

Addendum No. 1 Memorandum

DATE: August 17, 2017
 TO: District Contracts / Final Plans
 FROM: Vanita Saini, Project Manager
 COPIES: File
 SUBJECT: **Addendum Number 1** - Letting (mo./yr.) 3/2018
 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: 8-17-17
 Signature of Alternate Contracting Coordinator (John Olson (primary) / Robert Bostian (alternate) or Designee.

Legal Approval Date:  8/17/2017
 (Dawn Raduano)

Central Office Approval Date: 
 (State Construction Office – Larry Ritchie)

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

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

<u>Page No(s).</u>	<u>Rev. Date</u>	<u>Description</u>
RFP, pgs. iv&v	8/17/17	Updated the Attachments listing as follows: B. Division I Design-Build Specifications (Draft), which includes the following Modified Special Provisions: <ul style="list-style-type: none"> • Preservation of Property (Article 7-11) • Damage Recovery (Section 8) — Pending • Recovery of Lost Toll Revenue (Section 8-10) • Incentive-Disincentive Milestone (Section 8-13.1) • Incentive-Disincentive Detour Rental (Section 8-13.2) • Incentive-Disincentive Lane Rental (Section 8-13.3) F. Value Added Developmental Specifications Not Used • Value Added Bridge Components (DEV475) (Pending)
		P. Technical Special Provisions <ul style="list-style-type: none"> • Chemical Vegetation Control • Value Added Bridge Components

RFP, pgs. 5-7 8/17/17

Section I – Introduction, Airport Requirements has been revised as follows:

“Further explanation of FAA coordination items are provided below.

1. FAA Form 7460-1

The Design-Build Firm shall obtain determinations by submitting FAA Form 7460-1 via this website:

<https://oeaaa.faa.gov/oeaaa/external/portal.jsp>

Prior to submitting the form, the Design-Build Firm is encouraged to become familiar with the following documents:

- 14 CFR Part 77 “Safe, Efficient Use, and Preservation of the Navigable Airspace”
- [14 CFR Part 25, “Airworthiness Standards: Transport Category Airplane”](#)
- FAA Advisory Circular (AC) 150/5300-13 “Airport Design”, latest edition
- FAA Order 8260.3C “United States Standard for Terminal Instrument Procedures (TERPS)”
- FAA Order 8260.58A “United States Standard for Performance Based Navigation Instrument Procedure Design”
- [FAA Order 6750.16E “Siting Criteria for Instrument Landing Systems”](#)
- [FAA Order 6820.10 “VOR, VOR/DME and VORTAC Siting Criteria”](#)
- [FAA Order 6310.6 “Primary/Secondary Terminal Radar Siting Handbook”](#)
- [FAA Order 6340.15 “Primary/Secondary En Route Radar Siting Handbook”](#)
- [FAA Order 6560.20B “Siting Criteria for Automated Weather Observing Systems \(AWOS\)”](#)
- [FAA Order 6560.21A “Siting Guidelines for Low Level Windshear Alert System \(LLWAS\) Remote Facilities”](#)
- FAA Order JO 6850.2B “Visual Guidance Lighting Systems”
- FAA Order JO 7400.2K “Procedures for Handling Airspace Matters”
- ~~FLL Imaginary Surface exhibits, provided in Reference Document 1 (FAA-BCAD Application Packages).”~~

“2. FAA Form 7460-2

At the completion of construction the Design-Build Firm shall submit FAA Form 7460-2 and the as-built drawings via this website:

<https://oeaaa.faa.gov/oeaaa/external/portal.jsp>

The Design-Build Firm shall send a copy of the Form and supporting documentation to BCAD. The BCAD contact is:

Broward County Aviation Department
William Castillo
Airport Planning Manager
(954) 359-6100
wcastillo@broward.org

The Design-Build Firm should note that separate forms are required for temporary and permanent work.”

“2.3. Runway Protection Zone (RPZ) Alternatives Analysis

A portion of the proposed work is located in the RPZ of Runway 10L-28R at FLL.”

“In the course of work required to produce the two submittals identified above, it will be necessary to comply with additional requirements related to the design. Below is a sampling of supplemental design requirementsguidance which may be pertinent to the work. This is not intended to be an all-inclusive list.

