



Florida Department of Transportation

RICK SCOTT
GOVERNOR

ANANTH PRASAD, P.E.
SECRETARY

1000 NW 111th Avenue, Room 6203
Miami, Florida 33172-5800

ADDENDUM No. 03
ISSUED ON JULY 3, 2013
TO THE
PROJECT REQUEST FOR PROPOSAL DOCUMENT
ISSUED ON APRIL 25, 2013

**** FAILURE TO ACKNOWLEDGE RECEIPT OF THIS DOCUMENT MAY RESULT IN YOUR BID BEING
DECLARED NON-RESPONSIVE ****

**PROJECT TITLE / BID NUMBER: SR 826 / I-75 EXPRESS LANES DESIGN-BUILD
PROJECT**
**FIN PROJECT No(S): 432687-1-52-01; 432687-2-52-01; 432687-1-56-01;
430795-1-52-01; 430795-1-52-02**
FEDERAL AID PROJECT No(S): 6268-021-U; 0754-171-I
CONTRACT NO.: E-6I05
COUNTY(IES): MIAMI-DADE
DATE RESPONSES ARE DUE: SEPTEMBER 9, 2013 BEFORE 5:00 P.M.
**LOCATION: DISTRICT SIX MAIN BUILDING,
FRONT LOBBY
1000 NORTHWEST 111th AVENUE
MIAMI, FLORIDA 33172**

WORK DESCRIPTION:

The Project includes the addition of approximately 13 miles of Express Lanes to be constructed; ten (10) miles along the SR 826 (Palmetto Expressway) and three (3) miles on I-75 (SR 93) as shown on the Concept Plans. On SR 826, one to two express lanes in each direction will be provided beginning approximately 0.20 miles south of West Flagler Street (south of SR 836) up to a point south of the NW 154th Street Bridge. On I-75, one express lane will be provided in each direction from SR 826 and to NW 170th Street (2.0 miles south of the Miami-Dade/Broward County Line). NW 170th Street is an Express Lanes connection point for the District Six and District Four projects.

**THE REQUEST FOR PROPOSAL (RFP) RELEASED ON APRIL 25, 2013 FOR THE ABOVE-MENTIONED
PROJECT IS HEREBY AMENDED AS FOLLOWS (PAGE NUMBERS ARE BASED ON THE RED-LINE
ADDENDUM #3 ATTACHED HEREIN):**

1. Page 5 of 100, Attachments List, Item A-03 – Modified Special Provisions (MSP) has been expanded to include the following:
 - *MSP Section 8-13.2 – Mobility / Safety Incentive*

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2. Page 9 of 100, Section I. Introduction, add a 5th paragraph to read as follows:

The Department desires to promote and encourage optimization of traffic movement through the project limits during construction. In order to achieve this, a mobility/safety incentive (MSI) provision is established and provided under attached A-03. The initial and maximum MSI amount (incentive amount) is \$5,000,000 and is subject to the terms and conditions set forth in the Modified Special Provision.

3. Page 13 of 100, Section I. Introduction, Description of Work, Item #3, revise last sentence to read as follows:

Regarding bridges for Palmetto over Metrorail and Florida East Coast, the existing asphalt shall be removed and replaced with 1-3/4" maximum thick asphalt overlay.

4. Page 18 of 100, Section III. Threshold Requirements, E. Technical Proposal Page-turn Meeting, revise 3rd sentence from the bottom up to read as follows:

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.

5. Page 28 - 32 of 100, Section V. Project Requirements and Provisions for Work, E. Department Commitments, revise header of table to read as follows:

| I-75 / SR-93 Express Lanes | | | | |
|----------------------------|----------------|----------|--------|--------|
| Commitment and Description | Responsibility | | | Status |
| | FDOT | D-B Firm | Shared | |

6. Page 60 of 100, Section VI. Design and Construction Criteria, F. Peter's Pike Canal, revise the section to read as follows:

The Design-Build Firm will have to widen a portion of SR 826 in the vicinity of the Peter's Pike Canal to accommodate the proposed express lanes along SR 826 and the proposed elevated structure of the express lanes onto I-75. This will require the existing section of the canal from approximately NW 103rd Street to the SR 826/I-75 Interchange to be modified. As shown in the Concept Plans, this modification includes an 846 foot culvert along Peter's Pike Canal and an 84-inch diameter culvert under West 60th Street (131 feet).

