Addendum No. 5 Memorandum

*** For Bidding Purposes Only ***

DATE: March 7, 2018

TO: District Contracts / Final Plans

FROM: Vanita Saini, Project Manager

COPIES: File

SUBJECT: **Addendum Number 5** - Letting (mo./yr.) 4/2018

Financial Project ID 409354-2-52-01 (Lead number only)

Proposal/Contract ID E4S44

Federal Funds: ☐No ☒Yes Federal Aid No. 0951-697-I

County: Broward State Road No. 9

Concurred by: _____ Date: 3-8-18
Signature of Alternate Contracting Coordinator (John Olson (primary) / Robert Bostian (alternate)) or Designee.

Legal Approval Date: DR 3/8/2018
(Dawn Raduano)

Central Office Approval Date: LR 3/12/18
(State Construction Office – Larry Ritchie)

FHWA Concurrence Date: _____
(FHWA Florida Division Office – Mark Clasgens)

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

Page No(s).	Rev. Date	Description
RFP, pgs. vi&vii	3/7/18	The Reference Documents listing has been revised as follows: 2. Environmental Impact to Construction Assessment (ICA) Report ~~(ICAR) (Draft)~~ Level II Contamination Assessment Letter Report Addendum Level II Contamination Assessment Report 4. Miscellaneous Bridge Pile Driving Records Broward Boulevard PD&E Toll Gantry Concept Community Awareness Plan Landscape Maintenance Map Phase 3A-1 Signing and Pavement Marking CADD Files Project Commitment Record (FDOT Form 700-011-35)

Routine Maintenance Asphalt Conditions Table
Safety Study – I-95 Northbound to I-595 Eastbound Ramp
Safety Study - SR 820 (Hollywood Boulevard) at I-95 and South 28 Avenue
~~SFRC 4-Track Right-of-Way Study Plans including CADD Files~~
South Florida Operation and Management Agreement (For SFRC)
Straight Line Diagrams
Toll Siting Technical Memorandum

6. Right of Way / Survey
Aerials
Exhibits
Project Survey Control ~~(Pending)~~
Right of Way Certification Memorandum
Right of Way Clear Letter
Right of Way Documents

RFP, pgs. 2&3	3/7/18	Section I. Introduction, Sub-section Right of Way Acquistion, Sub-section Right of Way Furnished by the Department has been revised as follows: "The limits of all anticipated right of way acquisitions and easements required for the Project are provided as part of the Reference Documents. ~~The~~With the exception of Parcel 700, the Department ~~will have~~has all right of way for the Project acquired and ready for construction (cleared) ~~by July 12, 2018~~. Refer to Reference Document 6 for the Right of Way Clear Letter. Specific to the acquisition of Parcel 700, the Right of Way Certification date for the Project is March 29, 2019." "Under the eastbound and westbound I-595 Viaduct bridges, the Design-Build Firm shall ~~provide a physical (non-painted) delineation line above water to serve as a physical and visual barrier of~~ secure and delineate the FDOT ~~Limited Access~~ Right of Way ~~Line~~, as shown in Reference Document 6 – I-595 Over Pond Apple Slough Right-of-Way Delineation Barrier, with a physical (non-painted) and visual barrier above water along the four quadrants of I-595 and the South Fork of the New River, within the limits of the adjacent marinas, ~~and~~ barge storage areas and work areas that will remain throughout construction. The barriers shall be reflectorized and of a bright color, to be visible by vessels both in day time and night time. The Design-Build Firm shall be responsible for maintaining the barrier throughout all phases of construction within these limits. Upon Right of Way Clearance, the Department will provide the Design-Build Firm notice 30 days in advance to provide the barrier. The Design-Build Firm is responsible for immediately notifying the Department of any vessel encroachment within these limits."
RFP, pg. 3	3/7/18	Section I. Introduction, Sub-section Right of Way Acquistion, Sub-section Additional Right of Way has been revised as follows: "It is the Department's intent that all Project construction activities

be conducted within the existing Right of Way and the right of way acquisitions and easements to be cleared by ~~July 12, 2018~~March 29, 2019."

RFP, pg. 9 3/7/18 Section I. Introduction, Sub-section Description of Work has been revised as follows:

Bridge ID	Bridge Name	Bridge Number	Existing Superstructure Type	Required Improvements
B1	I-95 over Hollywood Boulevard	860530	Concrete Beams	Widening
B2	I-95 over Johnson Street	860102 860202	Concrete Beams	Widening, 8 foot Noise Wall NB only, strengthening
B3A	I-95 over C-10 Canal	860574	Concrete Beams	SB – Widening, 8 foot Noise Wall, strengthening
B3B	I-95 over C-10 Canal	860575	Concrete Beams	~~Barrier Mounted 8 foot Noise Wall~~ NB - Strengthening
B4	I-95 over Taft Street	860104	Concrete Beams	Widening, 8 foot Noise Walls NB and SB, strengthening
B5	Not used			

RFP, pg. 20 3/7/18 Section III. Threshold Requirements, Sub-section E. Technical Proposal Page-Turn Meeting has been revised as follows: "Participation in the page-turn meeting by the Design-Build Firm shall be limited to ~~eight(8)~~ten (10) representatives from the Design-Build Firm."

