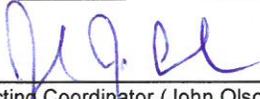
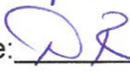


# Wave Streetcar Addendum No. 2 Memorandum, Issued 4/12/18

DATE: April 12, 2018  
TO: District Contracts/ Final Plans  
FROM: Robert Bostian, Project Manager  
COPIES: File  
SUBJECT: **Addendum Number 2** - Letting (mo./yr.) 04/2018  
Financial Project ID 421390-7-52-01 (Lead number only)  
Proposal/ Contract ID E4T04  
Federal Funds:  No  Yes Federal Aid No. D417-019-B  
County: Broward State Road No.

Concurred by:  Date: 4-11-18  
Signature of Alternate Contracting Coordinator (John Olson (primary)/ Robert Bostian (alternate)) or Designee.

Legal Approval Date:  4/11/2018  
(Dawn Raduano)

Central Office Approval Date: 04/11/2018  
(State Construction Office – Suzannah Ray)

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

---

## RFP, pg. iv and v

**Attachments** revised as follows:

- T. Siemens Technical Proposal-BAFO
- ~~U. NOT USED~~
- U. SE 3<sup>rd</sup> Avenue Bridge Primary Reducer Inspection Report
- V. Streetcar Station Stop Details

Bid Price Proposal Forms:

- 9. Schedule of Values Form Bid Alternative 1
- 10. Schedule of Values Form Bid Alternative 2

## RFP, pg. viii

**Reference Documents** revised as follows:

### 8. Structural

8.3.3 2018-03-09 SE 3<sup>rd</sup> Avenue Bridge Existing Load Rating (LRFR).pdf

## RFP, Section I. Introduction

## Wave Streetcar Addendum No. 2 Memorandum, Issued 4/12/18

Revised as follows:

The Department has established a Maximum Price of \$135,000,000 for Bid Alternative 1 FPID No's 421390-7-52-01, 421390-8-52-01, and 435202-1-52-01. This amount is not the Department's official cost estimate for the work. Submission of a Bid Price Proposal under the Maximum Price is not a guarantee of contract award and cannot be interpreted as an appropriate or awardable bid amount.

For the purposes of bidding, all proposers should submit Bid Price Proposals for Bid Alternative 1 that do not exceed the Cumulative Maximum Price of \$135,000,000. ~~For this Contract, although the Department may will not automatically reject as non-responsive any Bid Price Proposal for Bid Alternative 1 in excess of this Cumulative Maximum Price. In The Department intends to award the event that one or more responsible Bid Price Proposals are received that does not exceed contract to the Cumulative Maximum Price amount the Department will consider only those Bid Price Proposal(s). The Adjusted Score methodology will be used to determine responsive Design-Build Firm with the lowest adjusted score for Bid Alternative 1. The Department may award the winning Proposal In the event that all Bid Price Proposals exceed contract for Bid Alternative 2 to the responsive Design-Build Firm with the Cumulative Maximum Price of \$135,000,000, the Department reserves the right to determine (based on the availability of funds) whether to consider the Bid Price Proposals, and factor the Adjusted Scores based on those lowest adjusted score for Bid Price Proposals Alternative 1 as described in this RFP.~~ The Department will determine whether making an Award is in the best interest of the State.

### RFP, Section I.C. Bid Alternatives

The Department has established two ~~(2) priorities in the form of~~ bid alternatives to implement the Wave Streetcar project. These alternatives begin with the Base Project Scope as Bid Alternative 1, as described in the RFP and RFP Attachments, and a modified scope as described with Bid Alternative 2. ~~The alternatives in priority order are Bid Alternative 2 as being the highest priority and Bid Alternative 1 as being the lowest priority.~~

**Bid Alternative 1** ~~(Priority 2)~~ includes the Design and Construction of all of the work described in the RFP and all RFP Attachments (Base Project Scope) with a Five (5) Streetcar VMSF.

**Bid Alternative 2** ~~(Priority 1)~~ includes all of the work described in Bid Alternative 1, as defined in the RFP and RFP Attachments, except the Five (5) Streetcar VMSF is replaced with a Twelve (12) Streetcar VMSF.