The reconfiguration of the Peter's Pike Canal, a Miami-Dade County canal, has been conceptually designed in accordance with the permitting requirements of MDC Department of Regulatory and Economic Resources (DRER, formerly DERM). The Design-Build Firm shall be responsible to submit to the Department and DRER for review and approval the final design package including any modifications to the canal realignment shown in the Concept Plans. Any deviations from the permit issued by DRER must be presented through the ATC process and may require a permit modification to the DRER permit. Refer to attachment A-08 for permit conditions.

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No portion of the culvert will be allowed underneath the roadway travel lanes. No portion of the culvert shall be within the first six (6) feet of the shoulder area, starting from the edge of the travel lane. For example, for an area with a 10-ft shoulder, the outside face of the culvert can only encroach four (4) feet into the shoulder area.

The Design-Build Firm shall anticipate the use of sheetpile walls (with anchors, as required) along portions of the canal banks and the replacement of a portion of the canal with a proposed culvert. Activities shall also consist of placing permanent fill material in the canal waterway as well as dredging/excavating of material from the canal waterway.

The Design-Build Firm shall review the environmental notes as outlined in the RFP which discusses potentially contaminated sediment excavation and removal on the project corridor.

7. Page 71 of 100, Section VI. Design and Construction Criteria, L. Structure Plans, 2. Criteria, revise item b. to read as follows:
 - b. *For the elevated structure(s) connecting the Express Lanes from SR 826 to I-75:*

8. Page 71 of 100, Section VI. Design and Construction Criteria, L. Structure Plans, 2. Criteria, revise item b.1. to read as follows:
 1. *The superstructure type and material shall remain the same over the entire length of the connection between SR 826 to I-75. All superstructures shall be a closed box girder or multiple closed box girders. Continuous variable depth girders are acceptable. Girder depth at each side of the expansion joint locations shall have the same depth and shall be covered by a cheekwall attached to the substructure. At each side of expansion joint locations in multiple box girders superstructure systems, the outside webs of exterior boxes shall be on the same plane, have the same depth and inclination.*

9. Page 71 of 100, Section VI. Design and Construction Criteria, L. Structure Plans, 2. Criteria, revise item c. to read as follows:
 - c. *Bridge Widening along SR 826: In general, match the existing as per the Department Structures Manual. The following shall also be adhered to:*
 1. *Substructure shall consist of single-column type piers. Pile bent type piers are not allowed.*
 2. *The substructure type and form shall remain constant over the entire length of the bridge.*
 3. *For the widened portion, the slab thickness shall match existing; however, the minimum slab thickness shall not be less than eight (8) inches.*
 4. *Field welding will only be allowed on the installation of shear studs.*
 5. *Design-Build Firm shall exercise caution not to damage existing expansion joints including concrete noising while installing new expansion joints.*
 6. *All prestressed beam bridge widenings shall have end diaphragms matching existing.*

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10. Page 73 of 100, Section VI. Design and Construction Criteria, L. Structure Plans, 2. Criteria, add item l. and item m. to read as follows:

- l. Straddle bends and straddle piers are prohibited.*
- m. Only deep foundations will be allowed at the bridge endbents.*

11. Page 76 of 100, Section VI. Design and Construction Criteria, M. Lighting Plans, revise the paragraph to read as follows:

Conventional lighting system shall be designed to comply with the following:

- Luminaires shall either be 400, 250, or 150-watt high pressure sodium lamps as per the Concept Plans.*
- Luminaire poles, brackets and fixtures shall be consistent with General Electric Photometric Curve No. M-400A or approved equal and shall be a cut-off type fixture.*
- The Design-Build Firm shall coordinate separate load centers for all lighted circuits and shall be integrated with the corresponding lighting system assuring that the appropriate maintaining agency, FDOT or Miami Dade County Public Works and Waste Management (PWWM) will not be in conflict with the jurisdiction of their maintenance agreement.*
- One photoelectric cell shall be installed for each load center and should be located adjacent to the load center panel.*
- All replaced poles and parts will remain the property of the Department, unless determined by the Engineer to have no salvage value. Deliver all salvageable materials to storage sites identified by Engineer,*
- Unsalvageable equipment shall become the property of the Design-Build Firm and shall be disposed of at a location provided by the Design-Build Firm. Dispose of all material in accordance with applicable Federal, State, and local regulations.*

The following Addendum No. 3 documents are available on the FTP website and are hereby incorporated into the subject project:

Document: Request For Proposal (07-03-13)

The following updated documents supersede the previously issued documents for this project.

1. Add# 3 RFP_ SR 826 I-75 Express Lanes_07-03-13 (clean).pdf
2. Add# 3 RFP_ SR 826 I-75 Express Lanes_07-03-13 (red line).pdf

Document: ATTACHMENT A-03 Special Provisions

The following new document has been added for this project.

1. MSP Section 8-13.2.pdf

Document: REFERENCE DOCUMENT RD-23 Utility Documentation

The following new documents have been added for this project.

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RRR Ramp Projects / UAO Information

1. AT&T Distribution.pdf
2. City of Hialeah - Dept of W&S.pdf
3. Comcast.pdf
4. Everglades Pipeline (Buckeye D&L).pdf
5. Florida City Gas.pdf
6. FPL Fibernet.pdf
7. FPL Transmission.pdf
8. MDCPW.pdf
9. Qwest Communications.pdf
10. Town of Miami Lakes.pdf
11. UAO Contact Information.pdf

RRR Ramp Projects / Utility Work Schedules

1. City of Hialeah.pdf
2. FPL Fibernet.pdf
3. FPL Transmission.pdf

Document: **MICROSTATION FILES (for RRR Ramp Projects)**

The following revised file supersedes the previously issued file for this project.
[suggested location: 430795-1-52-01\utils]

1. UTEXRD40.dgn

Document: **FILES IN RESPONSE TO PRE-PROPOSAL BID QUESTION #4415**

The following files have been added for this project.

Sign structure plans for the Palmetto Expressway at NW 103rd Street

1. 249113-1 Vol 1.pdf
2. 249113-1 Vol 2.pdf

Document: **FILES IN RESPONSE TO PRE-PROPOSAL BID QUESTION #4416**

The following files have been added for this project.

Load ratings for Bridge 870975 (Okeechobee Road)

1. 870975 LR (1).pdf
2. 870975 LR (2).pdf
3. 870975 LR SUMMARY 2007.pdf
4. 870975 LR SUMMARY SHEET.pdf

Load ratings for Bridges 870982/870983/870986/870987 (NW 36 Street)

1. 870982 LR.pdf
2. 870983 LR.pdf
3. 870986 LR.pdf
4. 870987 LR.pdf

ADDENDUM No. 3
RELEASED ON JULY 3, 2013

PROJECT/PROPOSAL NUMBER: E-6105

Document: FILES IN RESPONSE TO PRE-PROPOSAL BID QUESTION #4437

The following files have been added for this project.

1. 425478-1-52-01.pdf
2. I-75 Ramp - FPID 425478-1-52-01.zip (including Microstation Files)


FOR _____
MICHELLE GUIDRY
DISTRICT CONTRACTS AND PROCUREMENT MANAGER

PLEASE ACKNOWLEDGE RECEIPT OF THIS ADDENDUM BY SIGNING IN THE AREA PROVIDED BELOW.
RETURN THIS ACKNOWLEDGEMENT TO THE ATTENTION OF HARRY ORVIL AT d6.contracts@dot.state.fl.us OR
BY FAXING TO (305) 470-5309 BEFORE 5:00 PM (EDT) ON SEPTEMBER 9, 2013.

COMPANY NAME

SIGNATURE

TITLE

PRINT NAME