RFP, pg. 29 3/7/18 Section V.A Governing Regulations has been revised as follows: "56. CSX Transportation's Public Project Information for Construction and Improvement Projects That May Involve the Railroad https://www.csx.com/index.cfm/library/files/about-us/property/property/ public-project-manual/"

RFP, pg. 37 3/7/18 Section V.F Railroad Coordination has been revised as follows: "~~Included in Reference Document 4 are the SFRC 4-Track Right-of-Way Study Plans that illustrate the right-of-way requirements associated with the future 4-Track configuration.~~ Temporary and permanent elements can encroach onto the existing ~~and future~~ SFRC right-of-way with the condition that they satisfy clearance requirements from the existing ~~and future proposed~~ tracks. All temporary and permanent encroachments onto the existing ~~or future~~ SFRC right-of-way shall be coordinated with FDOT and SFRTA. For clearance requirements, refer to CSX Transportation's Public Project Information for Construction and Improvement Projects That May Involve the Railroad, Appendix

"Overhead Bridge Criteria" included as a Governing Regulation under Section V.A of this RFP."

RFP, pg. 47	3/7/18	Section V.I Submittals, Sub-section 2. Phase Submittals, Sub-section Final Submittal has been revised as follows: "The Released for Construction plan set shall include a Summary of Quantities sheet that contains a Summary of Pavement summary box with planned asphalt quantities in accordance with Roadway Design Bulletin 17-17 "Design-build (DB) Asphalt Quantities"."
RFP, pgs. 58-60	3/7/18	Section V.Y Adjoining Construction Projects has been revised as follows: • "Stirling Road at I-95 Interchange Lighting, Signing, and Signalization Project (FPID No. 436124-1-52-01) • I-95 at Stirling Road Interim Improvements Project (FPID No. 439170-2-52-01) • Hallandale Beach Boulevard Safety Project (FPID No. 436111-1) • Hollywood Boulevard Safety Project (FPID No. 439911-1) • I-95 Northbound to I-595 Eastbound Ramp Safety Project (FPID No. 424855-2) • SR 826/Palmetto Expressway – SR 826 Eastbound Ramp to I-95 Northbound Project (FPID No. 428358-1)" "**I-95 at Stirling Road Interim Improvements Project** The Design-Build Firm shall be responsible for coordinating design and construction activities with the I-95 at Stirling Road Interim Improvements Project (FPID No. 439170-2-52-01) to ensure design, maintenance of traffic, construction phasing, incident management, and maintenance responsibility compatibility. **Hallandale Beach Boulevard Safety Project** The Design-Build Firm shall be responsible for coordinating design and construction activities with the Hallandale Beach Boulevard Safety Project (FPID No. 436111-1) to ensure design, maintenance of traffic, construction phasing, incident management, and maintenance responsibility compatibility. This project also includes improvements to the southbound and northbound exit ramps. **Hollywood Boulevard Safety Project** The Design-Build Firm shall be responsible for coordinating design and construction activities with the Hollywood Boulevard Safety Project (FPID No. 439911-1) to ensure design, maintenance of traffic, construction phasing, incident management, and maintenance responsibility compatibility. **I-95 Northbound to I-595 Eastbound Ramp Safety Project** The Design-Build Firm shall be responsible for coordinating design and construction activities with the I-95 Northbound to

		I-595 Eastbound Safety Project (FPID No. 424855-2) to ensure design, maintenance of traffic, construction phasing, incident management, and maintenance responsibility compatibility."
RFP, pg. 63	3/7/18	Section DD. Routine Maintenance Responsibilities has been revised as follows: "Damaged express lane markers are defined as meeting one or more of the following: 1. does not match existing in color 2. less than current Department standard height (from pavement surface to top of express lane marker) 3. less than 50% of the required 30 square inches of reflective sheeting missing or not functioning as intended from any direction 4. more than three consecutive express lane markers missing 5. leaning more than 15 degrees 6. more than a total of 100 (not consecutive) missing in either direction"
RFP, pg. 74	3/7/18	Section VI.D Utility Coordination has been revised as follows: "~~Broward County Water and Wastewater Services (BCWWS) a 4" PVC (polyvinyl chloride) water main within an easement. The current line is not in use and does not serve any customers. The Department is acquiring Parcel 100 (where the water main is located) for drainage use, and there is no need for the easement or the water main. Proper abandonment will be performed by BCWWS prior to the easement being vacated. BCWWS stated that it is acceptable for the Design-Build Firm to remove the water main at the time of construction if final plans are provided ahead of time for BCWWS's review and records.~~"
RFP, pg. 81	3/7/18	Section VI.F Geometric Design has been revised as follows: "All existing median green panel glare screen shall be replaced with Opaque Visual Barrier (OVB) ~~(~~in accordance with FDOT Standard Index No. 461~~)~~ within the construction limits including both roadway and bridges wherever the green panels exist. Refer to Section VI.H.2.x of this RFP for additional information. The existing green panel glare screens, assemblies, attachments, etc. shall be removed and disposed of, and the barrier wall shall be repaired as necessary to retrofit the new ~~Opaque Visual Barrier~~OVB." "~~The 95 Express Lanes median concrete barrier wall shall include an Opaque Visual Barrier from Sta. 300+00 to Sta. 450+00.~~OVB shall be provided throughout the I-95 construction limits for all median barrier wall/bridge traffic railing, whether proposed or existing to remain where an OVB does not currently exist. The I-595 inside shoulder barrier wall ~~and~~/inside traffic railing (along the higher of the ~~two~~eastbound and westbound vertical alignments) shall include an ~~Opaque Visual Barrier~~OVB from Sta. 315+40 to Sta. 390+00." "Guardrail approach terminals for all W-Beam approach

treatments shall be AASHTO Manual for Assessing Safety Hardware (MASH-16) compliant Parallel Approach Terminals. The use of Flared Guardrail Approach Terminals is prohibited. Refer to Roadway Design Bulletin 16-02 "MASH-16 Implementation Plan" for additional information."