- FAA AC 70/7460-1 “Obstruction Marking and Lighting”
- FAA AC 150/5200-33, “Hazardous Wildlife Attractants On or Near Airports”
- FAA AC 150/5370-2, “Operational Safety on Airports During Construction”
- ACRP Report 93 “Understanding Airspace, Objects, and Their Effects on Airports.”

RFP, pgs. 25&26 8/17/17

Section V.A – Governing Regulations has been revised as follows:

“23. Florida Department of Transportation Accommodation Manual
<http://www.fdot.gov/programmanagement/utilities/UAM.shtml>
<http://www.fdot.gov/programmanagement/utilities/Docs/UAM/UAM2017.pdf>”

“47. Florida’s Turnpike Enterprise (FTE) General Tolling Requirements (GTR)
<http://www.floridasturnpike.com/design.html>”

RFP, pg. 28 8/17/17

Section V.B – Innovative Aspects, Subsection 1. Alternative Technical Concepts (ATC) Proposals has been revised as follows:

“Prior to approving ATC’s which would result in the issuance of an Addendum as a result of the items being listed below, the Design-Build Firm will be given the option to withdraw previously submitted ATC proposals.”

“Any Addendum to the RFP requires FHWA approval.

- Design speeds
- Pavement design (refer to Section VI.E.32 for further requirements)”

RFP, pg. 58 8/17/17 Section V.CC – Emergency Management Responsibilities has been revised as follows:
“The Design-Build Firm shall refer to Section 7.6 of the FDOT Construction Project Administration Manual (CPAM) regarding responsibilities and payment for any advance preparation, repairs, replacement, etc. required as a result of natural disaster, catastrophic or emergency response events.”

RFP, pg. 71 8/17/17 Section VI.D – Utility Coordination has been revised as follows:
“Once reviewed, the utility permit application will be forwarded to the District Maintenance office for the permit to be signed and recorded or submitted through the One Stop Permitting (OSP) system.

The Department intends to reimburse Florida Power and Light (FPL) for their relocation efforts related to the following two FPL facilities:

- East side of SW 26th Terrace at approximate Sta. 681+50
- Overhead crossing at approximate Sta. 652+50 north and south crossing the existing I-595 bridges.

These two facilities have been identified through advanced utility coordination and will be adjusted based on the Concept Design. The Design-Build Firm will be required to pay for any additional adjustments after these facilities are relocated (such as de-energizing needs based of the Design-Build Firm’s final plans). All other utility relocation impacts (cost, schedule and utility coordination efforts) necessitated by the Project will be the responsibility of the Design-Build Firm. The Design-Build Firm shall incorporate and comply with all utility relocation schedule impacts and follow-up utility coordination efforts as may be necessary for these two facilities.”

RFP, pgs. 129-133 8/17/17 Section VI.N – Environmental Services/Permits/Mitigation, Subsection 5. Contamination has been revised as follows:
“Based on the CSER’s, the Level II Report and the ICA Report 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. Detailed information regarding management of the contamination along the Project corridors is provided below included in the sections that follow.

Design and Coordination

The Design-Build Firm shall review the above-mentioned Level II Report and ICA Report which details the presence of known or potential impacts due to contamination on the Project corridor. The Level II Report and ICA Report identify contaminated areas which require additional management of soil.

Following the review of the Level II Report and ICA Report, the Design-Build Firm shall schedule an Environmental Coordination meeting with the District Contamination Impact Coordinator

(DCIC) to discuss the contamination-based issues on the Project.”

