hard Rock Stadium</td>
<td>TBD</td>
<td>Miami Gardens</td>
</tr>
<tr>
<td>Miami Heat Games/Concerts at AAA</td>
<td>TBD</td>
<td>Downtown Miami Area</td>
</tr>
<tr>
<td>Miami Marlins Games</td>
<td>TBD</td>
<td>East Little Havana Area</td>
</tr>
<tr>
<td>Miami Marathon and Half Marathon</td>
<td>January</td>
<td>Downtown Miami Area</td>
</tr>
<tr>
<td>Progressive Insurance Miami International Boat Show</td>
<td>February</td>
<td>Key Biscayne</td>
</tr>
</tbody>
</table>

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

- 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.
- Minimize the number of different Traffic Control Plan (TCP) phases or sub- phases.
- Maintain reasonable direct access at all times to all parking lots to remain in service during each phase of construction.
- The Design-Build Firm shall provide a sequence of construction plans for the entire design and construction effort that is logical and continuous. Any detour proposed by the Design-Build Firm shall be approved by the Department.
- Staging of construction materials and equipment is prohibited in all parking lots to remain in service.
- The Design-Build Firm shall maintain access to the Incident Response Area at all times.

4. **Bus Operations and Parking Facilities:**

Existing bus operations must be maintained at all times. Any impacted transit bus terminal operations shall be relocated temporarily in-kind. Any temporary bus facilities shall include covered assembly/drop off/pick up areas. A minimum number of 786 parking spaces shall be maintained between the existing West Lot and East Lot during construction.

The existing parking facilities on the East Lot may be utilized for parking during construction. However, all existing truck parking spaces must be maintained throughout the duration of construction.

**O. Environmental Services/Permits/Mitigation**

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

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

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

- South Florida Water Management District (SFWMD) Environmental Resource Permit (ERP)
- U.S. Army Corps of Engineers (USACE) Section 404 Department of the Army Dredge and Fill Permit
- Florida Department of Environmental Protection (FDEP) National Pollutant Discharge Elimination System Permit or Notice of Intent
- SFWMD Water Use Permit (Dewatering and/or Irrigation)

The Design-Build Firm shall adhere to all PD&E Commitments as included in the PD&E Documents in Attachments A-12: PD&E Study Environmental Document and Reevaluation Document, and as documented in the Department Commitments section of this RFP.

The Design-Build Firm shall re-survey the project area for the presence of the Florida Bonneted Bat and re-initiate consultation with the USFWS as needed prior to any construction activities.

**Contamination**

Contamination assessments were performed for the Project during the PD&E Study Phase and subsequent phase including a Contamination Screening Evaluation Report (CSER) and a CSER Update. Associated reports were prepared as follows:

- Update CSER for the Golden Glades Multimodal Transportation Facility, Miami, Miami-Dade County, Florida FM No. 251684-1-22-01 dated October 26, 2016, as included in Attachments A-12: PD&E Study Environmental Document and Reevaluation Document.

Based on the conclusions and recommendation in the above reports, this Project contains no significant contamination.

Since several potentially contaminated sites located within a 500-foot radius of the Project corridor were identified, the Design-Build Firm shall contact the District Contamination Impact Coordinator (DCIC) at 305.470.5228 for technical assistance before applying for a dewatering permit from any environmental regulatory agency to avoid potential contamination plume exacerbation and determine proper groundwater management associated with such sites.

**P. Signing and Pavement Marking Plans**

The Design-Build Firm shall prepare signing and pavement marking plans in accordance with Department criteria.
A Conceptual Signing Plan has been provided by the Department (Refer to Reference Document RD-02: Indicative Concept Plans) identifying potential signing locations and language within the Project limits. No structural analysis was performed for the Conceptual Signing Plan.

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

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

Q. Lighting Plans

The Design-Build Firm shall prepare lighting plans in accordance with Department criteria and DTPW criteria included in Attachment A-02: Facilities Design and Construction Criteria.

A Lighting Design Analysis Report (LDAR) including photometric printouts shall be submitted to ensure sufficient illumination over the entire site and roadways. This report shall include analysis for all signalized crosswalk crossings. The LDAR shall be based on the Department guidelines and criteria specified in this document.

The Design-Build Firm shall prepare and submit to the District Lighting Engineer for review signed and sealed voltage drop calculations for all new light circuits and lighting circuits in which lighting poles are added.

The Design-Build Firm shall design and construct the lighting system to be operated and maintained by the Department (SR 9, SR 7 and the SR 9/SR 7 Connector Road, as well as the Incident Response Area) with a separate service point from the lighting and all electrical systems to be operated and maintained by the DTPW. Both systems shall be independent.

The Design-Build Firm shall develop and submit for approval, a Load Center/Circuit/Pole Number identification plan for maintenance identification scheme.

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

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

All modified load centers shall comply with all applicable criteria and shall be in like new condition.
Existing high mast and light poles, luminaire arms, luminaires, and load centers identified for removal shall be coordinated with the Department as to whether these features will become the property of Design-Build Firm or salvaged, transported, and delivered to the Department for future use.

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

All deficiencies within the Project scope shall be identified and corrected. Deficiencies outside the Project scope shall be brought to the attention of the Department.

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

Where new electrical services are required, the Design-Build Firm shall coordinate the final locations of distribution transformer and service pole to minimize service and branch circuit conductors and conduit lengths. Preliminary electrical service locations have been coordinated with and provided by FP&L. New electrical service locations shall be provided for proposed lighting systems at SR 7, SR 9/SR 7 Connector Road and Incident Response Area. These lighting systems are to be designed per Department standard lighting specifications as they will be maintained by the Department. Each service point shall be separately metered. Electrical service for the GGMTF site parking lighting is to be provided and coordinated from the main electrical site building room. The site parking lighting system is to be designed per the criteria established above, as it will be maintained by Miami-Dade County.