RFP, pg. 86	3/7/18	Section VI.H Structures Plans, Sub-section 1. Bridge Design Analysis, item c has been revised as follows: "The Bridge Load Rating shall be signed and sealed by a Professional Engineer licensed in the State of Florida. • Also "Load Rate" Bridge No. 860575, northbound I-95 over C-10 Canal, pre and post beam strengthening."
RFP, pg. 95	3/7/18	Section VI.H Structures Plans, Sub-section 2. Criteria, item m has been revised as follows: "xvi. Superstructure strengthening is required to meet the load rating requirements of the Structures Design Guidelines Section 7.1.1 for the following bridges, either to be widened, retrofitted with noise walls, or to increase existing bridge load rating: • I-95 over Johnson Street – Bridge Nos. 860102, 860202 • I-95 over C-10 Canal – Bridge Nos. 860574, 860575 • I-95 over Taft Street – Bridge No. 860104 Superstructure structural beam strengthening shall utilize carbon fiber reinforced polymer (CFRP) to correct existing load rating deficiencies. The design shall be in accordance with the Fiber Reinforced Polymer Guideline (FRPG) included in the January 2018 FDOT Structures Manual, Volume 4. There are a total of ninety-one (91) existing concrete beams that require strengthening."
RFP, pgs. 96-98	3/7/18	Section VI.H Structures Plans, Sub-section 2. Criteria, Sub-section o. Permanent Retaining Walls has been revised as follows: "iii. Toe walls with increased height will be allowed at the following locations:, conditional to the installation of concrete slope pavement for slopes 1:3 or steeper, sod for slopes flatter than 1:3, and chain link fence on the top of all toe walls. This applies to all toe walls exceeding 5 feet in height. Concrete gutter shall abut the top of all toe walls/traffic barriers. I-95 • Sta. 329+27 to Sta. 339+20 (RT) – existing • Sta. 342+90 to Sta. 348+15 (LT) – existing • Sta. 367+65 to Sta. 368+53 (LT) - existing • Sta. 370+24 to Sta. 371+00 (RT) – existing • Sta. 370+43 to Sta. 371+20 (LT) – existing I-595 • Sta. 305+53 to Sta. 313+87 (LT) – existing" "vii. In order to accommodate drainage facilities and discharge to the Dania Cutoff Canal in conjunction with the proposed roadway

widening, a retaining wall is required to be constructed within the existing I-95 Right of Way along the east side of I-95 from the Dania Cutoff Canal to SW 42nd Street, and a gravity wall is required to be constructed within the existing I-95 right-of-way along the east side of I-95 from north of Griffin Road to the Dania Cutoff Canal. For the installation of the proposed walls, the Design-Build Firm shall install temporary 6-foot chain link fencing a maximum distance of 10 feet east of the existing Limited Access Right of Way Line to secure the associated work and harmonization area. Access to the work and harmonization area shall be secured with locked gates. The gates shall remain locked during all non-active work periods. The Design-Build Firm shall coordinate the work and harmonization area treatment with Broward County. Upon completion of the walls, the Design-Build Firm shall be responsible for fully restoring the area between the proposed wall and the temporary fence, including any private access and staging areas used for the noise wall construction if applicable, and installing new Type B Fence along the Limited Access Right of Way Line for the entire length of the walls. A Temporary Construction Easement (Parcel 700) to utilize the 10-foot width, outside of the existing Limited Access Right of Way, will be obtained by the Department. Construction of these walls cannot proceed or be scheduled until the Temporary Construction Easement has been obtained and the Department has authorized the Design-Build Firm to proceed with the design and construction of these walls. Should the Design-Build Firm require the use of the Temporary Construction Easement parcel beyond the termination date set forth in the Temporary Construction Easement, the Design-Build Firm shall be responsible for reimbursement of all costs borne by the Department for possession of the Temporary Construction Easement parcel at additional time, including but not limited to the costs negotiated between the Department and Broward County for the additional time, and the associated appraisal and legal fees."

RFP, pg. 98	3/7/18	Section VI.H Structures Plans, Sub-section 2. Criteria, item r has been revised as follows: "For additional information regarding ACM, refer to Section VI.N.~~6~~5 of this RFP."
RFP, pg. 102	3/7/18	Section VI.H Structures Plans, Sub-section 2. Criteria, item y has been revised as follows: "A Class 5 Applied Finish Coating shall be applied to the portions of new and widened bridge structures and cast-in-place retaining walls ~~as shown in the Design Approval for Class 5 Finish~~. For new bridges, coat the back of all barrier walls, the side and bottom overhang of the bridge deck, the exterior face of any concrete girders (only those beams on exterior of bridge), end bent caps, wing walls and cheek walls, and all areas of the piers, including columns, caps and pedestals. In addition, the existing bridges shall be pressure cleaned and recoated with Class 5 Finish coating (two coats minimum) on all currently coated surfaces and bare surfaces, including but not limited to the front, top and back of all barrier

walls, the side and bottom overhang of the bridge deck, the exterior face of any concrete girders (only those beams on exterior of bridge), end bent caps, wing walls and cheek walls, and all areas of the piers, including columns, caps and pedestals."

