

Addendum No. 3 Memorandum

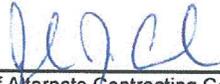
DATE: April 15, 2015

TO: District Contracts / Final Plans

FROM: Robert Bostian, Project Manager

COPIES: File

SUBJECT: **Addendum Number 3** - Letting (mo./yr.) 4/2015
 Financial Project ID 433108-4-52-01 (Lead number only)
 Proposal/Contract ID E4Q32
 Federal Funds: No Yes Federal Aid No. 0951-671-I
 County Broward State Road No. 9

Concurred by:  Date: 4-15-15
 Signature of Alternate Contracting Coordinator (John Olson (primary) / Robert Bostian (alternate)) or Designee.

Legal Approval Date: 
 (Stephen King)

Central Office Approval Date: 4/15/15
 (State Construction Office – Alan Autry)

FHWA Concurrence Date: 4/15/15
 (FHWA Florida Division Office – Mark Clasgens)

CONTRACT TIME REVISED: No Yes (If yes, _____ Calendar Days)

<u>Page No(s).</u>	<u>Rev. Date</u>	<u>Description</u>
RFP, pgs. 56&57	4/15/15	<p>Section V.CC – Routine Maintenance Responsibilities has been revised as follows:</p> <p>“The Design-Build Firm shall be responsible for the maintenance of all features including, but not limited to: roadway pavement, bridges, drainage, sign structures, signs, pavement markings, signal equipment, ITS equipment, tolling infrastructure, guardrail, barrier wall, attenuators, fencing, light poles, landscaping, <u>irrigation</u>, retaining walls, sound barrier walls, etc. until final acceptance by the Department.”</p> <p>“<u>The Design-Build Firm shall be responsible for all mowing and litter pickup within the Interchanges and include these costs in their Bid Price Proposal. Except for mowing and litter pickup, the local agencies will continue maintenance in these areas. The Design-Build Firm shall provide proper coordination with the local agency and their Landscape Contractor responsible for the maintenance of Interchanges along I-95 in accordance with</u>”</p>

District Four Maintenance Memorandum of Agreements (MMOA). The Design-Build Firm shall accommodate for sufficient access to allow for maintenance of landscape materials, irrigation systems, and/or hardscape features on the highway facilities."

RFP, pg. 78 4/15/15

Section VI.H – Structures Plans, Sub-section – 2. Criteria has been revised as follows:

"11. Expansion joints in the deck shall be continuous across the existing and widened deck slab.

- a. Expansion joints for all widened structures shall be modified in accordance with the requirements of Section 6.4.4 of the Department's Structures Design Guidelines understanding that the Department has waived the exclusion of these provisions for this Non-Conventional (Design-Build) project.
- b. Current bridge condition reports document that existing expansion joints at all location within the project limits are in good conditions and are performing satisfactorily.
- c. For widenings, the existing expansion joints shall be left in place and fitted with new components as required to provide a continuous joint across the entire widened structure.
- d. For existing bridges for which no work is cited to be performed under this contract, expansion joints shall be left as is; no repair or replacement is required. Widening of the bridge that result in obvious "add-ons" will not be allowed.
- e. The Design-Build Firm shall exercise caution not to damage existing expansion joints including concrete nosing while installing new expansion joints. Any damage to the existing joints, including headers, concrete surfaces and deck reinforcing steel due to the removal of the existing joint and installation of the new joint, shall be repaired by the Design-Build Firm. Litter-removal
- f. Removal of existing concrete shall be limited to what is necessary to remove the existing joint armor and to permit proper anchorage of the new joint armor. All concrete spalls adjacent to existing expansion joints that are to remain shall be repaired when it affects the proper bond and performance of the new joint.
- g. All costs associated with meeting these requirements shall be included in your bid price proposal. If these provisions are in conflict with any other provisions of this RFP, the requirements of this section shall control."