High mast lighting shall not be allowed on the project for maintenance reasons. Only standard lighting shall be provided.

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

R. Signalization Plans

The Design-Build Firm shall make use of the RFP design document package as a starting point for the design.

Two (2) new signals are required to be designed and installed by the Design-Build Firm, one (1) is to be modified, and one (1) existing signal intersection is to be reconstructed by the Design-Build Firm, as follows:

New Signals Intersections:

- SR 9 and SR 9/SR 7 Connector Road
- GGMTF Driveway and SR 9/SR 7 Connector Road
Existing Signal Intersections to be modified and reconstructed:

- SR 9A Exit Ramp and SR 7 / US 441 (modified)
- GGMTF/Truck Parking Lot Driveway and SR 7/US 441 (reconstructed)

As a minimum, the design of all signals shall comply with the Manual of Uniform Traffic Control Devices (MUTCD). The signal design, details and installation must be approved by the Department and Miami-Dade Public Works Department of Traffic Signal and Signs Division. All permanent signalization shall be Standard Mast Arm Assemblies. An outline of specific signalization requirements are as follows:

- New signal controllers shall be coordinated and installed at each signal intersection as per Miami-Dade County Traffic Signals Division requirements.
- Pedestrian signal heads shall be countdown LED type.
- Mast arm structures shall be designed in accordance with the FDOT Standard Indexes for Mast Arm Assemblies (Index Nos. 17743, 17745 and 17746). Mast arms are to comply with latest version of the Traffic Control Equipment Specifications and Standard for the Metro Traffic Control System Miami-Dade County and latest supplements and special provisions for these specifications.
- Internally illuminated signs shall be installed on each pole per Miami-Dade Public Works Department Traffic Signal and Signs Division.
- All salvage signal equipment that is removed must be delivered and unloaded at the Miami-Dade County Traffic Signals and Signs Division at 7100 NW 36th Street Miami, Florida 33166. Signal equipment considered salvage is as follows: controllers, controller cabinets, controller cabinet and software, flashers, communications devices and hardware, signal heads, mast arm poles and associated hardware, mounted mast arm signs, pedestrian detector, pedestrian signal heads. All other equipment shall become the property of the Design-Build Firm and shall be disposed of at a location provided by the Design-Build Firm. Unless otherwise authorized, none of the existing equipment may be reused in the Project.
- The Design-Build Firm shall be responsible for a mast arm foundation design if geotechnical soil conditions are different from those specified in the FDOT standard.
- The Design-Build Firm shall be responsible for a special mast arm structure and foundation design if the proposed loading exceeds that of FDOT standard mast arms.
- The Design-Build Firm shall be responsible to coordinate with FP&L for electrical primary line feeder connections and AT&T service points.
- Signal equipment shall meet the requirements of the FDOT Minimum Specifications for Traffic Control Devices, Traffic Control Equipment Specifications and Standard for the Metro Traffic Control System Miami-Dade County and latest supplements and special provisions for these specifications and shall be listed on the FDOT’s Approved Product List. All signal equipment shall be compatible with the Miami-Dade County Central Computer System.

The Design-Build Firm shall be responsible to design and construct temporary signalization at each of the existing signalized intersections as necessary for each of the phases of construction. The Design-Build Firm shall develop and finalize the design of all temporary signalization and shall submit the designs to the Department and to the Miami-Dade Public Works Department Traffic Signal and Signs Division for review and approval prior to initiating any construction that would require signal modifications. All signal timing for temporary signals shall be actuated and coordinated with Miami-Dade Public Works Department Traffic Signal and Signs Division prior to any maintenance of traffic. Span wire assemblies

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will be allowed for any temporary signal construction. All signal design and construction shall be coordinated with the Miami-Dade Public Works Department Traffic Signal and Signs Division.

If applicable, the Design-Build Firm shall be responsible to maintain existing interconnect operation system utilizing existing interconnect cable until intersections are connected to the Miami-Dade computer system.

S. Intelligent Transportation System Plans

1. General

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

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

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

Anticipated ITS devices and details:

<table>
<thead>
<tr>
<th>DMS</th>
<th>Approximate Location</th>
<th>Direction</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>TA_DMS</td>
<td>STA 20+14.00 (RT)</td>
<td>Across Connector Road</td>
<td>New DMS on overhead cantilever structure</td>
</tr>
</tbody>
</table>
The Design-Build Firm is responsible for ensuring project compliance with the Regional ITS Architecture and Rule 940 as applicable. This includes, but is not limited to, the development or update of a concept of operations, the development or update of a Systems Engineering Management Plan (SEMP), and Requirement Traceability Verification Matrix (RTVM) as well as coordination of document review.

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

2. Design and Engineering Services:

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

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

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

- Replacement of any ITS System components that are impacted by the Design-Build Firm’s scope of work as approved by the Department. All equipment shall be new unless otherwise specified.
- DMS – Includes sign support structures, static signs, and mounting brackets for lane control, lane status, toll amount, travel time and full size DMS.
- CCTV – Includes concrete poles, camera lowering devices and mountings to provide 100% CCTV coverage of the project corridor. In addition, each express lane DMS shall have a dedicated verification CCTV.
Removal of any ITS System components that are impacted by the Design-Build Firms scope of work as approved by the Department.

Removal of the existing lateral drops from the I-95 backbone to the existing ADMS, CCTV and Express Lane gates for I-95 express ramp facility shall be removed as part of this project. The lateral drops disconnected from the backbone shall be re-spliced “in-kind” to match respective fiber strand(s) and buffer tube(s) as approved by the Department. The existing lateral drop conduit(s), pull boxes and splice boxes shall be removed as described in Section C - Utility Coordination of this RFP.