RFP, pg. 102 3/7/18 Section VI.H Structures Plans, Sub-section 2. Criteria, item z has been revised as follows:
"Retaining walls shall receive a Class 5 Finish Coating ~~as per the Design Approval for Class 5 Finish~~. Retaining wall MSE precast panels are excluded from the Class 5 Finish Coating requirements."

RFP, pg. 103 3/7/18 Section VI.H Structures Plans, Sub-section 3. Existing Bridge Painting Criteria has been revised as follows:

"c. Section 561 of the FDOT Standard Specifications is amended with the following requirements:

The existing paint system on the painted steel has been found to contain constituents. For additional information regarding heavy metals bridge screening, refer to Section VI.N.5 of this RFP. The following are the laboratory results:"

Bridge Name	Bridge Number	Existing Superstructure Type	Required Improvements	Asbestos	Lead Based Paint (LBP)
Ramp V-1 over SR 84	860469	Steel Plate Girders	Widening~~, Painting and Class 5 Recoating~~	No ACM	Refer to BPSR

RFP, pg. 109 3/7/18 Section VI.H Structures Plans, Sub-section 4. Noise Walls has been revised as follows:

Noise Wall Table

Noise Wall Number	From Station	To Station	Approximate Length	Side	Adjacent Community	Type of Noise Wall
1	355+50	368+50	1,300'	Right	Hollywood Little Ranches	14' Tall Shoulder Mounted (Partial Replacement)
	~368+50	~371+93	343'	Right		8' Tall Shoulder Mounted Extension
2	370+40	371+20	80'	Left	Lakeview Heights	14' Tall Shoulder Mounted (Partial Replacement)
3	387+80	388+60	80'	Left	Lakeview Heights	14' Tall Shoulder Mounted (Partial Replacement)
4	388+60	391+43	283'	Left	Lakeview Heights	8' Tall Shoulder Mounted Extension
5	~~~388+72~~	~~~390+35~~	~~163'~~	~~Right~~	~~Sunset Isles~~	~~8' Tall Shoulder Mounted Extension~~
	~390+35	~396+12	577'	Right	Sunset Isles	8' Tall Shoulder Mounted Replacement

Noise Wall Table						
Noise Wall Number	From Station	To Station	Approximate Length	Side	Adjacent Community	Type of Noise Wall
	~396+12	~397+52	140'	Right	Sunset Isles	8' Tall Shoulder Mounted Extension
	~397+52	~398+52	100'	Right	Sunset Isles	8' Tall Shoulder Mounted Replacement
6	393+57	404+43	1,086'	Left	Parc Station Apartments	8' Tall Shoulder Mounted
7"	324+70	329+50	480'	Left	Lauderdale Isles	8' Tall Shoulder Mounted (Partial Replacement)

RFP, pg. 113 3/7/18

Section VI.K Sequence of Construction has been revised as follows:

- "Stirling Road at I-95 Interchange Lighting, Signing, and Signalization Project (FPID No. 436124-1-52-01)
- I-95 at Stirling Road Interim Improvements Project (FPID No. 439170-2-52-01)
- Hallandale Beach Boulevard Safety Project (FPID No. 436111-1)
- Hollywood Boulevard Safety Project (FPID No. 439911-1)
- I-95 Northbound to I-595 Eastbound Ramp Safety Project (FPID No. 424855-2)
- SR 826/Palmetto Expressway – SR 826 Eastbound Ramp to I-95 Northbound Project (FPID No. 428358-1)"

RFP, pg. 116 3/7/18

Section VI.M Temporary Traffic Control Plan, Sub-section 2. Temporary Traffic Control Plans has been revised as follows:
"The Design-Build Firm shall prepare additional plan sheets such as detours, cross sections, profiles, drainage structures, temporary roadway lighting, retaining wall details, and sheet piling as necessary for proper construction and implementation of the Temporary Traffic Control Plan.

Any pavement drop-offs as defined under FDOT Design Standard Index No. 600, Sheet No. 9 of 12 shall be limited to a maximum 48-hour duration."

RFP, pgs. 121&122 3/7/18

Section VI.M Temporary Traffic Control Plan, Sub-section 3. Traffic Control Restrictions has been revised as follows:
"The Design-Build Firm shall be responsible for performing the signal timing analysis, providing recommendations, and coordinating with Broward County Traffic Engineering Division.

For maintenance of express lane markers, lane closures are limited to Monday between 10:00 PM and 5:00 AM unless otherwise approved by the Department in writing. For information related to express lane markers maintenance, refer to Section V.DD of this RFP."

RFP, pgs. 131&132 3/7/18

Section VI.N Environmental Services/Permits/Mitigation has been revised as follows:
"In the interest of expediency, the Department has commenced the process for securing the following permits until execution of the Agreement:

1. SFWMD Environmental Resource Permit(s)
2. SFWMD Right of Way Occupancy Permit(s)
3. SFWMD Water Use (Dewatering) Permit
4. USACE Section 404 (Dredge and Fill) Permit
5. ~~USACE Section 408 Approval~~
5. USCG Bridge Permit(s)"

RFP, pg. 133 3/7/18

Section VI.N Environmental Services/Permits/Mitigation, Sub-section 4. Wetlands, Essential Fish Habitat, Wildlife and Habitat, and Mitigation has been revised as follows:
"These impacts are being mitigated through the use of ~~credits from mitigation banks approved by the regulatory agencies~~mitigation units from permittee-responsible offsite mitigation areas at West Lake Park and Pond Apple Slough, as well as onsite wetland restoration. The Design-Build Firm shall be responsible for the following components of the onsite wetland restoration plan: pre-construction survey of the existing temporary access road footprint; de-mucking; placement of timber mats or other measures necessary to ensure a stable surface for construction equipment to traverse the temporary access road(s); backfilling of the de-mucked area with clean fill material; installation of geotextile fabric to delineate the pre-construction ground elevation; stockpiling of the excavated muck material for future wetland restoration use; excavation, hauling, and offsite disposal of the clean fill material, timber mats, and geotextile fabric immediately upon completion of associated bridge work; and backfill with the stockpiled muck material to the pre-construction survey grades. The Department will procure and install all wetland planting after the Design-Build Firm has achieved the responsibilities identified above."

