Florida Department of Transportation

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September 28, 2016

ADDENDUM NO. 5

To: ALL DESIGN-BUILD FIRMS

FINANCIAL PROJECT NO.: 238275-7-52-01
CONTRACT NO.: E-5Y47
DESCRIPTION: Wekiva Parkway (Section 6) From West of Old McDonald Road to East of Osprey Hammock Trail, Lake and Seminole County

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The Request for Proposal (RFP) has been modified, see attached Addendum No. 5, Summary of Changes, for details on the modifications.

Please respond upon receipt, and direct any questions to Geoffrey Garapic at (386) 943-5531, or at geoffrey.garapic@dot.state.fl.us.

Sincerely,

Michelle Sloan

Michelle Sloan
Procurement Manager
District Five

Summary of changes:

Attachments

Appendix V Wekiva River Bridge Parameters (Updated)

Reference Documents

Conceptual Roadway Plans (Updated)
Conceptual Signing Plans (Updated)
CADD Files for Concept Plans (Updated)
Right-of-Way Maps (Added information about pending map revision)

RFP Text

- Updated bullet "3" on Page 4 to read:

  "Pier Sheets for the three river span units, depicting exterior dimensions and pier shapes/forming of "trees" as depicted in Appendix V, Wekiva River Bridge Parameters for Bridge Site 7 and in accordance with the Section 7(a) determination **(11" X 17")**."

- Updated text on Page 4 to read:

  "The Department seeks to provide a degree of flexibility and innovation to the Design-Build Firm in the means of designing and constructing this important crossing. As meeting Aesthetic requirements is vital to the success of the project, the procurement of the project includes an initial and revised aesthetics and constructability submission and two discussion sessions as outlined below prior to making the final submission:"

- Updated bullet "4" on Page 4 to read:

  "3D Rendering of the bridge design from multiple viewpoints that sufficiently demonstrates the Design-Build Firm's understanding of the requirements depicted in Appendix V, Wekiva River Bridge Parameters for Bridge Site 7 and in accordance with the Section 7(a) determination. The rendering shall be scaled to the dimensions depicted in the submittal plan sheets (Items 1 – 3 above) **(11" X 17")."**

- Updated bullet "5" on Page 4 to read:

  Design-Build Firm's plan for providing an environmentally sensitive concrete staining system which is zero VOC, UV safe, consisting of water based penetrating concrete stain with a compatible sealer top-coat.as described in the Section 7(a) determination and plan for ensuring a uniform appearance. Include examples and photos of chosen stain's use on similar projects. **(8 ½" X 11" or 11"x17")**.

- Updated bullet "B" on Page 5:

  "The Department will hold mandatory One-on-One Wekiva River Bridge Aesthetics and Constructability Presentation/Meetings to discuss specifics and provide comments."

- Added bullet "C" on Page 5:

  "The submission of the Revised Wekiva River Bridge Aesthetics and Constructability Package shall include all elements revised in Addendum 4 and all elements revised by any addenda issued after September 23, 2016. Changes from the initial submission of the Wekiva River Bridge Aesthetics and Constructability Package shall be highlighted in such a manner to distinguish the revision or update. In addition include all ATCs related to addenda submitted later than September 23, 2016."

- Updated bullet E.iii on Page 5 to read:

  "Rejection of the aesthetics and constructability package with comments describing the reasons for rejection. "

- Updated text on Page 6 to read:

  "Aesthetics in accordance with the Wekiva Parkway Master Aesthetics Requirements (included as a reference document) are required at all locations on the project with the exception of the Wekiva River Crossing bridges (governed by Appendix F - Section 7(a) Determination Package) and on the wildlife crossing bridges defined in Section H of this document. The specific items from the Wekiva Parkway Master Aesthetics Requirements that shall be followed are:

  - Ashlar stone textured form liner MSE walls, piers, and pier cladding
  - Multi-color concrete abutment walls, coping, parapets, barriers, and wall/pier caps
  - Haunched beam concept (pier cladding treatment without arches, as detailed in the Section 7A plans for bridge site 8)

  All MSE walls on the project shall use an Ashlar stone textured form liner, including those at the Wekiva River Crossing Bridges and the wildlife crossings."

- Revised text on Page 6 to read:

  "The Design-Build Firm shall be responsible for the design and construction of Pond WR 1 and associated outfall system, as well as the proposed drainage improvements within the extended project limits into Seminole County. Pond WR 2 will be constructed as part of the Wekiva Parkway Section 7A project (FPID 240200-2). The Design-Build Firm shall be responsible for coordinating the necessary drainage system interconnections with the Wekiva Parkway Section 7A contractor in order to convey basin runoff to the appropriate

stormwater management systems, and shall be responsible for providing temporary drainage in accordance with FDOT criteria during all phases of construction. Pipes in Section 7A that will be crossing the FGT easement (defined in the Right-of-Way maps included as a Reference Document) shall be constructed prior to FGT commencing their work in the area. The Design-Build firm shall coordinate the timing of this work with FGT.

Ponds WR1-E-7 and WR 1 (in the Section 7A Plans) will not be available for use or construction until after FGT relocations are complete, as they are using this area for construction staging."

- Updated text on Page 7 to read:

  "Any proposed changes to the requirements of this RFP by a Design-Build Firm that require an Alternative Technical Concept must be received by the Alternative Technical Concepts (ATC) submission deadlines and approved by the Department, with the exception of those related to addenda issued after September 23, 2016. ATCs as a result of addenda issued after September 23, 2016 shall be submitted as part of the Revised Aesthetics and Constructability document."

