

Addendum #5 RFP

**Interstate 4 Widening
From SR 44 to east of I-95
Volusia County**

Financial Projects Number(s): 408464-1-52-01

Federal Aid Project Number(s): 0042-250-I

Contract Number: E5R16

December 2, 2011

The Request for Proposal for the above referenced project is amended as follows:

1. Under Attachments, Design Variations, added Design Variation for Border Width. Attached at the end of this document.

2. Under Section IV Disadvantage Business Enterprise (DBE) Program; A. DBE Availability Goal Percentage section is revised to read:

The Department of Transportation has an overall eight point six percent (8.6%) race-neutral DBE goal. This means that the State's goal is to spend at least 8.6% of the highway dollars with Certified DBE's as prime Design/Build Firms or as subcontractors. Race-neutral means that the Department believes that the 8.6% overall goal can be achieved through the normal competitive procurement process. The Department has reviewed this project and assigned a DBE availability goal shown on the bid blank/contract front page under "% DBE Availability Goal". Although not a contract requirement, the Department believes that this DBE percentage can realistically be achieved on this project based on the number of DBE's associated with the different types of work that will be required.

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

3. Under Section I. Introduction, Subsection: Description of Work the following paragraph:

As shown in the Concept Plans, the project includes three (3) wildlife crossings, two wildlife crossings under I-4 (Bridge Nos. 790204, 790205, 790206 and 790207) and one wildlife crossing over I-4 (Bridge No. 790203) and the bridge over the Tomoka River will be extended to accommodate wildlife ledges. Wildlife Jump Outs shall be provided at the locations outlined in

this RFP. The Wildlife Jump Outs shall be designed in accordance with the Other Documents. Culverts shall provide the wildlife ledges as described in the *Supplemental Recommendations for Habitat Connectivity and Wildlife Movement across the I-4 Transportation Corridor* included as an attachment to this RFP. Additional upland culverts may be required to comply with the spacing requirements in the *Supplemental Recommendations for Habitat Connectivity and Wildlife Movement across the I-4 Transportation Corridor* included as an attachment to this RFP. The wildlife crossing over I-4 requires landscaping as shown in the *Supplemental Recommendations for Improving Habitat Connectivity and Wildlife Movement across the I-4 Transportation Corridor*, included as an attachment to this RFP. The locations of the wildlife crossings are defined in this RFP. The two wildlife crossings under I-4 shall provide a minimum 10-foot vertical clearance above natural ground to meet current design criteria.

Is revised to read:

As shown in the Concept Plans, the project includes three (3) wildlife crossings, two wildlife crossings under I-4 (Bridge Nos. 790204, 790205, 790206 and 790207) and one wildlife crossing over I-4 (Bridge No. 790203). For the wildlife crossing over I-4 (Bridge no. 790203) an optional underpass is allowed. An underpass option shall be designed as twin bridges with open median similar to other animal underpasses on this project (Bridge Nos. 790204, 790205, 790206 and 790207) The bridge over the Tomoka River will be extended to accommodate wildlife ledges. Wildlife Jump Outs shall be provided at the locations outlined in this RFP. The Wildlife Jump Outs shall be designed in accordance with the Other Documents. Culverts shall provide the wildlife ledges as described in the *Supplemental Recommendations for Habitat Connectivity and Wildlife Movement across the I-4 Transportation Corridor* included as an attachment to this RFP. Additional upland culverts may be required to comply with the spacing requirements in the *Supplemental Recommendations for Habitat Connectivity and Wildlife Movement across the I-4 Transportation Corridor* included as an attachment to this RFP. The wildlife crossing over I-4 requires landscaping as shown in the *Supplemental Recommendations for Improving Habitat Connectivity and Wildlife Movement across the I-4 Transportation Corridor*, included as an attachment to this RFP. The locations of the wildlife crossings are defined in this RFP. Wildlife crossings under I-4 shall provide a minimum 10-foot vertical clearance.