RFP, pgs. 135-139 3/7/18

Section VI.N Environmental Services/Permits/Mitigation, Sub-section 5. Contamination has been revised as follows:
"The details of the assessment, including Project information updates, are found in the following documents included in Reference Document 2.

- *Level II Contamination Assessment Report (Level II), I-95 Phase 3C, FM No. 409354-2, dated July 2015*
- *Level II Contamination Assessment Letter Report Addendum, I-95 Phase 3C, FM No. 409354-2, dated December 2017*
- *~~Draft~~Impact~~s~~ To Construction Assessment (ICA) Report ~~(ICA),~~ dated ~~June~~December 2017*

Based on the CSER's, ~~the~~ Level II Reports and the latest assessment activities, areas of soil and groundwater contamination in excess of the cleanup target levels have been

identified and summarized in the ICA Report. The ICA Report will supersede the Level ~~II~~2 Reports. Detailed information regarding management of the contamination along the Project corridors is included in the sections that follow."

Design and Coordination
"The Design-Build Firm shall review the above-mentioned ICA Report which details the presence of known or potential impacts due to contamination on the Project corridor. The ICA Report ~~identify~~identifies contaminated areas which may require additional management of soil and/or groundwater."

"As Project plans are prepared and at each step of the submittal process, the Design-Build Firm shall be responsible to provide plans to the DCIC for review and approval within the areas deemed contaminated. ~~and for the~~ The Department ~~to determine~~ will recommend appropriate Contract Plan Notes and determine if additional contamination assessment is required, ~~is~~as warranted."

Contaminated Soils Management
"The contaminants of concern and specific locations of contaminated soils are provided in the ICA Report noted above. In particular, contaminated soils exceeding commercial/industrial cleanup target levels have been identified at the following four (4) locations within the Project corridor:

1. Under and adjacent to the I-595 viaduct bridges and Marina Boulevard
   ~~The existing I-595 right-of-way between the FP&L Cooling Canal and SW 30th Avenue~~
   - ~~The areas where the Design-Build Firm will find debris are the existing lateral ditch and the structure and pipe connecting the ditch to the upstream borrow pit and downstream receiving waters (east and west of the ponds previously excavated). The areas where the Design-Build Firm may discover debris are where drainage structures and pipes are proposed within the areas that have been previously excavated.~~
2. Within the proposed pond parcel south of I-595 and SW 32nd Street, just east of SW 26th Terrace
3. The area between the NB I-95 ramp onto WB I-595 and the NB I-95 ramp onto EB I-595
4. SR 84 east of I-95 at approximate Sta. 4260+40 south side of the road

As detailed in the ICA Report, Location Nos. 2, 3 and 4 will not likely pose a contamination concern due to lack of intrusive activities proposed and/or minimal exposure potential to workers. ~~For item numbers 2 through 4, the Department will not provide the exact horizontal/vertical extent of contaminated materials (above commercial) at these three (3) locations. The Department will define or delineate as much as possible the extent of~~

~~contaminated materials in the Final ICA Report. The Final ICA Report will provide the general areas that require stockpiling of the material for the CAR Contractor to sample.~~ The Design-Build Firm is still responsible for excavation and stockpiling of soils in the areas listed above. The Department will be responsible for the testing, removal, handling, transportation and disposal of all identified and unidentified, contaminated and/or hazardous materials encountered during construction, in accordance with Standard Specification 120 Excavation and Embankment."

"Contaminated soils defined as hazardous and/or exceeding FDEP Commercial/Industrial Cleanup standards shall be excavated and stockpiled by the Design-Build Firm for testing and disposal by the CAR Contractor. Contaminated soils which are deemed to ~~meet~~exceed residential standards, but below commercial standards, may be utilized ~~2 feet above the groundwater table~~ within the Project corridor upon approval by the FDOT Project Engineer in coordination with the DCIC. ~~If contaminated but suitable materials can be reused within the Project corridor, t~~The Design-Build Firm shall incorporate reusable soils within the Project corridor at no additional cost to the Department. If contaminated (between residential and commercial standards) but unsuitable materials are excavated and stockpiled, the Design-Build Firm should coordinate with the CAR contractor for proper management and/or disposal of such materials."

Potential Contaminated Sediments

"~~Contaminated soils (dry sediments) defined as hazardous and/or exceeding FDEP Commercial/Industrial Cleanup standards shall be disposed of by the CAR Contractor. Contaminated soils which are deemed to meet residential standards may be utilized 2 feet above the groundwater table within the Project corridor upon approval by the FDOT Project Engineer in coordination with the DCIC. If contaminated but suitable materials can be reused within the Project corridor, the Design-Build Firm shall incorporate reusable soils within the Project corridor at no additional cost to the Department.~~After testing by the CAR Contractor, dry sediments deemed contaminated shall be treated and managed as contaminated soils in accordance with the requirements stated under the Contaminated Soils Management section above."