### RFP, Section VI.E.2.c. Pavement Design Package

Revised as follows:

The Design-Build Firm shall be required to submit for approval by the Department, a reinforced concrete embedded track detail: at TWC locations. The detail will be required at locations of the TWC loops and shall be in accordance with to incorporate the TWC loop's manufactures recommendations including any special reinforcement requirements. The design shall also provide bonding to adjacent steel reinforcement sections for continuity in accordance with the stray current and corrosion contract requirements.

## Wave Streetcar Addendum No. 2 Memorandum, Issued 4/12/18

~~Embedded pull boxes shall be accessible from the riding (top) surface of the Track Slab. Track Slab shall be independent from adjacent concrete pavement roadways. Track Slab expansion joints shall satisfy AREMA requirements and FDOT concrete pavement requirements. The required thickness of sub-base for the Track Slab shall be determined through a structural analysis of the engineering characteristics of the subgrade soils and shall be no less than 12 inches thick. The Design-Build Firm shall consider the presence of existing utilities below the track slab which may limit the compaction effort or methods for the stabilized subgrade. The 3" conduit assembly, as shown in RFP Attachment Z, shall be located within the subgrade layer and directly below the track slab. Embedded pull boxes and/or vaults to access the conduit assembly shall be accessible from the riding (top) surface of the track slab within adjacent medians or sidewalks.~~

### RFP, Section VI.H.1. General

Revised as follows:

3. Removal and replacement of machinery. New machinery will be capable of operating the leaf in no more than 70 seconds (see FDOT Structures Manual Figure 8.5-1) under normal conditions.
  - a. Remove and replace rack, pinion, & pinion bearings.
  - ~~b. Remove and replace open gearing assemblies and corresponding shafts and bearings.~~
  - c. Recondition the existing speed reducers\* (See note below).
  - ~~b.d. Remove and replace motor and machinery brakes.~~
  - e. Remove and replace motor and motor couplings.

\*Note: The Department has performed an inspection of the two (2) primary speed reducers for the SE 3<sup>rd</sup> Ave Bridge. See RFP Attachment U for results. The inspection indicates that the gear box will need reconditioning to extend its service life. Recondition the reducer in accordance with the recommendations in RFP Attachment U.

### RFP, Section VI.M.3.a. Traffic Control Requirements

Revised as follows:

- ii) Existing bus stops and shelters that will conflict with the proposed streetcar station stops, roadway widening, or other work shall be permanently relocated as noted. The Design-Build Firm shall prepare the site as per BCT criteria, including 2'-6" minimum between shelter roof and face of curb, for the new bus stop shelters and relocate existing shelters to the new bus stop locations:
  - (1) Relocate bus stop at the SW corner of S Andrews Avenue and SW 16<sup>th</sup> Street to the NW corner of S Andrews Avenue and SW 16<sup>th</sup> Street. The proposed pad should be for a ~~7-Ft-foot~~ Shelter Assembly. New shelter will be installed by BCT, Design-Build Firm shall install ~~reinforced pad/landing~~ and accessory pads, conduit, signage and other required elements.
  - (2) Relocate bus stop (including shelter and furnishings) at the NW corner

## Wave Streetcar Addendum No. 2 Memorandum, Issued 4/12/18

of S Andrews Avenue and SW 7<sup>th</sup> Street to a mid-block location between SW 7<sup>th</sup> Street and SW 6<sup>th</sup> Street on the west side of Andrews Avenue. ~~This is a 5-Ft Shelter Assembly, to a location not adjacent to the streetcar stop. This is a 5-foot Shelter Assembly.~~ Design-Build Firm shall install landing and accessory pads, relocated shelter, conduit, signage and other required elements.

- (3) Relocate bus stop ~~shelter~~ adjacent to Streetcar Station No. 10 (east side of NE 3<sup>rd</sup> Avenue north of NE 5<sup>th</sup> Street) to the ~~NESE~~ corner of ~~N Andrews~~ NE 3<sup>rd</sup> Avenue and NE 4<sup>th</sup> Street. The existing ~~is a 5-Ft Shelter Assembly and will~~ 5-foot shelter shall be replaced by a 7-Ft Shelter Assembly swapped with the existing 7-foot shelter located at the NE corner of N Andrews Avenue and NE 4<sup>th</sup> Street. Design-Build Firm shall install landing and accessory pads, relocated shelter, conduit, signage and other required elements.
- (4) ~~Relocate~~ Replace the 7-foot bus stop shelter at the NE corner of N Andrews Avenue and NE 4<sup>th</sup> Street ~~to the SE corner of NE 3<sup>rd</sup> Avenue and NE 5<sup>th</sup> Street. The existing is a 7-Ft Shelter Assembly and will be replaced by a~~ with the 5-Ft Shelter Assembly-foot shelter from item (3) above. Design-Build Firm shall modify landing and accessory pads as needed to accommodate the relocated shelter and the roadway widening in this area.