4. Under Section VI. Design and Construction Criteria, subsection D. Roadway Plans, General the following bullet is added:

- Wildlife fencing shall be tied directly to the crossing structure without gaps and shall run at a 45 degrees angle from the structure to the ROW fence.

5. Under Section VI. Design and Construction Criteria, subsection H. Structure Plans, 2. Criteria the following text:

The project involves the design and construction of three wildlife crossings as follows:

- Wildlife crossing over I-4 (Bridge No. 790203) – Centerline of crossing shall be at I-4 Centerline of Construction Sta. 1015+00. Minimum clear width of crossing, exclusive of railings, planters and fencing is 137 feet 11 inches. Minimum vertical clearance over the I-4 travel lanes is 16 feet 6 inches. Minimum vertical clearance

over the I-4 median (from the edge of the median travel lane to the edge of the median travel lane is 23 feet.

- Wildlife crossing under I-4 (Bridge Nos. 790204 and 790205) - Centerline of crossing shall be within 10 feet of I-4 Centerline of Construction Sta. 1122+00. Minimum horizontal opening width of 100 feet from front face of wall to front face of wall with allowance for a center pier. Minimum vertical opening 10 feet.
- Wildlife crossing under I-4 (Bridge Nos. 790206 and 790207) – Centerline of crossing shall be within 10 feet of Centerline of Construction Sta. 1178+00. Minimum horizontal opening width of 100 feet from front face of wall to front face of wall with allowance for a center pier. Minimum vertical opening 10 feet.

Is revised to read:

The project involves the design and construction of three wildlife crossings as follows:

- Wildlife crossing over I-4 (Bridge No. 790203) – Centerline of crossing shall be at I-4 Centerline of Construction Sta. 1015+00. Minimum clear width of crossing, exclusive of railings, planters and fencing is 137 feet 11 inches. Minimum vertical clearance over the I-4 travel lanes is 16 feet 6 inches. Minimum vertical clearance over the I-4 median (from the edge of the median travel lane to the edge of the median travel lane is 23 feet.
- In lieu of the wildlife crossing over I-4 (Bridge No 790203) it is allowed to design parallel bridges with open median, wildlife crossing under I-4, similar to other animal underpass bridges on this project. Centerline of crossing shall be within 10 feet of I-4 Centerline of Construction Sta. 1015+00. Provide minimum horizontal opening width of 100 feet from front face of wall to front face of wall with allowance for a center pier. Minimum vertical opening is 10 feet. Bottom of opening shall be at minimum elevation 41 feet. The consultant will be responsible for all permit modifications, fees, and mitigation required for all proposed design changes, including but not limited to wildlife crossings. Please refer to Environmental Permitting sections of the original RFP for further permitting requirements.
- Wildlife crossing under I-4 (Bridge Nos. 790204 and 790205) - Centerline of crossing shall be within 10 feet of I-4 Centerline of Construction Sta. 1122+00. Provide minimum horizontal opening width of 100 feet from front face of wall to front face of wall with allowance for a center pier. Minimum vertical opening is 10 feet. Bottom of opening shall be at minimum elevation 39.5 feet.
- Wildlife crossing under I-4 (Bridge Nos. 790206 and 790207) – Centerline of crossing shall be within 10 feet of Centerline of Construction Sta. 1178+00. Provide minimum horizontal opening width of 100 feet from front face of wall to front face of wall with allowance for a center pier. Minimum vertical opening is 10 feet. Bottom of opening shall be at minimum elevation 41.0 feet.
- Bottom of under I-4 animal crossing ground shall be sloped 1:15 to provide drainage accommodation. The pathway between the structure and the adjacent natural ground at the FDOT ROW shall be level or shall slope away from the structure at a maximum slope of 1:4.
- The minimum clearance between the wildlife ledge and the low member at the Tomoka River Bridge is six (6) feet. The minimum wildlife ledge elevation is 21.75 feet. The wildlife ledge should be minimum 22 feet wide.