Contaminated Groundwater Management

"The contaminants of concerns and specific locations of groundwater contamination are provided in the ICA Report~~noted above~~. In particular, contaminated groundwater has been identified at the following locations within and adjacent to the adjacent Project corridor:

- Under and adjacent to the I-595 viaduct bridge
  - Within the proposed pond parcel south of I-595 and SW 32nd Street, just east of SW 26th Terrace

- Just west of the southbound I-95 ramp onto westbound I-595, at approximately SW 31st Street
- Facility ~~(FAC)~~ Number (FAC) 49698906: Petroleum Products Corp – 3130 SW 9th Street, Hallandale Beach"

"The FDOT Right-of-Way was sampled in proximity of the above sites in the areas of the proposed I-95 bridge widening locations. As summarized in the ICA Report, groundwater results did not indicate groundwater contamination. However, dewatering impacts may still occur.

The Design-Build Firm shall coordinate with the DCIC during the Project design phase for technical assistance prior to applying for a dewatering permit from any environmental regulatory agency to determine proper groundwater management associated with such sites."

Current Remediation

"The excavation of contaminated soils/debris ~~beneath~~under the I-595 viaduct bridges is ~~approximately~~85% complete. Contaminated soils/debris located in the below listed locations have not been removed and will be removed during construction:

- Approximately Sta. 360+60 to Sta. 363+00: Debris and soil with contamination levels above the Commercial Soil Cleanup Target Levels (SCTLs) will likely be encountered below the ditch line to a width of up to 25 feet each side of the centerline of the drainage features.
- Approximately Sta. 365+10 to Sta. 367+00: Debris and soil with contamination levels above the Commercial Soil Cleanup Target Levels (SCTLs) will likely be encountered below the ditch line to a width of up to 25 feet each side of the centerline of the drainage features.

The remaining contaminated soils/buried debris within the limits listed above were not accessible for removal due to the existing drainage features associated with the lateral ditch (see ~~Draft~~ ICA Report dated ~~June~~December 2017 with delineated soils figures). Debris may be found within areas previously excavated, if structures or piping are proposed below or near the elevations provided in the concept plans (final grade minus one foot). For information on handling this material, refer to the "Contaminated Soils Management" section noted above. ~~Further~~All assessment ~~of site conditions will be conducted before construction~~ activities ~~begin. The assessment activities will be~~have been documented in the ~~Final~~ICA Report which ~~will~~ includes recommendations on how to manage the remaining contamination issues."

RFP, pgs. 145-147 3/7/18

Section VI.Q Lighting Plans has been revised as follows:

"Along the I-95 mainline, the Design-Build Firm shall remove all existing ~~median barrier mounted aluminum~~ light poles, foundations, junction boxes, conductors, and any other existing

components or features required to be removed as part of the existing ~~median~~ lighting system, except for the existing median light poles on the South Fork New River Bridge which shall remain. The existing light pole foundations shall be removed to 4 feet below the adjacent finished grade. The limits of removal of existing lighting and installation of the proposed new lighting along I-95 shall extend from south of Hollywood Boulevard (approximate Sta. 300+00) to south of Davie Boulevard (approximate Sta. 683+00), excluding the South Fork New River Bridge. The Design-Build Firm is responsible for confirming the location of all elements of the existing lighting systems within the limits of the Project. Refer to Reference Document 5 for the existing I-95 lighting plans for FPID No. 429365-1-52-01 extending from south of Hallandale Beach Boulevard to north of Hollywood Boulevard."

"Within the following three identified sections, the Design-Build Firm shall provide either a median mounted or shoulder mounted lighting system, not both, continuously throughout each zone described as follows: Zone 1: Begin Project to SW 42nd Street; Zone 2: SW 42nd Street to the beginning of the South Fork New River Bridge; and Zone 3: the end of the South Fork New River Bridge to the End Project. ~~It is anticipated that for I-95 south of Stirling Road (within Zone 1), a median lighting system will be designed and constructed.~~"

"Daytime supplemental lighting may be required when the bridge structure limits natural sunlight penetration and limits a driver's visibility under the structure. The Design-Build Firm shall comply with the lighting requirements in the 2005 AASHTO Roadway Lighting Design Guide and the 2011 ANSI/IES RP-22-11 American National Standard Practice for Tunnel Lighting. These requirements apply to I-95 bridges spanning cross streets and cross street bridges spanning I-95. Daytime supplemental lighting shall be provided by the Design-Build Firm at each underpass, as warranted. No daytime supplemental lighting is required for underpasses less than 80 feet. The I-95/I-595 Direct Connect Ramps are less than 80 feet in width and do not require daytime supplemental lighting. When a crossing consists of twin bridges that are greater than 15 feet in separation, each bridge shall be considered individually. Daytime lighting shall be on a separate circuit from roadway lighting and underdeck lighting circuits. The bridges within the project limits that shall be evaluated for daytime supplemental lighting are shown below with some of the characteristics relevant for the evaluation.