New Four 2” HDPE SDR 11 conduits and fiber optic cable shall be provided from new devices to backbone. Two (2) conduits shall be used for communications, one (1) for power and one (1) for spare. The spare conduit shall not be used for tone wire. The Design-Build Firm shall determine the final location based on field conditions which may extend beyond the project limits. Graphical representation of intended work is provided in the Conceptual ITS plans attachment to this document for reference only.

Furnish and install new barrier wall mounted gates for express lanes and swift sign mounted on pedestal in addition to the corresponding verification CCTV camera and components.

Testing of fiber optic backbone and lateral drops furnished and installed or modified by the Design-Build Firm.

Testing of the Intelligent Transportation System.

Testing of the end-to-end express lanes system.

The Design-Build Firm shall be responsible for resolving conflicts between ITS and landscape components. CCTV viewing angles shall not be obstructed by tree canopies. The Design-Build Firm is required to ensure that the design and construction of each ITS project and each landscape project is entirely coordinated with existing and proposed ITS facilities and landscapes. Both programs have been determined to be important components of the state transportation system.

3. Construction and Integration Services:

The Design-Build Firm shall be responsible for all ITS construction and integration services relating to the Project.

4. Testing and Acceptance:

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

5. Existing Conditions

This section is intended to provide a general overview of the existing conditions of the Department’s ITS System and its components such as the fiber optic network (FON) communications infrastructure within the project limits. Refer to the concept plan for existing ITS equipment locations. In addition, the Design-
Build Firm shall refer to the ITS As-Built Plans provided with this RFP as Reference Document **RD-04: As-built Plans** for additional information and shall be responsible for field verifying all existing site conditions within the project limits.

The ITS components for the I-95 Express Lanes ramps and Incident Response Area shall be defined as follows:

- **Closed Circuit Television (CCTV) Camera System**: The CCTV Camera System consists of pan-tilt-zoom (PTZ) cameras. The CCTV cameras are used by Department staff for incident management and traffic monitoring. The cameras are integrated and communicate with Local Hubs along the corridor via the single mode FOC communications backbone installed along the corridor. Additionally, at least one PTZ camera shall be provided for full coverage of the Incident Response Area.

- **Toll Amount Dynamic Message Sign System (TADMS)**. One (1) TADMS shall be provided on a new cantilever structure as depicted in Reference Document **RD-02: Indicative Concept Plans**. The TADMS is connected and communicates via the single mode FOC communications backbone installed along the corridor.

- **Fiber Optic Network (FON)**: The FON infrastructure provides communications for ITS and Tolls components. The FON is composed of the FOC communications backbone, lateral connections and communications equipment including but not limited to field and HUB Ethernet switches, port servers, routers, fiber patch panels installed at the various ITS device(s) serving as a local HUB.

- For clarification purposes, any reference in this RFP to the mainline fiber optic backbone that is installed along the corridor shall be defined as the “backbone”. The fiber optic cable between the backbone and ITS components shall be defined as the “ITS lateral”.

- The FOC communications backbone consists of a single mode fiber optic cable and four (4), 2-inch HDPE conduit, locate tone wire, warning tape, fiber route markers, pull boxes, and splice boxes. Conduits shall include one (1) for power, two (2) for communications and one (1) spare. The backbone provides access points for the various ITS and Toll System components along the corridor for network connectivity as previously described.

- The majority of ITS components are connected to the backbone through a lateral twelve (12) count single mode fiber optic cable inside two (2) 2-inch HDPE conduits of which one is a spare.

**T. Landscape Plans**

All plans and documents prepared by the Design-Build Firm are to be in accordance with the current edition of design standards and practices, Department Design Standards, Department’s Plans Preparation Manual, and shall be accurate, legible, and complete in design, drawn to the scale indicated in the Department's manuals and furnished in reproducible form. The Landscape Architect for the Design-Build Team shall be registered in the State of Florida. Final responsibility for compliance with all applicable codes and requirements rests with the LA of Record. The LA shall not assume that the criteria presented herein in any way replaces the LA’s professional duty to carefully review all existing conditions, coordinate the work of all disciplines and to provide a complete and thorough set of construction documents.
The Design Build Firm’s landscape design shall account for the mitigation of removal or relocation of any existing trees and palms. Existing vegetation shall be evaluated for preservation or relocation. Any large existing specimen palms or trees located on the site shall be preserved or transplanted on site and incorporated into the landscaping within the property boundaries of the new facility. The site contains several trees and palms that shall be preserved or relocated; those include Paurotis palms, Royal Palms, and a specimen Ficus spp. on the northernmost side of the property, Live Oaks on the southeastern portion of the site, Royal Palms along the NW 7th Avenue side of the property, and all sizes of Sabal Palms throughout the project site shall be evaluated for potential use within the new landscape design.

Additionally, there are several native and nonnative wildflowers, wetland plants, ferns, and grasses that are thriving within the hydric stormwater outfall area in the southwestern portion of the project site. There should be an attempt to preserve all or portions of this area including trees, grasses, and ferns. Furthermore, this condition should be recreated to match vegetation, hydrology, and elevations within the new pervious area on the southwest corner of the site between the parking and turning lane and any other designated hydric zones. For areas where it is not feasible to preserve, an attempt shall be made to relocate the wildflowers and their soil, grasses, ferns, as well as the Bald Cypress trees located here. In all planting islands within paved areas, the Design Build Team shall utilize creative grading in order to direct water to pervious areas and retain them therein by creating shallow depressions to direct water to plants. Coordination with all disciplines will avoid standing water, however this is meant to maximize water delivery to plants without an irrigation system in place.