- Updated text on Page 8 to read:

  "Intermediate pier types (tree form) and structure types for the Wekiva River Crossing Main Channel unit as defined in Appendix F (Section 7(a) Determination Package) for the Wekiva River Crossing minimum opening. Piers shall not be allowed to be closer to the water than what is depicted in the Section 7(a) determination package"

- Updated text on Page 8 to read:

  "No changes to the vertical alignment of SR 429 shall be allowed in excess of 2' from the concept plans (with the exception of STA 898+95 to STA 931+20 which shall not change as noted above)"

- Updated schedule on Page 12 to include second Aesthetics and constructability Meeting and adjust subsequent dates

- Added text on Page 15:

  "A second mandatory One-on-One aesthetics and constructability meeting will be held in order for the Design-Build Firm to describe their proposed approach to meeting the requirements and goals specified within Appendix F (Section 7(a) Determination Package) and any addenda issued after September 23, 2016 including any ATCs related to addenda issued after September 23, 2016. The Design-Build Firm will be given 60 minutes to present their plan and approach, which will be followed by 30 minutes of Q&A/Discussion with Department staff. The concepts presented within this meeting

shall be in accordance with the previously submitted Wekiva River Bridge Aesthetics and Constructability Plan as described elsewhere in this RFP."

- Added text on Page 23:

  "The requirements described in Appendix V and Appendix F may be modified by the Design-Build Firm provided they are presented in the Second Mandatory one-on-one Wekiva River Bridge Aesthetics and Constructability Presentation/Meeting and submitted to the Department for review and approval as an ATC. All ATC proposals related to deviations from Appendix V and Appendix F shall be submitted with the Final Wekiva River Bridge Aesthetics and Constructability Package for review and approval by the Department. Department approval of an ATC proposal that is related to deviations from Appendix V and Appendix F will NOT result in the issuance of an Addendum to the RFP."

- Added text on Page 25:

  "The District Design Engineer (DDE), or designee will respond to ATCs related to addenda after September 23, 2016 and submitted with the Final Wekiva river Bridge Aesthetic and Constructability Package. The Department response will be provided in conjunction with the evaluation results of the Final Wekiva river Bridge Aesthetic and Constructability Package."

- Revised text on Page 25 to read:

  "ATC's are accepted by the Department at the Department's sole 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."

- Revised Bullet 4 on Page 49 to read:

  "The Design-Build Firm shall be responsible for the design and construction of Pond WR 1 and associated outfall system, as well as the proposed drainage improvements within the extended project limits into Seminole County. Pond WR 2 will be constructed as part of the Wekiva Parkway Section 7A project (FPID 240200-2). The Design-Build Firm shall be responsible for coordinating the necessary drainage system interconnections with the Wekiva Parkway Section 7A contractor in order to convey basin runoff to the appropriate stormwater management systems, and shall be responsible for providing temporary drainage in accordance with FDOT criteria during all phases of construction. Pipes in Section 7A that will be crossing the FGT easement (defined in the Right-of-Way maps included as a Reference Document) shall be constructed prior to FGT commencing their work in the area. The Design-Build firm shall coordinate the timing of this work with FGT."

- Added Bullet on Page 49:

"Ponds WR1-E-7 and WR 1 (in the Section 7A Plans) will not be available for use or construction until after FGT relocations are complete, as they are using this area for construction staging."

- Added Bullet "5" on Page 54

  "Transition piers between conventional and segmental superstructures and all conventional piers to the east of the segmental bridges shall utilize a pier shape consistent with Appendix V (Wekiva River Bridge Parameters)."

- Replaced Bullet "8" on Page 54:

  "Bridge Site 7 shall be constructed with the goal of minimizing impacts to vegetation and the Outstandingly Remarkable Values (ORVs) of the Wekiva Wild and Scenic River. With the exception of the removal of the existing bridge structure, no construction equipment or activities will be allowed from the Wekiva River. All construction activities and equipment will only be allowed within the footprint of the proposed bridges. The limits of the footprint is defined as the left bridge coping of the WB Bridge and the right bridge coping of the service road bridge. Foundation construction for riverside piers shall not extend more than 25' towards the river from the centerline of the piers as depicted in the concept plans."

- Added Bullet "10" to Page 55:

  "For the construction of the drainage ponds adjacent to the Bridges, all construction activities and equipment will only be allowed within the footprint of the ponds."

- Updated Bullet 11 on Page 55:

  "The pedestrian rail shall be "open" in nature and continue for the entire length of Bridge Site 7. Finish shall be powder-coated."

- Added bullet "12" on Page 55:

  Coat all exposed concrete surfaces except for the inside of traffic railings and the deck riding/walkway surface with an environmentally sensitive concrete staining system which is zero VOC, UV safe, consisting of water based penetrating concrete stain with a compatible sealer top-coat. An APL approved clear non-sacrificial anti-graffiti top-coat that is Water Cleanable and compatible with the concrete stain shall be applied to all piers.

- Deleted bullet "w" on Page 57:

  ~~w. The concrete surface finishes for the bridges over the Wekiva River shall consist of Eco-Staining.~~

- Updated bullet "y" (new bullet "x") on Page 57:

The final color of the "open" pedestrian railing on the Wekiva River Bridge crossing shall be determined during construction. Samples shall be placed immediately above the above-referenced concrete panels during the same review period. The Design-Build Firm shall allow for an additional 45 days after this display period for direction on color choice to be given. The finish shall consist of powder-coat.