Cross Street Bridges Spanning I-95

Bridge	Width	Bicyclist/Pedestrian Facility	Exit Visibility	Daylight Penetration	Wall Reflectance
SW 42nd Street	Less than 80 ft.	No	Good	Good	Low
I-595	2 Bridges, Less than 80 ft.	No	Good	Fair	Low
SR 84	2 Bridges, Less than 80 ft.	Yes	Good	Good	Low

I-95 Bridges Spanning Cross Streets

Bridge Over	Width	Bicyclist/Pedestrian Facility	Exit Visibility	Daylight Penetration	Wall Reflectance
Hollywood Blvd.	206 ft.	Yes	Good	Good	Low
Johnson Street	207 ft.	Yes	Good	Good	Low
Taft Street	215 ft.	Yes	Good	Good	Low
Sheridan Street	162 ft.	Yes	Fair	Good	Low
Stirling Road	182 ft.	Yes	Fair	Good	Low
Griffin Road	206 ft.	Yes	Good	Good	Low

LED source lighting shall meet all PPM requirements for illumination level, uniformity, and veiling luminance. New high mast lighting systems will not be permitted."

RFP, pgs. 151&152 3/7/18

Section VI.S Tolling Infrastructure Requirements has been revised as follows:

"The dual direction of travel tolling points at Toll Site 2 shall be ~~dual cantilever style gantries~~a clear span gantry in the northbound direction and a cantilever style gantry in the southbound direction with the toll building on the northbound side of I-95."

"The Design-Build Firm shall locate the centerline of the gantries at each toll site as follows:

- Toll Gantry 1 located at Sta. ~~314+00~~308+25, southbound tolling only
- Toll Gantry 2 located at Sta. ~~547+92~~546+93 for the southbound gantry cantilever and Sta. ~~547+39~~547+46 for the northbound gantry cantilever
- Toll Gantry 3 located at Sta. 697+47 for the northbound gantry span and Sta. 696+94 for the southbound gantry cantilever

A Toll Siting Technical Memorandum is provided in Reference Document 4 which analyzes the locations for each toll site. No modifications to toll site locations shall be allowed unless otherwise approved by the Department. If a toll site is modified in any way from the currently approved location or layout, the Design-Build Firm shall modify and resubmit the Toll Siting Technical Memorandum for FDOT District 4 and FTE approval."

RFP, pg. 153-154 3/7/18

Section VI.T Landscape Opportunity Plans has been revised as follows:
"~~Special~~Meaningful and extensive coordination will be needed between the Design-Build Landscape Architect (DBLA) and the ITS EOR to ensure the ITS cameras are located such that a fully operational ITS system is provided while accommodating the requirements of the landscape opportunities within the interchanges."

"The Landscape Opportunity Plans shall be in accordance with the Conceptual Landscape Opportunity Plans provided in Reference Document 1 and will include the following:

1. Proposed improvements and existing elements to remain as associated with the Project.
2. Tree disposition chart depicting existing plant material to remain, to be relocated or to ~~remain~~be removed (updated as applicable for the Design-Build Firm)."

"The DBLA ~~shall coordinate with~~and the ITS EOR ~~for any potential CCTV view blockage~~shall work together to complement their required tasks for both components of the Project."

RFP, pgs. 155-158 3/7/18

Section VI.T Landscape Opportunity Plans, Sub-section Tree Relocation Plans has been revised as follows:
"Desirable trees shall include any tree that is determined to be in good condition that is not a Florida Exotic Pest Plant Council (FLEPPC) Category I or Category II invasive species during the site visits with the Department."

"2. Any desirable trees not utilized on the Department's Right of Way that are within existing Maintenance Memorandum of Agreement (MMOA) areas, shall be offered to the respective maintaining agency. The Design-Build Firm shall include sufficient time in the project schedule for noticing, root pruning, and transplanting by the municipalities, no less than ~~10~~14 weeks prior to scheduled impacts.

3. Trees undesired by both the maintaining agency and the Department shall be offered to the municipality within the 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 include sufficient time in the project schedule for noticing, root pruning, and transplanting by the municipalities, no less than ~~10~~14 weeks prior to scheduled impacts. The Design-Build Firm will go through the DLA for this coordination with the local municipalities. The DLA will ensure a timely response is received from the local municipality and a maximum 2-week period will be provided to receive this response.

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 construction limits, and that municipality will be responsible for relocating these trees. The Design-Build Firm shall include sufficient time in the project schedule for noticing, root pruning, and transplanting by the municipalities, no less than ~~10~~14 weeks prior to scheduled impacts. The Design-Build Firm will go through the DLA for this coordination with the local municipalities. The DLA will ensure a timely response is received from the local municipality and a maximum 2-week period will be provided to receive this response."

Municipality	Contact	Phone No.	E-mail
Dania Beach	Ronnie Navarro Carl Kallicharan	954-924-6808 ext. 3615 954-924-6808 ext. 3745	rnavarro@daniabeachfl.gov ckallicharan@daniabeachfl.gov
Davie	Tim Lee	954-797-1038	tim_lee@davie-fl.gov
Ft. Lauderdale	Mark Williams	954-828-5785	mawilliams@fortlauderdale.gov
Hollywood	~~Dale Bryant~~Rick Mittinger	954-921-3900	~~dbryant~~rmittinger@hollywoodfl.org

"3. Plant placement for mature growth shall allow for adequate setbacks from fences, structures, utilities, noise walls, drainage maintenance easements, guardrail and retaining walls for future maintenance needs."

"The Design-Build Firm shall relocate ~~a minimum of 110~~approximately 106 trees to the Hollywood Boulevard Interchange, ~~59~~51 trees to the Sheridan Street Interchange, ~~33~~38 to the Stirling Road Interchange, ~~43~~57 trees to the Griffin Road Interchange, ~~164~~165 trees to the I-595 Interchange and ~~60~~124 trees to the I-595/SR 7 Interchange as shown on the Tree Relocation Plans provided by the Department. The quantities of trees to be relocated (as listed above) are based on the RFP Concept Design provided by the Department and can vary based on the final design prepared by the Design-Build Firm. The Design-Build Firm shall relocate ALL impacted trees that are desirable (as defined herein and found within the existing I-95 Tree Inventory), therefore if more trees are impacted, then more will be required to be relocated and if less trees are impacted, then less will be required to be relocated."