“Contaminated Soils Management

The contaminants of concern and specific locations of contaminated soils are provided in the ~~Level II Report and~~ 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:

- Under and adjacent to the I-595 viaduct bridge and Marina Boulevard
- Within the proposed pond parcel south of I-595 and SW 32nd Street, just east of SW 26th Terrace
- The area between the ~~NB I-95/ ramp onto WB I-595 SW Connector~~ and the ~~NB I-95 ramp onto EB I-595 east exit from northbound I-95~~
- SR 84 east of I-95 at approximate Sta. 4260+40 south side of the road”

“The FDOT Project Engineer shall contact the DCIC for proper coordination. ~~Soils that will be removed in~~ areas where the CAR Contractor performs ~~excavation of contaminated soils and/or~~ installation of construction features, the CAR Contractor will only provide equipment and labor to perform the direct ~~soils removal and/or~~ installation of construction features through contaminated areas. The CAR Contractor’s scope of work will be limited to performing ~~soil removal,~~ installation, backfill and compaction activities up to 2 feet (may change based on particular area and upon approval of DCIC) below the existing grade or proposed finished grade, whichever is lower.”

“Contaminated soils defined as hazardous and/or exceeding FDEP Commercial/Industrial Cleanup standards shall be ~~disposed of excavated and stockpiled by the Design-Build Firm for testing and disposal~~ 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. If contaminated 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.”

“Contaminated Groundwater Management

The contaminants of concerns and specific locations of groundwater contamination are provided in the ~~Level II Report and~~ ICA Report noted above. In particular, contaminated groundwater has been identified at the following locations within 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** 49698906: Petroleum Products Corp – 3130 SW 9th Street, Hallandale Beach
- FAC 49687462: Marvins Cleaners – 3030 Johnson Street, Hollywood
- FAC 8502126: Mobil-Hollywood Boulevard, 2911 Hollywood Boulevard, Hollywood
- FAC 8839733: Boomers, 1801 NW 1st Street, Dania Beach
- FAC 9809061: Palmdale Oil Co. 2006-21-6263, Griffin Road at I-95 (NB Ramp), Dania Beach
- **Facility Number (FAC)** COM_54126: Uniweld Products Inc., 2850 Ravenswood Road (Anglers Avenue), Ft. Lauderdale”

“Current Remediation

The excavation of contaminated soils/debris beneath the I-595 viaduct bridges is approximately 95% complete. ~~Contamination~~Contaminated soils/debris located in the below listed locations have not been removed and will be removed during construction.”

“Further assessment of ~~the~~ site conditions will be conducted before construction activities begin. The assessment activities will be documented in the Final ICA Report which will include recommendations on how to manage anythe remaining contamination issues.”

“The Design-Build Firm will need to review Sections 110-6 through Section 110-9 of the FDOT Standard Specifications and conform to these requirements.”

RFP, pgs. 136-137 8/17/17

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

“Prior to commencement of any construction activities requiring lane shifts, restriping, temporary barrier wall, or other related work within the I-95 construction limits, the Design-Build Firm shall be responsible for replacing all existing express lane markers with new express lane markers per the RFP’s attached Developmental Specification Dev993, at 5-foot spacing, both northbound and southbound, from the Miami-Dade/Broward County line to the end of the 95 Express Lanes Phase 2 system (just south of Stirling Road).”

RFP, pg. 142 8/17/17

Section VI.R – Intelligent Transportation System Plans has been revised as follows:

“The Design-Build Firm shall be responsible for the development and update of a Requirement Traceability Verification Matrix (RTVM), as well as coordination of document review. The RTVM is required to be submitted to FHWA for review and approval. The

		Department will verify that the RTVM is consistent with the ConOps and PSEMP.”
RFP, pg. 144	8/17/17	Section VI.S – Tolling Infrastructure Requirements has been revised as follows: “The preliminary <u>toll gantry</u> concept for the Broward Boulevard PD&E is provided in Reference Document 1.”
RFP, pg. 160	8/17/17	Section VII.D – Final Selection Formula has been revised as follows: “The Design-Build Firm selected will be the Design-Build Firm whose adjusted score is lowest. The funding for the Project is established at \$466,000,000 <u>\$465,775,996.</u> ”
Attachment B	8/17/17	Revised Division I Design-Build Specifications to include Damage Recovery
Attachment H	8/17/17	Updated Typical Section Package
Attachment K	8/17/17	Updated Design Variation for Shoulder Width
Attachment P	8/17/17	Added Value Added Bridge Components
Ref. Doc. 2	8/17/17	Updated Impact to Construction Assessment Report to include Appendix C
Ref. Doc. 7	8/17/17	Revised Preliminary Utility Conflict Identification Sheets