All invasive exotics throughout the project site shall be eradicated. Some of the species identified throughout site include but are not limited to Australian Pine, Brazilian Pepper, Scaevola, and others. The Design-Build firm’s subcontractor in charge of exotic vegetation removal shall have appropriate credentials and experience in this type of work.

The Design-Build Firm is required to perform a tree inventory and shall mark each existing tree with hemp rope tie wrap encircling the tree, and attach aluminum tag stamped with a respective tree identification (ID) number. The Design-Build Firm is required to prepare an existing tree inventory document including tree ID number, species, caliper, height, spread, condition, and construction impacts. The inventory shall also identify all existing trees impacted by construction as to be protected, replaced and/or relocated for completion of the project. The relocation efforts shall include proper pruning, removal, transporting, planting, staking and guying, and maintenance. The Design-Build Firm shall prepare a Tree Disposition Plan referring to the District’s Landscape Specifications.

Before clearing and grubbing or construction, the Design-Build Firm must obtain written approval of the Design-Build Firm’s Tree Disposition Plans by the District Landscape Architect.

The intent of the landscape design, as presented in Reference Document RD-02: Indicative Concept Plans is primarily to reduce the impact of the extensive impervious surfaces and building coverage (inclusive of all structures) on the site while providing a healthy environment conducive to safe pedestrian activities both within the site and from the adjacent sidewalks. A healthy environment shall include a landscape design that creates native plant community themes appropriate to the ecoregion of the site and that provide shading to the paved surfaces to reduce heat island effect. These plant communities have been depicted as zones situated in appropriate areas related to the approach, image, use, and function of the site. The communities have been determined based on the site’s natural history and the plant communities that surrounded it. The site originally was a Wet Prairie surrounded by various types of Pine Forests, Cypress-Heads, Saw Palmetto, and Tree Island Hammocks. A minimum of 95,000 sf of
The pervious area shall be provided on the site. The Design-Build team’s multi-disciplinary consultants should make a collective attempt to creatively increase the amount of pervious area while achieving the Department’s parking goals.

The Design-Build Firm shall be responsible for resolving conflicts between landscape, site lighting, CCTV coverage, and utility components. CCTV viewing angles shall not be obstructed by tree canopies.

The Design-Build Firm shall design areas where mowing can be kept to a minimum or conducted on a quarterly or biannual basis. A graphic depicting these areas shall be included as a submittal along with a long term Maintenance Manual. The Maintenance Manual shall include instructions for the maintaining agency showing mowing, fertilizing, pruning, mulching frequencies on an annual basis. The objective is to reduce the frequency of required maintenance as much as possible allowing the carefully selected plant species to grow to their natural shape and size with minimal interference.

Drought tolerant, native and exotic plants which can survive long term without an irrigation system shall be selected for this project. There will be no irrigation system included for this project. The following is a list of alternatives for each of the different plant community groups as indicated on the Indicative Concept Plans. Any substitutions to the suggested plant materials list shall be drought tolerant and appropriate for the location, and submitted for approval.

The Design-Build Firm shall prepare Landscape Plans that also refer to the District’s Landscape Specifications and Indexes. Also for seeded areas please reference the FDOT’s Wildflower Program.

A. Vegetation shall include a minimum of 230 total trees within the following Landscape Communities:

<table>
<thead>
<tr>
<th>Pineland Community</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Trees</strong></td>
</tr>
<tr>
<td><strong>Common Name</strong></td>
</tr>
<tr>
<td>South Florida Slash Pine</td>
</tr>
</tbody>
</table>

**Medium and large shrub varieties**
(quantity to be determined, to match design intent of landscape plan)

<table>
<thead>
<tr>
<th><strong>Common Name</strong></th>
<th><strong>Scientific Name</strong></th>
<th><strong>Minimum Size</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Saw Palmetto</td>
<td><em>Serenoa repens</em></td>
<td>24&quot; X 18”; full heads</td>
</tr>
<tr>
<td>Locustberry</td>
<td><em>Byrsonima lucida</em></td>
<td>24&quot; X 18”; full to ground</td>
</tr>
<tr>
<td>Wild Sage</td>
<td><em>Lantana involucrata</em></td>
<td>18” X 14”; full to ground</td>
</tr>
</tbody>
</table>
### Pineland Community

#### Trees

<table>
<thead>
<tr>
<th>Common Name</th>
<th>Scientific Name</th>
<th>Minimum Size</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>(for accent use only)</td>
<td></td>
</tr>
<tr>
<td>Silver Saw Palmetto</td>
<td><em>Serenoa repens</em> Silver Form</td>
<td>4’ overall height X 3’</td>
</tr>
</tbody>
</table>

#### Small shrubs and Groundcover varieties

(Quantity to be determined, to match design intent of landscape plan)

<table>
<thead>
<tr>
<th>Common Name</th>
<th>Scientific Name</th>
<th>Minimum Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coontie</td>
<td><em>Zamia pumila</em></td>
<td>18” X 22”</td>
</tr>
<tr>
<td>Pineland Croton</td>
<td><em>Croton linearis</em></td>
<td>18” X 14”</td>
</tr>
<tr>
<td>Muhly Grass</td>
<td><em>Muhlenbergia capillaris</em></td>
<td>18” X 14”</td>
</tr>
<tr>
<td>Tickseed</td>
<td><em>Coreopsis leavenworthii</em></td>
<td>Seeding</td>
</tr>
</tbody>
</table>