"All landscape, irrigation and retaining walls within the I-95/I-595 Interchange impacted by construction shall be replaced in-kind. At this interchange (only) the conceptual Tree Relocation Plans propose ~~144~~146 trees to be relocated and temporarily planted on site, and then relocated a second time to restore the existing landscape design. The required tree relocation work at this interchange also includes activities to restore landscape damage that occurred from Hurricane Irma, including 46 trees that need to be re-dug, stood upright, pruned and staked and another 14 trees that need corrective pruning as indicated in the Tree Relocation

		Plans. This interchange has an existing irrigation system that ~~may~~shall be modified by the Design-Build Firm to provide irrigation for the trees while they are temporarily being held and after they are relocated to their final location. The Department is not responsible for ensuring the existing irrigation system will be in proper working order when the Design-Build Firm begins the Project, and any repairs that ~~will be~~are required are the responsibility of the Design-Build Firm."
Attachment B	3/7/18	Revised Section 8-13.1 Incentive-Disincentive of the Design-Build Division I Specifications
Attachment I	3/7/18	Added signed/approved Pavement Design Report. No changes made from previous version.
Attachment L	3/7/18	Revised Design-Build Functional Requirements for ITS Deployment
Attachment R	3/7/18	Revised Existing Bridge Load Rating Reports for the following bridges: • I-95 over Hollywood Boulevard (Bridge No. 860530) • I-95 over Johnson Street (Bridges Nos. 860102 and 860202) • I-95 over C-10 Canal (Bridge Nos. 860574 and 860575) • I-95 over Taft Street (Bridge No. 860104)
Ref. Doc. 1	3/7/18	Updated Summary of Scope Roll Plot and CADD files

Ref. Doc. 1	3/7/18	Conceptual Permit Packages – SFWMD ROW Occupancy Issued Permit MOD 1684 and SFWMD ROW Occupancy Issued Permit MOD 1719
		• Modifications are associated with minor revisions to pond configurations in Basin 10 (i.e. south of SW 32nd Street, between SW 26th Terrace and Ravenswood Road), and linear pond/ditch modifications within System 13 along I-95 SB north and south of the Dania Cutoff Canal
		  • Updated Drainage Design CAD Files: Drainage
		  • Updated Conceptual Drainage Report Files: Conceptual Drainage Report - updated CDR, along with updated Word narrative and Excel Summary Table file
		  • Updated Post-Development Maps: Appendix D - updated Post-Development Maps for System 13 and Basin 10
		  • Updated System 13 Calculations: Appendix E - updated System 13 Calculations and ICPR, and Excel calculations
		  • Updated System 13 Post-Development ICPR: Post-Development ICPR for updated System 13
		  • Updated Basin 10 Calculations: Appendix J - updated Basin 10 Calculations and ICPR, and Excel calculations
		  • Updated Basin 10 Post-Development ICPR: Post-Development ICPR for updated Basin 10
		  • Updated Post-Development Drainage Map CADD files

Ref. Doc. 1	3/7/18	Added USCG Bridge Permit for Dania Cutoff Canal
Ref. Doc. 1	3/7/18	Added Conceptual Report – I-595 Zone 7 Environmental Resource Permit and Drainage Report
Ref. Doc. 1	3/7/18	Updated ITS Master Plan and CADD files
Ref. Doc. 1	3/7/18	Updated Landscape Opportunity Plans and CADD files
Ref. Doc. 1	3/7/18	Updated Signing Master Plan and CADD files
Ref. Doc. 1	3/7/18	Updated Tree Relocation Plans and CADD files
Ref. Doc. 2	3/7/18	Added Final Impact to Construction Assessment Report (ICA)
Ref. Doc. 2	3/7/18	Added Level II Contamination Assessment Letter Report Addendum
Ref. Doc. 4	3/7/18	Added Broward Boulevard PD&E Toll Gantry Concept
Ref. Doc. 4	3/7/18	Updated Existing City of Dania Beach Maintenance Agreement and Existing City of Hollywood Maintenance Agreement
Ref. Doc. 4	3/7/18	Added Phase 3A-1 Signing and Pavement Marking CADD Files
Ref. Doc. 4	3/7/18	Added Hollywood Boulevard at I-95 Safety Study and I-95 NB to I-595 EB Safety Study
Ref. Doc. 4	3/7/18	Removed SFRC 4-Track Right-of-Way Study Plans and corresponding CADD Files
Ref. Doc. 4	3/7/18	Added Toll Siting Technical Memorandum
Ref. Doc. 5	3/7/18	Added I-95 Lighting Plans for FPID No. 429365-1-52-01
Ref. Doc. 5	3/7/18	Added Stirling Road at I-95 Interchange Lighting, Signing, and Signalization Project (FPID No. 436124-1-52-01) Plans
Ref. Doc. 6	3/7/18	Added Project Survey Control
Ref. Doc. 6	3/7/18	Added Right of Way Clear Letter
Ref. Doc. 6	3/7/18	Added I-595 Over Pond Apple Slough Right-of-Way Delineation Barrier
Ref. Doc. 6	3/7/18	Added Parcel 101 Legal Description, Sketch, and Warranty Deed