Addendum No. 4 Memorandum

DATE: December 23, 2016

TO: District Contracts / Final Plans

FROM: Vanita Saini, Project Manager

COPIES: File

SUBJECT: **Addendum Number 4** - Letting (mo./yr.) 4/2017

Financial Project ID 433108-6-52-01 (Lead number only)

Proposal/Contract ID E4R96

Federal Funds: ☐No ☒Yes Federal Aid No. 0951-691-I

County: Broward State Road No. 9

Concurred by: _____ Date: 12-23-16
(Signature of Alternate Contracting Coordinator (John Olson (primary) / Robert Bostian (alternate)) or Designee.

Legal Approval Date: 12/23/2016
(Stephen King)

Central Office Approval Date: 12/29/16
(State Construction Office – Larry Ritchie)

FHWA Concurrence Date: 12/27/16
(FHWA Florida Division Office – Mark Clasgens)

CONTRACT TIME REVISED: ☒No ☐Yes (If yes, _____ Calendar Days)

Page No(s).	Rev. Date	Description
RFP, pg. v	12/23/16	Reference Documents 1. Concept Design • Ramp ~~Metereing Conceptual Plans~~Signal Typical Layout • Palmetto Park Road Shared Use Path • ~~Roadway Plan/Profile Sheets~~
RFP, pgs. 43&44	12/23/16	Section V.K – Project Schedule has been revised as follows: "The Design-Build Firm's Schedule shall allow for up to fifteen (15) calendar days (excluding weekends and Department observed Holidays) review time for the Department's review of all submittals with the exception of Category 2 structures and ITS/Tolling submittals. The review of Category 2 structures submittals requires Central Office involvement and the Schedule shall allow for up to twenty (20) calendar days (excluding weekends and Department observed Holidays) for these reviews. Also, due to the complexity of the ITS and Tolling components, the 60% and 90% review submittals shall allow for

up to twenty (20) calendar days (excluding weekends and Department observed Holidays) for these reviews. The project schedule shall include a minimum number of ITS and tolling milestone activities, which are described in Section 1.7 (ITS Project Schedule) of Attachment L, Design-Build Functional Requirements for ITS Deployment."

RFP, pgs. 52&53	12/23/16	Section V.Y – Adjoining Construction Projects has been revised as follows: • "I-95 from south of SW 10th St. to north of Hillsboro Blvd. (FPID No. 436964-1-52-01) • Palmetto Park Road from Military Trail to I-95 (Palm Beach County Project No. 2016506)" "**Palmetto Park Road from Military Trail to I-95 Project** The Design-Build Firm shall be responsible for coordinating design and construction activities with the Palmetto Park Road Project (Palm Beach County Project No. 2016506) extending from Military Trail to I-95 to ensure design, maintenance of traffic, construction phasing, incident management, and maintenance responsibility compatibility."
RFP, pg. 71	12/23/16	Section VI.F – Geometric Design has been revised as follows: "The Design-Build Firm shall construct a shared use path along Palmetto Park Road. Refer to RFP Reference Document 1 for additional information."
RFP, pg. 88	12/23/16	Section VI.J – Shop Drawings has been revised as follows: "Shop Drawing submittals must be accompanied by sufficient information for adjoining components or areas of work to allow for proper evaluation of the Shop Drawing(s) submitted for review. For ITS structures such as ITS poles and DMS structures, shop drawings must be reviewed and approved by both the ITS EOR and the Structures EOR from the Design-Build Firm before submitted for Department review."
RFP, pg. 92	12/23/16	Section VI.M – Temporary Traffic Control Plan, Sub-section 1. Traffic Control Analysis has been revised as follows: "Minimum ~~T~~two (2) foot inside and outside shoulders shall be allowed for the length of the Hillsboro Canal Bridge and approach slabs for maintenance of traffic purposes, and the maximum proposed length of the shoulder width transition from the two (2) foot shoulders on the bridge to the ten (10) foot shoulder on one side of the approach and departure roadways shall be in accordance with Section 10.12.1 of the PPM, Volume 1."
RFP, pg. 95	12/23/16	Section VI.M – Temporary Traffic Control Plan, Sub-section 3. Traffic Control Restrictions has been revised as follows: "The Design-Build Firm will not be required to maintain the existing HOV lane designation during construction. ~~However, it is desirable to maintain the HOV lanes as long as possible.~~

Once the HOV lane designation cannot be maintained continuously or as directed by the Engineer, the Design-Build Firm shall remove or cover all existing signing and pavement diamond symbols indicating the HOV lane restrictions."

RFP, pgs.103-105 12/23/16

Section VI.O – Signing and Pavement Marking Plans has been revised as follows:

"All overhead static sign structures shall be designed and constructed to accommodate an additional 25% increase in the final sign panel area. Existing sign panels to be relocated shall be accommodated on a new structure, including an additional 25% increase in the relocated sign panel area."

'All "Local Exits" signs from the Express Lanes shall show the first accessible interchange and the last accessible interchange with the word "through" in between, as in "Hillsboro Blvd through Atlantic Blvd", unless only ~~two~~three or fewer interchanges are meant to be accessed via Express Lanes egress being signed.'

"Fender Bender (R16-4) signs shall be placed as shown on the reference Signing Master Plan."

"Should an existing sign structure not satisfy current criteria with the larger sign panels, including an additional 25% increase in panel sizes, the sign structure shall be replaced. No design variation or design exception will be allowed."

