



Florida Department of Transportation

RICK SCOTT
GOVERNOR

ANANTH PRASAD, P.E.
SECRETARY

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

ADDENDUM No. 05
ISSUED ON JULY 15, 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 #5 ATTACHED HEREIN):

1. Page 5 of 101, Attachments List, Item A-03 – Modified Special Provisions (MSP) has been expanded to include the following:
 - *MSP Section 7-13 – Legal Requirements and Responsibility to the Public - Insurance*

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2. Page 12 of 101, Section I. Introduction, Description of Work, revise the first paragraph to read as follows:

On I-75 in the southbound direction, a single Express Lane located in the median starts at NW 170th Street. This is the continuation of Segment A of the District Four I-75 (SR 93) Express Lanes Corridor Improvements project. For the District Six project, the first southbound Express Lane access point on I-75 is the ingress location approximately 3700-ft south of NW 170th Street. This ingress location allows for access from Miami Gardens Drive. A single Express Lane continues southbound to the elevated structure(s) at the SR 826/I-75 Interchange. The Express Lane then crosses southbound SR 826 and runs along the east side of another single Express Lane on SR 826. This second southbound Express Lane begins just south of NW 138th Street, providing ingress to the SR 826 Express Lanes. At a point approximately 1200-ft north of Okeechobee Road, an egress location is provided and allows for access to NW 74th Street. Two Express Lanes continue from this point to the next egress location approximately 1300-ft north of NW 36th Street, allowing access to NW 25th Street, SR 836, and Flagler Street. A single Express Lane continues south through the SR 826/SR 836 Interchange, eventually converting into a General Purpose Lane and allowing for access to SW 8th Street.

3. Page 16 of 101, Section II. Schedule of Events, revise schedule to read as follows:

October 4, 2013	Question and Answer Session. Times will be assigned during the pre-proposal meeting. One hour will be allotted for questions and responses.
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4. Page 61 of 101, Section VI. Design and Construction Criteria, G. Aesthetics, 2. Bridge and Ramps, revise 1st paragraph to read as follows:

Each bridge shall be of a single superstructure type and material. On multi-span bridge widenings, the exterior beams/girders (fascia beams) shall have the same depth through the length of the structure. All continuous spans of the elevated structure(s) connecting SR 826 to I-75 shall have a consistent profile through the length of the structure. Stiffeners shall not be permitted on the outside of exterior steel plate girders.

5. Page 63 of 101, Section VI. Design and Construction Criteria, H. Roadway Plans Package, 3. Design Analysis, revise 3rd paragraph to read as follows:

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 exceptions must be approved. The Design-Build Firm shall prepare a signed and sealed Design Variations/Design Exceptions Package for submission, acknowledging which previously ATC approved or conceptually agreed upon ATC exception and/or variation will be utilized within the 90% submittal.

6. Page 65-66 of 101, Section VI. Design and Construction Criteria, H. Roadway Plans Package, 5. Design Exceptions/Variations, revise section to read as follows:

The design exceptions and variations approved or conceptually accepted for this project are provided in attachments A-11 and A-23. The Design-Build Firm shall use these documents for acceptable minimum criteria only in the site specific locations identified in the exceptions and variations. Attachment A-11 is not intended to be a complete Design Variation / Design Exceptions Package with respect to the concept plan design.

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The Design-Build Firm is required to submit and obtain approval of any variations and exceptions for the project, including modifications, if necessary, on the ones previously approved by the Department. The design exceptions and variations do not set project-wide acceptable minimum criteria.

All design variations and design exceptions, excluding those described in attachment A-11 and A-23, and any modifications to attachments A-11 and A-23 resulting from the Design-Build Firm's proposed design shall be presented as an Alternative Technical Concept (ATC) during the Technical Proposal phase. No additional design exceptions or variations other than those conceptually agreed to through the ATC process shall be allowed.

The Design-Build Firm shall be fully responsible for obtaining all required design variations and exceptions approvals for any deviation from Department or AASHTO criteria respectively. The Design-Build Firm is encouraged to eliminate as many identified design variations/exceptions during the refinement of the geometry.