### Hammock Community

#### Trees

<table>
<thead>
<tr>
<th>Common Name</th>
<th>Scientific Name</th>
<th>Minimum Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>Live Oak</td>
<td><em>Quercus virginiana</em></td>
<td>12’ X 4’; 3” DBH; 6’ CT</td>
</tr>
<tr>
<td>Wild Tamarind</td>
<td><em>Lysiloma latifoliiflua</em></td>
<td>12’ X 4’; 3” DBH; 6’ CT</td>
</tr>
<tr>
<td>Gumbo Limbo</td>
<td><em>Bursera simaruba</em></td>
<td>12’ X 4’; 3” DBH; 6’ CT</td>
</tr>
<tr>
<td>Satinleaf</td>
<td><em>Chrysophyllum oliviforme</em></td>
<td>10’ X 3’; 2” DBH; 6’ CT</td>
</tr>
<tr>
<td>Pigeon Plum</td>
<td><em>Coccoloba diversifolia</em></td>
<td>10’ X 3’; 2” DBH; 6’ CT</td>
</tr>
</tbody>
</table>
### Hammock Community

#### Trees

<table>
<thead>
<tr>
<th>Common Name</th>
<th>Scientific Name</th>
<th>Minimum Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jamaican Caper</td>
<td>Capparis cynophallophora</td>
<td>24” X 18”; full to ground</td>
</tr>
<tr>
<td>Dwarf Firebush</td>
<td>Hamelia patens ‘Compacta’</td>
<td>24” X 18”; full to ground</td>
</tr>
<tr>
<td>Simpson’s Stopper</td>
<td>Myrcianthes fragrans</td>
<td>4’ X 2”; full to ground</td>
</tr>
</tbody>
</table>

**Medium and large shrub varieties**  
(quantity to be determined, to match design intent of landscape plan)

<table>
<thead>
<tr>
<th>Common Name</th>
<th>Scientific Name</th>
<th>Minimum Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jamaican Caper</td>
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</tr>
<tr>
<td>Simpson’s Stopper</td>
<td>Myrcianthes fragrans</td>
<td>4’ X 2”; full to ground</td>
</tr>
</tbody>
</table>

**Small shrubs and Groundcover varieties**  
(quantity to be determined, to match design intent of landscape plan)

<table>
<thead>
<tr>
<th>Common Name</th>
<th>Scientific Name</th>
<th>Minimum Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bahama Wild Coffee</td>
<td>Psychotria ligustrifolia</td>
<td>24” X 18”</td>
</tr>
<tr>
<td>Shinyleaf Wild Coffee</td>
<td>Psychotria nervosa</td>
<td>24” X 18”</td>
</tr>
<tr>
<td>Sword Fern</td>
<td>Nephrolepis exaltata</td>
<td>18” X 18”</td>
</tr>
</tbody>
</table>

### Hydric Community

#### Trees

<table>
<thead>
<tr>
<th>Common Name</th>
<th>Scientific Name</th>
<th>Minimum Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pond Cypress</td>
<td>Taxodium ascendens</td>
<td>10' X 4'; 3” DBH; 6' CT</td>
</tr>
<tr>
<td>Bald Cypress</td>
<td>Taxodium distichum</td>
<td>10' X 4'; 3” DBH; 6' CT</td>
</tr>
<tr>
<td>Wax Myrtle</td>
<td>Myrica cerifera</td>
<td>8' X 3'; 2” DBH; 4' CT</td>
</tr>
</tbody>
</table>
### Hydric Community

#### Trees

<table>
<thead>
<tr>
<th>Common Name</th>
<th>Scientific Name</th>
<th>Minimum Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coastal Plain Willow</td>
<td><em>Salix caroliniana</em></td>
<td>8’ X 3’; 2” DBH; 4’ CT</td>
</tr>
</tbody>
</table>

#### Medium and large shrub varieties

*(quantity to be determined, to match design intent of landscape plan)*

<table>
<thead>
<tr>
<th>Common Name</th>
<th>Scientific Name</th>
<th>Minimum Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>Red Tip Cocoplum</td>
<td><em>Chrysobalanus icaco ‘Red Tip’</em></td>
<td>24” X 18”; full to ground</td>
</tr>
</tbody>
</table>

#### Small shrubs and Groundcover varieties

*(quantity to be determined, to match design intent of landscape plan)*

<table>
<thead>
<tr>
<th>Common Name</th>
<th>Scientific Name</th>
<th>Minimum Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dwarf Fakahatchee Grass</td>
<td><em>Tripsacum floridanum</em></td>
<td>24” X 18”</td>
</tr>
<tr>
<td>Leather Fern</td>
<td><em>Acrostichum danaeifolium</em></td>
<td>24” X 18”</td>
</tr>
<tr>
<td>Alligator Flag</td>
<td><em>Thalia geniculata</em></td>
<td>12” X 12”</td>
</tr>
<tr>
<td>Lance-Leaf Arrowhead</td>
<td><em>Sagittaria lancifolia</em></td>
<td>12” X 12”</td>
</tr>
<tr>
<td>Sword Fern</td>
<td><em>Nephrolepis exaltata</em></td>
<td>18” X 14”</td>
</tr>
</tbody>
</table>

### Hybrid Community

#### Palms

<table>
<thead>
<tr>
<th>Common Name</th>
<th>Scientific Name</th>
<th>Minimum Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cabbage Palm</td>
<td><em>Sabal palmetto</em></td>
<td>15’, 20’, and 25’ overall heights, Booted</td>
</tr>
</tbody>
</table>

#### Trees
## Hybrid Community

### Palms

<table>
<thead>
<tr>
<th>Common Name</th>
<th>Scientific Name</th>
<th>Minimum Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>Silver Buttonwood</td>
<td><em>Conocarpus e. ‘Sercieus’</em></td>
<td>10’ X 4’; 2” DBH; 4’ CT</td>
</tr>
</tbody>
</table>

### Small shrubs and Groundcover varieties

(quantity to be determined, to match design intent of landscape plan)