RFP, pg. 80 4/15/15

Section VI.H – Structures Plans, Sub-section – 2. Criteria has been revised as follows:

"c. New Bridges: In general, new bridges shall match existing bridges adjacent to the new structure in accordance with the provisions of Section VI.H.2.b of this RFP as they to apply to widenings. The following requirements shall also be adhered to:

1. The bridge horizontal geometry depicted in the Bridge Typical Sections is based on an as-built survey which may differ from existing plan data. The Design-Build Firm shall verify the existing as-built survey with respect to the proposed bridge concepts and existing field conditions. The Design-Build Firm is responsible to verify and resolve all discrepancies in the preparation of the final bridge design plans.
2. For new bridges adjacent to existing bridges, the proposed piers and abutments shall align with those of the adjacent existing bridge to remain.
3. New bridge substructures shall match the substructure type and material of the existing adjacent bridge, and pier column shapes shall also match those of the existing adjacent bridge. Pile bents are not allowed except at locations where pile bents are existing.
4. With the exception of structure depth, new bridge superstructure type and material shall match the existing adjacent superstructure type and maintain a single superstructure type and material along the entire length of the bridge.
5. Exterior beams or girders on all spans of multi-span bridges shall be the same type and depth where possible."

RFP, pg. 81 4/15/15

Section VI.H – Structures Plans, Sub-section – 2. Criteria has been revised as follows:

"f. Permanent Retaining Walls: Partial height walls such as perched or toe walls, as defined by the Department's Structural Design Guidelines Figure 3.12-1, and as supplemented by the four points listed below will not be permitted; nor will Ggeosynthetic reinforced soil (GSR) walls and abutments will not be permitted. All retaining walls shall have a concrete facing, except at locations were permanent steel sheet pile walls are existing. The maximum height of retaining walls heights shall be limited to 40 feet. Front and front slope adjacent to MSE Walls shall be no steeper than 1:3 for maintenance purposes. All costs associated with meeting this requirement must be included in your bid price proposal.

1. Perched walls shall be defined as walls that are: (1) founded on fill above the elevation of the natural ground line, or (2) located within a fill slope between the toe of slope and the top of slope.
2. Toe walls shall be defined as walls that: (1) preserve a portion of an existing fill slope, or (2) eliminate a portion

of sloped embankment at the bottom of the slope.

3. Fill slopes that create a perched wall and/or create a retaining wall greater than 40 feet if the perched condition is eliminated are not permitted. Proposed retaining walls adjacent to existing bridge embankment slopes shall have the top of leveling pads placed below the embankment toe of slope such that the proposed leveling pad is not within an existing or proposed fill slope or embankment slope.
4. Ground geometry immediately adjacent to MSE walls shall at least meet the criteria established by the wall manufacturer for stability considerations."

RFP, pgs. 84&85 4/15/15

Section VI.H – Structures Plans, Sub-section – 2. Criteria has been revised as follows:

"p. The I-95 Express Lanes bridges shall include an Opaque Visual Barrier (OVB) on all bridge median traffic railings adjacent to the Express Lanes within the project limits, including the NB I-95 bridge inside widening over NW 6th Street (Bridge No. 860273). The existing green panel glare screens, assemblies, attachments, etc. shall be removed and disposed of, and the existing bridge railings shall be repaired as necessary to retrofit the new ~~Opaque Visual Barrier~~OVB. FDOT Standard Index No. 461, General Notes 1 and 4 shall be replaced with the following requirements:

1. The ~~Opaque Visual Barrier~~OVB shall be designed to satisfy the Vehicular Collision Force requirement for sound barriers of Section 15.8.4, Case 1 in the latest AASHTO LRFD Bridge Design Specification. This requirement may be satisfied as follows:
 - provide #6 vertical bars spaced at 8" centers with a 9" embedment into the top of the existing traffic railing barrier, except at open joints.
 - at open joints within the bridge OVB, provide #6 vertical bars spaced at 8" centers with a 12" embedment into the top of the existing traffic railing barrier within 6 feet on both sides of the open joint.
 - at open joints between the bridge and roadway OVB, provide #6 vertical bars spaced at 8" centers with a 12" embedment into the top of the existing traffic railing barrier within 6 feet on the bridge side of the open joint.
 - horizontal reinforcement shall consist of #6 bars spaced at 6" centers providing 4 rows of bars.
2. At existing median traffic railing open joints, design the ~~Opaque Visual Barrier~~OVB to be able to transfer the shear across the joint through shear dowels due to the Vehicular Collision Force requirement. Refer to FDOT Standard Index No. 480, Open Joint Expansion Dowel