6. Under Section VI Design and Construction Criteria, subsection H. Structures Plans, 2. Criteria the following bullet is added under :

Small animal crossings shall be provided as outlined below:

- The connection from each shelf to the adjacent ground shall be constructed at the same or higher elevation at a maximum 1:4 slope and at a departing angle not greater than 45 degrees.

DATE: April 17, 1997

TO: Michael Hatchell, P.E.
District Design Engineer

FROM: John C. Adams, P.E.
Project Manager

COPIES: Billy Hattaway, P.E.
State Roadway Design Engineer

SUBJECT: Design Variation

REF: I-4 PD&E, Section 3
W.P.I. Number: 5149546
State Project Number: 79110-1407
Federal Aid Project Number: NH-4-2(183)113
Volusia County

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FEDERAL AID PROJECT NO. 1

Background

The Section 3 PD&E Study for I-4 extends from east of the SR 472 interchange to just west of I-95, a length of approximately 27.7 km (17.3 miles). The existing facility is a four lane, rural interstate with limited drainage features (see Exhibit 1). A majority of the study area is located in unincorporated Volusia County. Surrounding cities include Deltona, Lake Helen, DeLand, and Daytona Beach. Flatwoods and hardwoods typically associated with wetland areas dominate the corridor. The Tiger Bay Swamp and Deep Creek Swamp are the primary natural wetland systems. In addition, the study area traverses or passes closely by two Outstanding Florida Waters (OFW). The Tomoka River has been designated as an OFW extending upstream to the I-4 crossing. The Tiger Bay State Forest has I-4 as its southern boundary and is an OFW under the Environmentally Endangered Lands Program.

Proposed improvements include widening the existing four lanes to six lanes with a 19.2 m (64.0 ft) median envelope for future rail transit. These improvements are consistent with the *I-4 Major Investment Study* and *I-4 Multi-modal Master Plan*. They are also included in the Volusia County Metropolitan Planning Organization's Long Range Transportation Plan.

Requested Variation

The variation being requested is a deviation from the standard freeway border width. The Department's standard freeway border width is 25.0 m (83.3 ft) as identified in the FDOT Plans Preparation Manual (PPM), (latest revision issued January 15, 1997) Volume 1, Chapter 2, Table 2.5.1. The border width proposed for this project is 17.4 m (58.0 ft).

PBSJ recommends deviating from the PPM so that the proposed roadway and drainage improvements fit within the existing right-of-way width (90 m/300 ft), thereby eliminating the need for additional right-of-way acquisition.

Michael Hatchell, P.E.
April 17, 1997
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Justification

This variation in border width should not have any detrimental affect on the safety of the public, nor the operational efficiency of the transportation facility.

Border widths are provided to accommodate signing, drainage features, recovery areas, construction and maintenance access, and permitted public utilities. Preliminary analysis has demonstrated that a sufficient clear zone, drainage containment berm, and construction/maintenance access area can be provided within the variation in border width requested (see Exhibit 2).

This variation is requested for the entire project limits. There are, however, isolated locations where the project improvements will not fit within existing right-of-way, regardless of the border width. These include areas where the profile needs to be raised for design high water and where clear zones greater than 10.8 m (36 ft) may be necessary. These areas will be addressed on a case-by-case basis. If it is determined that the typical section cannot be accommodated within the existing right-of-way limits, the standard 25.0 m (82 ft) border width will be implemented.

The reduction of the border width requirement will result in a significant savings in wetland impacts and right-of-way acquisition costs.

The design year traffic, 2020, is approximately 70,000 AADT.

I-4's operating traffic capacity and efficiency will not be adversely affected by the variation in border width.

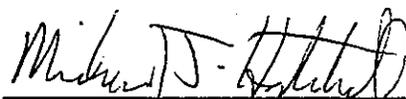
The level of service should not be affected by the requested variation.

RECOMMENDED BY:



Responsible Professional Engineer
Post, Buckley, Schuh & Jernigan, Inc.

APPROVAL:



District Five Design Engineer

cc: Harold Webb, FDOT District Five
Sue Gratch, PBS&J
Vic Poteat, PBS&J
File B.2.C(2)