<table>
<thead>
<tr>
<th>Common Name</th>
<th>Scientific Name</th>
<th>Minimum Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>Muhly Grass</td>
<td><em>Muhlenbergia capillaris</em></td>
<td>18” X 14”</td>
</tr>
</tbody>
</table>

### B. Palm varieties (min. 40 total palms) shall include:

<table>
<thead>
<tr>
<th>Common Name</th>
<th>Scientific Name</th>
<th>Minimum Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>Royal Palm</td>
<td><em>Roystonea elata</em></td>
<td>8’ GW; full 360° head</td>
</tr>
<tr>
<td>Cabbage Palm</td>
<td><em>Sabal palmetto</em></td>
<td>15’, 20’, and 25’ overall heights, Booted</td>
</tr>
<tr>
<td>Silver Saw Palmetto</td>
<td><em>Serenoa repens</em> Silver Form</td>
<td>4’ overall height X 3’</td>
</tr>
</tbody>
</table>

### C. Sod shall be:

<table>
<thead>
<tr>
<th>Common Name</th>
<th>Scientific Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bahia Sod</td>
<td><em>Paspalum notatum</em></td>
</tr>
<tr>
<td>Bahia and Wildflower Seed Mix</td>
<td><em>Paspalum notatum, Coreopsis leavenworthii, Coreopsis basalis, Mimosa strigillosa</em></td>
</tr>
</tbody>
</table>
All planting areas shall be excavated to ensure proper percolation and drainage through soils. No soil compaction shall be present prior to planting. Remove all rocks greater than 3” diameter and debris from soil and mulch. All plant material must be approved by the Design-Build firm’s Landscape Architect prior to delivery to the project site. All plant material must meet the Florida Fancy grading of the latest Florida Grades and Standards for Nursery Plants.

VII. Technical Proposal Requirements:

A. General

Each Design-Build Firm being considered for this Project is required to submit a Technical Proposal for Bid Alternative 1. 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.

All project components, details, and features depicted in the Technical Proposal, with the exception of the parking spaces which shall be determined by the specific Bid Alternative, shall be considered a commitment on the part of the Design-Build Firm to be constructed as part of this contract.

Moreover, Technical Proposals submitted by short-listed Design-Build Firms must attain a minimum average score of fifty (50) points of the maximum score or higher from the Technical Review Committee to be considered responsive. Should a Design-Build Firm receive an average score less than fifty (50) points of the maximum score, they will be deemed non-responsive and their Bid/Price Proposal will not be opened.

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 DVD, or flash drive. Bookmarks which provide links to content within the Technical Proposal are allowed. Bookmarks which provide links to information not included within the content of the Technical Proposal shall not be utilized. No macros will be allowed. Minimum font size of ten (10 pt.) 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. Examples of support documentation that may be requested shall include but not be limited to calculations for sizing and number of elevators. This only applies during the Technical Proposal Evaluation phase.

Submit one (1) Original, one (1) CD’s, DVD’s or Flash Drives containing the Technical Proposal in PDF format and seven (7) collated, complete sets of hard copies of the Technical Proposal to:
The minimum information to be included:

Section 1: Project Approach

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

Section 2: Plans

- Plan and Profile views of the proposed improvements shall be submitted in roll-plot format. The maximum width of the roll-plots shall be 36". The maximum length of the roll-plot shall be 42". Inclusion of additional information on the roll-plot, other than depictions of the Plan and Profile views, is allowed provided it clarifies the plan and profile views. However, the Department may determine that such additional information is excessive and may require the Design-Build Firm to revise and resubmit the roll-plots. If this occurs, the Design-Build Firm will have 2 business days to revise and resubmit the roll-plots upon notification by the Department. All other information not included on the roll-plots, such as typical sections, special emphasis details, facilities plans, etc., shall be provided on 11"x17" sheets.
- Provide Landscape Plan sheets that depict a Landscape design for the entire project limits. The Landscape Plan shall include graphic plant symbols that show the plant location, plant type, plant quantity, plant botanical and common name and installed plant size. Paper size shall be 11"x17".
- Right of Way Maps and Legal Descriptions (including area in square feet) of any proposed additional Right of Way parcels if applicable and approved through the ATC process. Provide Technical Proposal Plans in accordance
with the requirements of the Plans Preparation Manual, except as modified herein.

- **Site and Facilities Concept Plans**: The following components shall be included as part of the Preliminary Concept Plans, and will be evaluated as part of the Understanding and Approach to the Project (Refer to the Evaluation of Criteria Section).
  - Master Plan Overview including the entire GGMTF site and Project’s Roadway Improvements in roll-plot format.
  - Design Concept Plans in 11”x17” sheets for Bid Alternative 1 in general conformance with the Master Plan for Site Concept Layout included in Reference Document RD-03.

- Plan, Elevation and Section of each Bid Alternative described in Section I of the RFP using Bid Alternative 1 as the baseline, and identifying the scope modifications for each subsequent Bid Alternative utilizing a color-coding system to clearly define work performed under each alternative. The site layout plan established for Bid Alternative 1 shall not change in subsequent Bid Alternatives.

- The Plans shall complement the Project Approach.

Section 3: Aesthetics Concept Renderings

- Aesthetic Concept Plan for the project, including all buildings, Gateway and Monument Structures, Hardscape, Landscape, Lighting and Canopy structures. This plan shall include a minimum of five 3-Dimensional renderings in 11”x17” format depicting building character and its relation to the site.