Detail for an example of a shear dowel detail. This requirement may be satisfied as follows:

- provide a bridge OVB that is 7.25" minimum thickness, with a minimum concrete strength of 3.4 ksi. If the bridge OVB is placed over a new traffic railing barrier or median barrier, provide an 8" minimum thickness OVB, with a minimum concrete strength of 3.4 ksi.
 - at open joints within the bridge OVB, provide a single expansion dowel 6" from the top of the OVB. The expansion shear dowel shall be a minimum 3/4" diameter with a minimum 10" embedment into the OVBs.
3. At transitions between a roadway median and a bridge median traffic railing barriers, modification to the ~~Opaque Visual Barrier~~OVB shown in FDOT Standard Index No. 461 may be required to assure the shear transfer across the open joint at the transition. This requirement may be satisfied as follows:
- provide a bridge OVB that is 7.25" minimum thickness, with a minimum concrete strength of 3.4 ksi. If the bridge OVB is placed over a new traffic railing barrier or median barrier, provide an 8" minimum thickness OVB, with a minimum concrete strength of 3.4 ksi.
 - the roadway OVB shall be in accordance with FDOT Standard Index No. 461 except as modified below.
 - at open joints between the bridge and roadway OVB, provide a single expansion dowel 6" from the top of the OVB. The expansion shear dowel shall be a minimum 3/4" diameter with a minimum 10" embedment into bridge and roadway OVBs.
4. ~~Opaque Visual Barrier~~OVBs consisting of precast concrete panels shall also include method for shear transfer details across open joints in the shop drawings.
5. Concrete, reinforcing, and adhesive bonded anchor materials shall meet the requirements of the Structures Manual and the Specifications.
6. Expansion Shear dowels used to transfer the shear across the open joint shall be ASTM A36 smooth round bars, hot dipped galvanized in accordance with the Specifications."

RFP, pg. 92

4/15/15

Section VI.K – Sequence of Construction has been revised as follows:

"Note that there is an existing gumbo limbo tree within the southeast quadrant at the Broward Boulevard Interchange, within the channelized island between the northbound to eastbound and northbound to westbound movements at the signalized intersection. This tree will be relocated by others away from the project site by September 15, 2015. Until such time as the tree has been relocated, the Design-Build Firm shall

avoid impacting the existing gumbo limbo tree, and shall also accommodate the Department and their third-party contractor in the work zone for access to relocate the tree."

RFP, pgs. 95&96 4/15/15

Section VI.M – Temporary Traffic Control Plan, Sub-section 2. Temporary Traffic Control Plans has been revised as follows:
 "All construction activities requiring traffic shifts in which the use and removal of temporary pavement markings is required shall be completed prior to the placement of friction course. ~~The first application of final~~Final pavement markings (thermoplastic) shall be placed no earlier than 30 days after the installation of friction course.

All construction activities that require traffic shifts that install and remove temporary pavement markings, or in any way damage or scar the existing pavement, shall include full width milling and resurfacing (all travel lanes) for the full limits of the impacted pavement."

RFP, pg. 103 4/15/15

Section VI.N – Environmental Services/Permits/Mitigation, Sub-section 5. Contaminated Materials has been revised as follows:
 "A set of contamination maps identifying the soil management zones on the Project, along with recommendations for addressing this potential contamination are provided in the Impact to Construction Report/Soil Management Plan (ICR/SMP) in Reference Document 2."

RFP, pg. 104 4/15/15

Section VI.O – Signing and Pavement Marking Plans has been revised as follows:
"All mainline I-95 and ramp Guide Signs depicted in the Signing Master Plan shall be mounted overhead."