"Existing sign structures to remain must be located outside of the proposed clear zone. No proposed barrier or extension of an existing barrier will be allowed exclusively for the protection of a sign structure. Any deviation from this stipulation must be approved by the Department."

"All Local Business (Logo) signs shall remain, be relocated, or replaced. Signs to remain shall adhere to the horizontal clearance criteria set forth in the PPM and shall not be placed behind a barrier whose sole purpose is to shield the sign columns. The Design-Build Firm shall be responsible for determining which signs can remain, which signs can be relocated, and which signs must be replaced, based on the Design-Build Firm's review to ensure compliance with the PPM."

"Overlay of sign panels will only be allowed on signs as designated in the Signing Master Plan and ITS Master Plan included in Reference Document 1."

"However, in no instance shall the static sign panels have a width less than the width of the lane status DMS. Multi-post "No Trucks Left Lane" regulatory sign panels shall also be installed at all interchange entrance ramps as shown in the Signing Master Plan."

"Sign structures required for the Phase 3B-2 ~~limits~~Project (per the Phase 3B Signing Master Plan) that are located within the limits of Phase 3B-1 shall be constructed under this contract. In cases where an interim sign is required, ~~These~~the sign structures shall be designed and constructed to accommodate an additional 25% increase in the sign panel area for the worst case loading scenario of either the interim ~~for~~or the future sign panels for the future project configuration as described in Sections VI.O and VI.R of the RFP. In cases where no interim sign is required, the sign structures shall be designed and constructed to accommodate an additional 25% increase in the future sign panel area that creates the worse case loading scenario as described in Sections VI.O and VI.R of the RFP."

RFP, pgs.109&110 12/23/16

Section VI.R – Intelligent Transportation System Plans has been revised as follows:
"A new hub shall be installed outside the southbound exit ramp of the Palmetto Park ~~Rd~~Road interchange, as depicted on the ITS Master Plan included in Reference Document 1."

"All Toll Amount sign structures and foundations shall be designed to accommodate a future three (3) destination Toll Amount sign plus an additional 25% increase in panel area. The dimensions of the future three (3) destination Toll Amount sign shall be assumed to be 32 feet wide by 22 feet high, unless stated otherwise in the Signing Master Plan."

"The Design-Build Firm will be responsible to retrofit toll amount signs and lane status signs within the Phase 3A-1 and Phase 3A-2 Projects to ensure the proper toll destinations displayed on these signs to meet 3B operation need, refer to ITS ~~d~~Deployment Requirements (Attachment L) for the list of signs to be retrofitted."

"A detailed Maintenance of Communications (MOC) plan for the ITS and tolling communications networks shall be provided as part of the ~~final~~ design. For specific requirements related to the MOC, refer to RFP Attachment L, Design-Build Functional Requirements for ITS Deployment."

"The Design-Build Firm will be responsible to coordinate with FP&L for ~~both~~ existing service point upgrades, existing service point to be decommissioned and/or proposed service points. The coordination shall occur at the early stage of the Project and shall be completed before the 90% design."

RFP, pg. 115 12/23/16

Section VI.T – Landscape Opportunity Plans, Subsection Tree Relocation Plans has been revised as follows:
"3. Trees undesired by both the maintaining agency and the Department shall be offered to the municipality with jurisdiction of where the trees are located. All efforts related to relocating

		these trees will be completed by the municipality. The Design-Build Firm shall coordinate with these municipalities and include sufficient time in the project schedule for noticing, root pruning, and transplanting by the municipalities, no less than 10 weeks prior to scheduled impacts. 4. Trees undesired by the maintaining agency, the Department, and the municipality with jurisdiction of where the trees are located shall be offered to any other municipality within the Project limits, and that municipality will be responsible for relocating these trees. The Design-Build Firm shall coordinate with these municipalities and include sufficient time in the project schedule for noticing, root pruning, and transplanting by the municipalities, no less than 10 weeks prior to scheduled impacts. 5. All remaining trees will be the property of the Design-Build Firm and shall be removed as a part of the clearing and grubbing work. Removed trees not wanted by the Department, respective maintaining agencies within existing Maintenance Memorandum of Agreement (MMOA) areas, jurisdictional municipalities, or municipalities within the project limits of where the trees are located, including any other discarded vegetation, shall be disposed of at an offsite location provided by the Design-Build Firm within 7 (seven) calendar days of when the trees and vegetation are cleared."
Attachment H	12/23/16	Typical Section Package has been revised, specifically the I-95 Bridge Typical Section over Palmetto Park Road.
Attachment I	12/23/16	Pavement Design Report has been revised to separate Phase 3B-1 from Phase 3B-2, and FHWA signature pages have been added.
Attachment L	12/23/16	Design-Build Functional Requirements for ITS Deployment document has been revised. The clean and redline versions of the document are included.
Ref Doc. 1	12/23/16	Signing Master Plan and ITS Master Plan have been revised and associated CADD files have been updated.
Ref Doc. 1	12/23/16	Phase 3B Summary of Scope document has been revised for the southbound ingress shift near Palmetto Park Road.
Ref Doc. 1	12/23/16	Palmetto Park Road Shared Use Path exhibit has been added and associated CADD files have been provided.
Ref Doc. 1	12/23/16	Conceptual and Final Permit Packages • Revised associated CADD files • Added SFWMD Environmental Resource Permit and associated RAI 1 documentation • Added SFWMD R/W Occupancy Permit (Hillsboro Canal) • Added USACE Additional Information documentation