C. **Evaluation Criteria**

The Department shall evaluate the written Technical Proposal by each Design-Build Firm. **The Technical Proposal will be evaluated based on Bid Alternative 1.** 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:

<table>
<thead>
<tr>
<th>Item</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Design</td>
<td>35</td>
</tr>
<tr>
<td>2. Construction</td>
<td>30</td>
</tr>
<tr>
<td>3. Innovation</td>
<td>5</td>
</tr>
<tr>
<td>4. Value Added</td>
<td>5</td>
</tr>
<tr>
<td>5. Project Technical Enhancement (PTE)</td>
<td>5</td>
</tr>
</tbody>
</table>

**Maximum Score** 80

The following is a description of each of the above referenced items:
1. **Design (35 points)**

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

- A description of the key features and activities of the proposed design concept. The proposed modifications to the Master Plan for Site Concept Layout included in Reference Document RD-03 must be clearly identified and described.
- Site and Structures design approaches that maximize the efficient use of the site to support transit operations and maximize number of parking spaces at the GGMTF beyond the minimum requirements.
- Roadway design and safety aspects, incorporating vehicular, bicycle and pedestrian modes
- Drainage design
- Environmental Design
- Design coordination plan minimizing design changes
- Geotechnical investigation plan
- Geotechnical load test program
- Minimizing impacts through design to:
  1. Environment
  2. Transit Operations
  3. Incident Response Area and I-95 Express Lanes Operations
  4. Public (vehicle users, pedestrians and bicycles)
  5. Adjacent Properties
  6. Transit Users
- Traffic Control and Maintenance of Operations Plan design, including wayfinding signage and temporary structures. The Design-Build Firm shall provide an efficient and comprehensive Maintenance of Traffic and Operations plan that clearly describes all phases of the project. The plan shall include a narrative of the phasing, and any schematics necessary to illustrate the MOT concept. Transit Operations, pedestrian, and bicycle user access and parking must be maintained at all times. Priority in scoring will be placed on a design that minimizes number of construction phases and can be constructed with minimal impact to transit operations and Incident Response Area operations, relocates the Incident Response Area to its permanent location in early construction phases, and reduces walking distances for transit users.
- Aesthetics Concept Plan that establishes a consistent and elegant theme throughout the project. The aesthetics treatment shall be applied to the site and in particular to the structural elements, hardscape, landscape, and lighting.
- Stakeholders Coordination Plan: The Proposer shall present a Coordination Plan, demonstrating a clear understanding of the coordination requirements for the project. The Coordination Plan shall include, as a minimum, coordination with the following groups:
  - Department Management Team
  - Miami-Dade Transportation and Public Works Department
  - Permitting/Environmental Agencies
- Building Permitting
- Utility Owners
- Tri-Rail Transportation
- Broward County Transit
- Local Governments/TPO
- Public and other stakeholders

- Utility Coordination and Design that minimize the potential for adverse impacts and Project delays due to utility involvement. Design approach should place emphasis on coordination and design plan to provide sewer services to the GGMTF.

- Design considerations which improve recycling and reuse opportunities

- Design considerations which improve the transit user experience in the facility. Priority in scoring will be placed on design solutions that maximize covered walking areas using canopy structures and/or pedestrian bridges, minimize walking distances between transportation modes, maximize seating areas, and provide landscape solutions with minimal maintenance requirements.

- Design considerations that analyze and optimize the peak handling capacity of parking garage elevators to serve the maximum number of passengers with minimum waiting times during peak hours. Credit will be given for the provision of two (2) parking garage elevators in addition to the minimum requirement of four (4) elevators.

- Location of elevators close to main activity.

- Identification of sustainable building design features.

- Providing an open garage with clear unobstructed sight lines throughout (minimizing interior columns and/or walls) on all levels/floors to provide visual connections to/from vertical transportation elements, access points and parked vehicles.

- Providing safe, seamless, direct and efficient parking patron access to/from the most significant origin and destination points.

- Minimizing parking patron walking distances to/from origins and/or destinations (safe, direct, protected and pleasant walks).

- Avoiding forcing disabled passengers to travel behind regular parked automobiles.

- Providing street connections with sufficient capacities (minimizing peak traffic flow condition(s) delays and queuing) during peak travel periods.

- Providing adequate internal roadway collection, circulation and distribution.

- Providing adequate auto reservoir area storage and processing capacity (minimizing peak traffic flow condition(s) delays and queuing) at garage entrances and exits.

- Providing a reasonable amount of parking stalls located on flat/level floors (not ramps).

- Providing an inter-floor ramp system that is efficient during peak travel demand periods and that minimizes conflicts. Configurations with “adjacent parking” ramp systems for entering traffic and “clearway” ramps for exiting traffic are preferred.
Providing ramp arrangements that are consistent on all floors in order to be as simple and comprehensible as possible.

Providing traffic circulation that is designed to minimize vehicular travel distances and number of turns. Circulation on one-way ramps is preferable to be counterclockwise.

Providing adequately sized and protected elevator queueing/waiting areas at all elevators along with accurate real-time information relative to the next elevator arrival.

Providing entrances and exits that are visible and easily identifiable.

Providing entrances that present an attractive appearance to prospective customers and exits that provide safe crossings of pedestrian and automobile streams.

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 building/structure type, finishes, shapes, proportions and form throughout the limits of the project.

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 building system, and impacts to long term maintenance costs.

2. **Construction (30 points)**

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

- Safety
- Building and Ancillary Facilities Structures construction
- Roadway construction
- Drainage construction
- Construction coordination plan minimizing construction changes and relocation of existing facility users.
- Minimizing impacts through construction to:
  - Environment
  - Transit Operations
  - Incident Response Area and I-95 Express Lanes Operations
  - Public (vehicle users, pedestrians and bicycles)
  - Adjacent Properties
  - Transit Users
- Implementation of the Environmental design and Erosion/Sediment Control Plan
- Implementation of the Maintenance of Traffic and Operations Plan, including wayfinding signage. Priority in scoring will be placed on a plan that minimizes number of construction phases and can be constructed with minimal impact to transit and Incident Response Area operations, relocates the Incident Response Area to its permanent location in early construction phases, and reduces walking distances for transit users.
- Utility Coordination and Construction that minimize the potential for adverse impacts and Project delays due to utility involvement.
Credit will be given for developing and deploying construction techniques that enhance project durability, reduce long term and routine maintenance, and those techniques which enhance public and worker safety. This shall include, but not be limited to, minimization of lane and driveway closures, lane widths, maximizing available parking and reducing walking distances for transit users, pedestrian and bicycle safety, visual obstructions; construction sequencing that minimizes transit operational impacts, and drastic reductions in speed limits.