RFP, pg. 107 4/15/15

Section VI.P – Signalization Plans has been revised as follows:
 "Signalization work for this Park & Ride Lot also includes the addition of pedestrian, Automatic Vehicle Identification, and bus pre-emption features as shown on the Concept Design exhibit."

RFP, pg. 113 4/15/15

Section VI.R – Landscape Design, Sub-section – Tree Relocation Plans has been revised as follows:
 "The Design-Build Firm shall relocate a minimum of ~~413411~~ trees to the Oakland Park Boulevard Interchange as shown on the Tree Relocation Plans provided by the Department."

RFP, pg. 114 4/15/15

Section VI.R – Landscape Design, Sub-section – Additional Trees to Remain has been revised as follows:
 "Additionally and as previously noted, the existing gumbo limbo tree located within the existing traffic island at the terminus of the I-95 northbound off-ramp to Broward Boulevard shall remain in place until being relocated by others ~~in August 2015~~by September 15, 2015."

RFP, pg. 115 4/15/15 Section VI.S – Tolling Infrastructure Requirements has been revised as follows:
“Toll Gantry 2 located at Station 2106+~~0060~~, bi-directional toll gantry”

RFP, pgs. 117&118 4/15/15 Section VI.T – Intelligent Transportation Systems (ITS) Plans has been revised as follows:

“Automatic Vehicle Identification (AVI)”

The Design-Build Firm shall install, test, and integrate AVI device(s) at Intersection K as shown in the Broward Boulevard Park & Ride Lot Improvements Exhibit contained in Reference Document 1. At a minimum, the following vehicle movements at this intersection shall be covered:

- right turn traffic from eastbound SW 1st Street to the southbound I-95 Access Road
- through traffic from southbound SW 21st Terrace to the southbound I-95 Access Road to access the flyover ramp onto I-95
- northbound left turn and through traffic from the I-95 Access Road

The Design-Build Firm shall design, furnish, and install the AVI unit(s) in accordance with the Department’s Standard Specifications. The following requirements shall be met to make it a completely operational system:

- the AVI unit(s) shall be seamlessly integrated into the existing FDOT District Four Advanced Transportation Management System (ATMS) network and SunGuide System
- the AVI unit(s) shall be compatible with the existing AVI units deployed by FDOT District Four
- the AVI unit(s) shall be mounted on top of the travel lane(s); no side fire installation is allowed

The AVI unit(s) shall be connected to the existing ITS Cabinet (installed by others under FPID No. 228259-7-52-01) at Intersection K. The Design-Build Firm shall provide any additional conduits and cabling if deemed necessary.

This AVI will be used to collect traffic data from southbound SW 21st Terrace at the entrance to the direct connect Express Lane ramps and it shall be connected to the existing ITS Cabinet at Intersection K.”

For the items listed below, refer to the included Attachments and Reference Documents Tracking table for additional information.

Attachment E 4/15/15 Pavement Design Report has been updated and pavement cores have been added.

Attachment F	4/15/15	Design Exceptions have been updated.
Attachment G	4/15/15	Design Variations have been updated.
Attachment J	4/15/15	ITS Deployment Requirements have been revised. The clean and redline versions of the ITS Deployment Requirements document are included.
Ref. Doc. 1	4/15/15	CADD files for drainage maps have been updated.
Ref. Doc. 1	4/15/15	Conceptual Drainage Report and supporting documentation have been updated.
Ref. Doc. 1	4/15/15	USACE Section 404 (Dredge-Fill) Permit has been updated.
Ref. Doc. 1	4/15/15	Tree Relocation Plans for Sunrise Boulevard Interchange and Oakland Park Boulevard Interchange have been updated.
Ref. Doc. 2	4/15/15	Existing Tree Inventory has been updated.
Ref. Doc. 4	4/15/15	Existing Maintenance Agreements have been updated.
Ref. Doc. 5	4/15/15	ITS as-built plans have been added.