



## Florida Department of Transportation

RICK SCOTT  
GOVERNOR

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SECRETARY

1000 NW 111<sup>th</sup> Avenue, Room 6203  
Miami, Florida 33172-5800

**ADDENDUM No. 08**  
**ISSUED ON SEPTEMBER 10, 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 16, 2013 BEFORE 5:00 P.M.**  
**LOCATION: DISTRICT SIX MAIN BUILDING,  
FRONT LOBBY  
1000 NORTHWEST 111<sup>th</sup> 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 154<sup>th</sup> Street Bridge. On I-75, one express lane will be provided in each direction from SR 826 and to NW 170<sup>th</sup> Street (2.0 miles south of the Miami-Dade/Broward County Line). NW 170<sup>th</sup> 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 #8 ATTACHED HEREIN):**

1. Page 5 of 102, Attachments list, revise to read as follows:

*A-03: Modified Special Provisions (MSP)*

• *MSP Section 7:*

◦ *Article 7-11 – Preservation of Existing Property*

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- *Article 7-13 – Legal Requirements and Responsibility to the Public – Insurance*
- *Article 7-14 – Contractor Responsibility for Work*
- *MSP Section 8-13.2 – Mobility / Safety Incentive*
- *MSP Section 102 – Maintenance of Traffic*
- *MSP Section 107 – Litter Removal, Sweeping, and Mowing*
- *MSP Section 109 - Engineer's Field Office*
- *MSP Section 544 – Crash Cushions*
- *MSP Section 705 – Object Markers and Delineators*
- *MSP Section 715 – Highway Lighting System*
- *MSP Section 700 – Highway Signing*
- *MSP Section 994 – Reflective Sheeting*

2. Page 6 of 102, Attachment list, expand list to include:

*A-25: Contamination Screening Evaluation Reports*

Note: These are the same reports provided as part of the individual PD&E Study – Environmental Documents under RD-15. No changes have been made.

3. Page 13 of 102, I. Introduction, Description of Work, revise items #1 and #3 in the 3<sup>rd</sup> paragraph to read as follows:

1. *On SR 826, only the inside lane and inside shoulder within Section 5 of the Palmetto Improvement Program (SR 826/SR 836 Interchange) reconstruction area starting at southern project limit STA 67+98.03 northbound / STA 268+04.53 southbound and extending up to the northern project limit STA 258+84.12.*
3. *On SR 826, all lanes including shoulders, bridges and approach slabs with asphalt overlays from STA 258+84.12 to STA 899+45.08 on SR 826 north bound and STA 799+48.61 on SR 826 south bound (at the south side of the NW 154th Street Bridge). 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 16 of 102, II. Schedule of Events, the schedule has been revised as follows:

<i>September 30, 2013</i>	<i>Page Turn Meeting of Design-Build Firm's Technical Proposal. Times will be assigned during the Pre-Proposal Meeting.</i>
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5. Page 75 of 102, Section VI. Design and Construction Criteria, L. Structure Plans, 3. Noise Walls, revise 4<sup>th</sup> paragraph to read as follows:

*The Design-Build Firm shall maintain all existing fences at all times during construction. The fences shall not be removed until the noise wall is in place. Temporary fencing shall be constructed when existing fences cannot be maintained during wall construction (i.e. when fences cross proposed noise wall). Temporary fencing shall conform to Standard Index No. 802, Fence Type 'B'. Once the noise wall construction is completed, the existing*

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*private property barrier (ie: fence, hedge, walls, etc.) shall be extended to the new noise wall to avoid having gaps.*

6. Page 76 of 102, Section VI. Design and Construction Criteria, M. Lighting Plans, revise 2<sup>nd</sup> paragraph to read as follows:

*Conceptual Lighting Master Plan has been developed for the project and is provided under reference document RD-01. The Design-Build Firm can make use of the Master Plan as a starting point for their design. The Design-Build Firm shall not deviate from the type of lighting systems (Conventional, High Mast, and Flood Lighting Systems) identified for locations shown in the Concept Plans. The Design-Build Firm shall develop and submit their Lighting Plan to the Department for review and written approval prior to any 90% design submittal.*