Credit will be given for insuring all environmental commitments are honored.

Credit will be given for construction coordination efforts that minimize construction changes to avoid disruption to transit operations and I-95 Express Lanes Incident Response Area operations.

Credit will be given for construction and utility coordination efforts that minimize the potential for adverse impacts and project delays due to utility conflicts. Construction approach should place emphasis on coordination and construction plan to provide sewer services to the GGMTF.

3. **Innovation (5 points)**

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

- Minimize or eliminate Utility relocations
- Structures and Site Materials that take into account the environment they will be subjected to, and meet durability requirements for the project
- Workmanship
- Enhance Design and Construction aspects related to future expansion of the GGMTF facility
- Design and Construction aspects that enhance the GGMTF transit user experience, which may include maximizing covered walkways, providing direct connections between transit modes, minimizing walking distances
- Sustainable building features

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.
5. **Project Technical Enhancements (5 points)**

Credit will be given for the following Project Technical Enhancements. No partial credit will be given. Refer to Section V.B Innovative Aspects for details on the approval process.

- Design and construction of a new elevated pedestrian bridge providing connection from the proposed parking garage to the existing Tri-Rail pedestrian bridge over SR 9, including aesthetics improvements (painting, etc.) to the existing pedestrian bridge over SR 9. Motorcycle/scooter, accessible/ADA, stroller, carpool/vanpool, and electric vehicle charging station parking spaces shall be provided on the garage level connecting to the pedestrian bridge, and in close proximity to the connection point of the pedestrian bridge.

**D. Final Selection Formula**

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

\[
\frac{BPP_i}{TS} = \text{Adjusted Score}
\]

\[
BPP_i = \text{Highest Priority Responsive Bid Price Proposal}
\]

\[
TS = \text{Technical Score (Combined Scores from LOI and Technical Proposal)}
\]

The Department has established several priorities in the form of bid alternatives for contract award. Bid Alternative 1 is the highest priority and Bid Alternative 3 is the lowest priority.

The Bid Price Proposal for each of the three (3) Bid Alternatives shall be sealed in separate envelopes prior to submittal to the Department, or the Design-Build Firm shall be declared non-responsive.

The Department intends to award the Contract to the highest priority with a responsive Technical Proposal and Bid Price Proposal less than or equal to the maximum bid price of $56,331,962.00.

The highest priority for which there is at least one responsive Bid Price Proposal will be selected. Adjusted score will be used to determine the successful bidder only if there are two or more responsive Bid Price Proposals for the selected Priority as follows:

<table>
<thead>
<tr>
<th>Bid Alternative*</th>
<th>Contract Value</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>BPP(_1)</td>
<td>1</td>
</tr>
<tr>
<td>2</td>
<td>BPP(_2)</td>
<td>2</td>
</tr>
<tr>
<td>3</td>
<td>BPP(_3)</td>
<td>3</td>
</tr>
</tbody>
</table>

* For a detailed description of the Bid Alternatives, refer to Section I Description of Work.
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 starting with highest priority, Bid Alternative 1. Should the Department not receive a responsive proposal for Bid Alternative 1, 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.

The Department reserves the right to consider any proposal as non-responsive if any part of the Technical Proposal does not meet established codes and criteria.

E. Final Selection Process

After the sealed bids are received, the Department will have a public meeting for the announcement of the Technical Scores and opening of sealed Bid Price Proposals. 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 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 $165,164.00 per non-selected Short-Listed Design-Build Firm that meets the stipend eligibility requirements contained in the Project Advertisement. The stipend is not intended to compensate any non-selected Short-Listed Design-Build Firm for the total cost of preparing the Technical and Price Proposals. The Department reserves the right, upon payment of stipend, to use any of the concepts or ideas within the Technical Proposals, as the Department deems appropriate.

In order for a Short-Listed Design-Build Firm to remain eligible for a stipend, the Short-Listed Design-Build Firm must fully execute with original signatures and have delivered to the Department within one (1) week after the Short-List protest period, 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". If a non-selected Short-Listed Design-Build Firm eligible for stipend compensation is deemed to be non-responsive, for reasons other than the Price Proposal exceeding the Maximum Price as established herein, as determined by the Department, then no stipend will be paid.

VIII. Bid Proposal Requirements

A. Bid Price Proposal

The Department has a Maximum Price of $56,331,962.00 programmed for the Project. Bid Price Proposals shall be submitted on the Bid Proposal Package included in Attachment A-06 Design-Build Forms and shall include a separate Bid Price Proposal for each of the Bid Alternatives, in the form of one lump sum price for the Project and the number of calendar days within which the Proposer will complete 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. The lump sum price shall also include all project components, details, and features depicted in the Technical Proposal, with the exception of the parking spaces which shall be determined by the specific Bid Alternative. One (1) hard copy and one (1) electronic copy (CD, DVD or flash drive) of each Bid Price Proposal shall be hand delivered in a separate sealed package to the following:

Florida Department of Transportation  
Adam Leigh Cann Building  
1000 Northwest 111th Avenue  
District Contracts & Procurement Office  
Room #6202-B  
Miami, Florida 33172  
Attention: Suzanne Diaz  
Telephone Number: (305) 470-5243

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