The following design variations/exceptions restrictions shall be followed:

- No additional design variations/exceptions for lane widths, shoulder widths, cross slope, stopping sight distance and/or border widths shall be considered other than the ones specifically identified for or contemplated by the Concept Plans.*
- No design variations/exceptions for bridge vertical or horizontal clearance shall be considered.*
- No net increase in the number of design variations/exceptions for horizontal and vertical alignment (length of curve or k-values) shall be considered.*

7. Page 71 of 101, Section VI. Design and Construction Criteria, L. Structure Plans, 1. Bridge Design Analysis, revise the 2nd bullet under Item c. to read as follows:

- Bridge 870257 – SR 826 over MDT Metrorail Tracks: Refer to Bridge Load Rating Report provided under reference document RD-04.*

8. Page 73 of 101, Section VI. Design and Construction Criteria, L. Structure Plans, 2. Criteria, revise Item l. to read as follows:

- l. Straddle bents and straddle piers are prohibited.*

9. Page 81 of 101, Section VI. Design and Construction Criteria, S. Temporary Traffic Control Plan, 1. Traffic Control Analysis, revise 4th paragraph to read as follows:

The regulatory speed of 55 mph on SR 826 and 70 mph on I-75 will be uniformly maintained, except for I-75 southbound between the exit to NW 138th Street and SR 826, within the limits of the work zone for each area. A reduction in speed on main lines will not be permitted, except for I-75 southbound between the exit to NW 138th Street and SR 826 which may be lowered to 55 mph. Regulatory speed on ramps may be lowered by 10 mph from the existing posted speed, but at no time shall be less than 25 mph.

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10. Page 93 of 101, Section VII. Technical Proposal Requirements, B. Submittal Requirements, revise 4th paragraph to read as follows:

Submit one (1) Original, ten (10) CDs, and ten (10) copies of the Technical Proposal to:

11. Page 96 of 101, Section VII. Technical Proposal Requirements, B. Submittal Requirements, revise ITS bullets to read as follows:

ITS (Roll plot; 200 scale max)

- Preliminary ITS conduit layout
- ITS device locations
- Power generator locations
- Buildings, Hubs, and access locations
- Incident Management Layout

The following Addendum No. 5 documents are available on the FTP website and are hereby incorporated into the subject project:

Document: REQUEST FOR PROPOSAL (07-15-13)

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

1. Add# 5 RFP_ SR 826 I-75 Express Lanes_07-15-13 (clean).pdf
2. Add# 5 RFP_ SR 826 I-75 Express Lanes_07-15-13 (red line).pdf

Document: ATTACHMENT A-03 Special Provisions

The following new document has been added for this project.

1. MSP Section 7-13.pdf

Document: ATTACHMENT A-09 Typical Section Package

The following revised Page 2 supersedes the previously issued Page 2 in the Typical Section Package.

1. Add #5 - Page 2 ONLY - Approved Typical Section Package.pdf

Note: This revision applies for the posted speed along I-75 southbound and the Express Lanes (northbound and southbound), between southbound exit to NW 138th Street and SR 826.

Document: ATTACHMENT A-11 Design Exceptions Design Variations

The following new document has been added for this project.

1. List of Conceptually Accepted Design Exceptions and Variations_07-15-13.pdf

ADDENDUM No. 5
RELEASED ON JULY 15, 2013

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Document: ATTACHMENT A-17 Florida East Coast Railroad (FECR) Requirements

The following new document has been added for this project.

1. ML-1+1478 - DOT#272761X - SR 826 (Palmetto Expressway) ML - Agreement Package __07-11-13.pdf

Document: REFERENCE DOCUMENT RD-04 Bridge Load Rating Reports

The following new document has been added for this project.

1. 870257 - Final LR Report.Rev.1.pdf

Document: FILES IN RESPONSE TO PRE-PROPOSAL BID QUESTION #4444

The following files supersede the previously issued files for this project.

ITS Master Plan

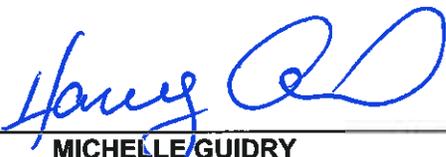
[suggested location: ...\\432687-1-52-01\ITS]

1. dsgnits01.dgn
2. textits01.dgn

Signing Master Plan

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1. Textsp01.dgn.DGN


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