7. Page 84 of 102, Section VI. Design and Construction Criteria, T. Work Restrictions, revise the 6<sup>th</sup> paragraph to read as follows:

*The Design-Build Firm is required to mill and resurface with like material when the existing striping is being moved from its current location. The Design-Build Firm shall mill and resurface with like material any existing or temporary pavement where temporary markings have been installed. The width of required mill and resurface shall be stripe width, at a minimum, or as directed by the Engineer.*

8. Page 88 - 89 of 102, Section VI. Design and Construction Criteria, U. Environmental Services/Permits/Mitigation, 5. Contamination, revise section to read as follows:

*In accordance with FDOT policy and FHWA requirements, Contamination Screening Evaluation Reports (CSERs) were performed for the project corridor during the PD&E Study phase to determine the potential for contamination involvement associated with project construction. The following CSERs are included as attachments (under A-25) to this RFP:*

- *CSER- I-75/SR 93 Corridor: From SR 826/Palmetto Expressway (MP 0.00) to just north of the Miami-Dade/Broward County Line (MP 5.442), and SR 826/Palmetto Expressway Corridor: From NW 103rd Street (MP 13.0) to NW 154th Street (MP 16.5), FM No. 420669-1-22-01 dated May 2011.*
- *CSER- SR 826/Palmetto Expressway Express Lanes: From South of SR 836/Dolphin Expressway to SR 932/NW 103rd Street, FM No. 418423-3-22-01 dated November 2012*

*Based on the above reports, an Impact to Construction Assessment was performed by the Department to determine potential contamination impacts. Additionally, sediments testing were conducted for sediments originating from Miami Canal (C-6), Little River (C-7) Canal, and Peter's Pike Canal within the project corridor. Refer to the Impact to Construction Assessment Report I-75/SR 826 Managed Lanes Project dated January 25, 2013 and Sediment Sampling Summary Letter Report dated September 25, 2012. These reports are provided under reference document RD-20.*

*The following areas have been identified as being (potentially) contaminated:*

- *Approximately Station (STA) 299+40 to STA 302+40 LT*
- *Approximately Station (STA) 525+50 to STA 526+50 LT*

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*The Florida Department of Transportation District Six will have a Contamination Assessment and Remediation (CAR) Contractor (working under separate contract) qualified to perform construction activities within the contaminated areas noted above. The Design-Build Firm shall delineate contaminated areas in their design plans to identify limits of remediation defined by the final design. The CAR Contractor will perform the following activities:*

- *Installation of any proposed structure and connecting pipe located between STA 299+40 to STA 302+40 LT.*

*The CAR Contractor will temporarily cover each drainage structure following installation. The Design-Build Firm is to provide and install the inlet tops and set final grade on all structure tops.*

*The CAR Contractor will only provide equipment and labor to perform the above referenced work including existing soil removal, backfill and compaction activities up to 2-ft (may change based on project) below the existing grade or proposed finished grade, whichever is lower. The Design-Build Firm is responsible for all work from the above referenced elevation to the finished grade at the above referenced locations. The Design-Build Firm will provide and pay for Maintenance of Traffic (MOT), bedding materials, suitable fill materials, structures, pipe, and other associated materials necessary to conduct the above outlined work. The Design-Build Firm will prepare the above referenced areas prior to the mobilization of the CAR Contractor to such areas. The preparations are to include clearing and grubbing of the above referenced area. The Design-Build Firm will not be responsible for Quality Control (QC) associated with work activities performed by the CAR Contractor.*

*A coordination meeting between the District Contamination Impacts Coordinator (DCIC) or designee, the Design-Build Firm and the CAR Contractor will be held following the preconstruction meeting and prior to the start of construction. The Design-Build Firm is required to adhere to Special Provisions for Section 120 Excavation and Embankment, Subarticle 120-1.3 Identified Areas of Contamination.*

9. Page 90 of 102, Section VI. Design and Construction Criteria, U. Environmental Services/Permits/Mitigation, 5. Contamination, revise section to read as follows:

*Contaminated Sediments*

*Contaminated sediments have been identified in Miami Canal (C-6), Little River Canal (C-7), and Peter's Pike Canal (Miami Dade Canal) within the project corridor. Based on laboratory analytical results for sediments associated with the canals located within the project corridor, it is safe for the Design-Build Firm to conduct sediment removal and staging. Consequently, the Design-Build Firm is responsible for only sediment removal and stockpiling.*

*The Design-Build Firm is advised that sediments removed by ground disturbing activities from Miami Canal, Little River Canal, and Peter's Pike Canal within project corridor shall be stockpiled in a staging area previously approved by the District Contamination Impact Coordinator (DCIC), adjacent to the immediate work area for proper disposal by a District Contamination Assessment and Remediation Contractor. Design-Build Firm is required to coordinate with the DCIC prior to performing the above referenced work. The Design-Build Firm is required to adhere to Special Provisions for Section 120 Excavation and Embankment, Subarticle 120-1.3 Identified Areas of Contamination.*

*The Department will have a Contamination Assessment and Remediation Contractor (working under a separate*

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*contract) qualified to perform sediment disposal within the contaminated areas noted above.*

*The Design-Build Firm shall review the Impact to Construction Assessment Report I-75/SR 826 Managed Lanes Project and Sediment Sampling Summary Letter Report which discuss known or suspected contamination on the project corridor. The Design-Build Firm shall then schedule an Environmental Coordination meeting with the DCIC to discuss the contamination-based issues on the project. After this meeting additional contamination assessment may be conducted by the Department if project plans are revised by the Design-Build Firm after RFP completion. Any new information will be added as an addendum to the Impact to Construction Assessment Report I-75/SR 826 Managed Lanes Project.*

*The Design-Build Firm shall be responsible to provide plans to the DCIC for review and approval upon further development of the Project design within the areas deemed potentially contaminated. This is of particular importance in areas including – but not limited to – new alignment, stormwater management facilities (i.e. stormwater pond), mast arm locations, elevated roadways or deep foundations. The Design-Build Firm shall make every effort to avoid placing a stormwater management facility on a contaminated site.*

*In the event that any contamination not previously identified is encountered during construction, the Design-Build Firm shall be required to adhere to Subarticle 120-1.2 of Section 120 (Excavation and Embankment) in the FDOT Standard Specifications for Road and Bridge Construction – “Unidentified Areas of Contamination.” The Department will be responsible for the removal, handling, transportation and disposal of all identified and/or unknown, contaminated and/or hazardous materials encountered during construction, except for the sediments as stated above.*

*The Design-Build Firm will be responsible for responding to all traffic incidents during the construction and management of the Project, including – but not limited to – contamination and hazardous materials release associated with traffic incidents, unauthorized dumping and/or similar incidents.*

*For groundwater monitoring wells found within the Project Right of Way, the Design-Build Firm shall be required to adhere to Subarticle 110-10.1 of Section 110 (Clearing and Grubbing) in the FDOT Standard Specifications for Road and Bridge Construction – “Water Wells Required to be Plugged.”*

*The Design-Build Firm shall indemnify the DEPARTMENT against any and all claims arising from improper handling storage, transportation or disposal of contaminated materials. The Design-Build Firm shall also be solely and totally responsible, at its own cost, for completely cleaning up any contamination caused by its own activities adhering to applicable environmental regulatory requirements. This includes, but is not limited to spillage/leakage of contaminants from equipment and/or portable tanks used in constructing the project.*

10. Page 91 - 92 of 102, Section VI. Design and Construction Criteria, V. Signing and Pavement Marking Plan, revise the 6<sup>th</sup> paragraph to read as follows:

*All static sign panels must be designed based on MUTCD minimum overhead sign letter sizes. All new sign structures shall be designed in accordance with the Department Design Standards. For the reuse of existing signs, within the project limits, the standards of the current edition of MUTCD and Department Design Standards must be met. This includes but is not limited to retroreflectivity requirements and character size. Existing overhead sign panels which are designated to be reused within the project shall be mounted with new hardware meeting current Department requirements. The hardware shall include, but not be limited to; wind beams, hangers, fasteners and any incidental items necessary to remount the existing panel at the new locations. All new overhead sign panel must have Type XI sheeting per Design Standards. Overhead sign lighting is required only for signs on*

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*curves with radii of 880-ft or less in rural areas and 2500-ft or less in urban areas. Sign lighting shall be in accordance with Index I7505. All signs that require lighting shall use LED lighting and be lighted from below the sign face.*

11. Page 101 of 102, Section VIII. Bid Proposal Requirements, A. Bid Price Proposal, revise 1<sup>st</sup> paragraph to read as follows:

*Bid Price Proposals shall be submitted on the Bid Blank (No 375-020-17) and Bid Proposal (No. 700-010-65) forms attached hereto (under attachment A-04). The lump sum price shall include all costs for all design, geotechnical surveys, architectural services, engineering services, Design-Build Firms quality plan, construction of the Project, Engineer's Field Office and all other work necessary to fully and timely complete that portion of the Project in accordance with the Contract Documents, as well as all job site and home office overhead, and profit, it being understood that payment of that amount for that portion of the Project will be full, complete, and final compensation for the work required to complete that portion of the Project. One (1) hard copy Bid Price Proposal shall be hand delivered in a separate sealed package to the following:*

**The following Addendum No. 8 documents are available on the FTP website (unless otherwise noted) and are hereby incorporated into the subject project:**

**Document: REQUEST FOR PROPOSAL (09-10-13)**

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

1. Add#8 RFP\_SR 826 I-75 Express Lanes\_09-10-13 (clean).pdf
2. Add#8 RFP\_SR 826 I-75 Express Lanes\_09-10-13 (red line).pdf

**Document: ATTACHMENT A-03 Special Provisions**

The following new documents have been added for this project.

1. MSP Section 700.pdf
2. MSP Section 994.pdf

**Document: ATTACHMENT A-24 Maintenance Requirements**

The following documents are issued for this project.

1. A-24 Table of Maintenance Performance Requirements \_06-28-13.pdf
2. A-24 Exhibit 1 - Maintenance Maps.pdf

*Note: The above documents were previously provided via USB/flash drive with Addendum #6 but were inadvertently not listed in the Addendum Summary. There are no changes to these documents.*

**Document: ATTACHMENT A-25 Contamination Screening Evaluation Reports**

The following documents are being issued as attachments for this project.

1. I-75 PD&E\_CSER MAY 2011.pdf
2. CSER\_111212\_all 3 volumes combined.pdf

ADDENDUM No. 8  
RELEASED ON SEPTEMBER 10, 2013

PROJECT/PROPOSAL NUMBER: E-6105

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*Note: The above documents are the same reports provided as part of the individual PD&E Study – Environmental Documents under reference document RD-15. There are no changes to these documents.*

**Document: FILES IN RESPONSE TO PRE-PROPOSAL BID QUESTION #4668**

The following new document has been added for this project.

1. 0813\_Sec.5 August2013\_UpdateP3.pdf

**Document: FILES IN RESPONSE TO PRE-PROPOSAL BID QUESTION #4698**

The following new documents have been added for this project.

1. Bridge No. 870553\_249651-1-52-01.pdf
2. Bridge No. 870600\_87075-3401.pdf
3. Bridge No. 870644\_87075-3410.pdf
4. Bridge No. 870648\_425478-1-52-01.pdf
5. Bridge No. 870767\_87260-3573.pdf



*FOR*

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**MICHELLE GUIDRY**  
**DISTRICT CONTRACTS AND PROCUREMENT MANAGER**

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**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](mailto:d6.contracts@dot.state.fl.us) OR  
BY FAXING TO (305) 470-5309 BEFORE 5:00 PM (EDT) ON SEPTEMBER 16, 2013.**

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**COMPANY NAME**

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**SIGNATURE**

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**TITLE**

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**PRINT NAME**