### RFP, Section VI.O. Signing and Pavement Marking Plans

Revised as follows:

While there are no existing bike lanes along the Project, the design shall ~~not~~ require bicycles to cross tracks at an angle not less than a 60 degree angle degrees.

### RFP, Section VII.D. Final Selection Formula

The Design-Build Firm selected will be the Design-Build Firm whose adjusted score is lowest.

The Department will use the Technical Score for Bid Alternative 1 to determine the Lowest Adjusted Score. The Lowest Adjusted Score will be calculated based on Bid Price Proposals for Bid Alternative 1 and will not be recalculated based on Bid Price Proposals for Bid Alternative 2, even if the Department awards the contract for Bid Alternative 2 as described below.

The Department reserves the right to consider any proposal as non-responsive if any part of the Technical Proposal does not meet established codes and criteria.

~~The Bid Alternative priorities are as follows:~~

<b>Bid Alternative</b>	<b>Priority</b>
1	2
2	1

The Department intends to award the contract to the responsive Design-Build Firm with the lowest

## Wave Streetcar Addendum No. 2 Memorandum, Issued 4/12/18

~~adjusted score for the highest priority bid alternative below the established funding limits. The funding for Bid Alternative 1. The Department, if requested by Broward County in accordance with the terms of the Project is established at \$135,000,000. If the Agreement between the Department and Broward County, may award the contract for Bid Alternative 2 to the responsive Design-Build Firm with the lowest adjusted score for the highest priority Bid Alternative with a Bid Price Proposal below \$135,000,000 is the same firm for the next highest priority Bid Alternative above the established funding, the Department has the option of allocating additional funds and accepting the next highest Bid Alternative. In the event that all Bid Price Proposals for Bid Alternative 1 exceed the established funding amount, the Department reserves the right (based on the availability of additional funds) to consider the Bid Price Proposals for Bid Alternative 1 and factor the Adjusted Scores based on those Bid Price Proposals. Adjusted score will not be used to determine the contract award in the event there is only one Design-Build Firm to submit a Bid Price Proposal below the established funding.~~

### RFP, Section VIII.A. Bid Price Proposal

The Department has established two (2) ~~priorities in the form of~~ bid alternatives to implement the Wave Streetcar project. These alternatives begin with the Base Project Scope as Bid Alternative 1, as described in the RFP and RFP Attachments, and a modified scope as described with Bid Alternative 2. ~~The alternatives in priority order are Bid Alternative 2 as being the highest priority and Bid Alternative 1 as being the lowest priority.~~

**Bid Alternative 1** ~~(Priority 2)~~ includes the Design and Construction of all of the work described in the RFP and all RFP Attachments (Base Project Scope) with a Five (5) Streetcar VMSF.

**Bid Alternative 2** ~~(Priority 1)~~ includes all of the work described in Bid Alternative 1, as defined in the RFP and RFP Attachments, except the Five (5) Streetcar VMSF is replaced with a Twelve (12) Streetcar VMSF.

The Design-Build Firm is required to submit a separate Bid Price Proposal for each Bid Alternative, even if the Bid Price Proposal is higher than the established funding, or ~~shall~~may be declared non-responsive. The Bid Price Proposal for each of the Bid Alternatives shall be sealed in separate ~~envelopes~~envelopes prior to submittal to the Department.

### RFP, Other minor revisions

---

#### RFP Attachment B, Division I Specifications

Revised as follows:

Section 8-13.1 revised

---

#### RFP Attachment E, SE 3<sup>rd</sup> Avenue Bridge Rehabilitation Criteria

Revised as follows:

## **Wave Streetcar Addendum No. 2 Memorandum, Issued 4/12/18**

Section 3.5 revised  
Section 4.0 minor revision  
Section 4.6 revised  
Section 4.17 minor revision  
Section 4.19 revised  
Section 4.20 deleted  
Section 4.28 revised  
Section 4.29 revised

---

### **RFP Attachment F, Technical Requirements for Bridge Construction**

Revised as follows:

Sections 465.4 revised  
Section 465.5.3 revised  
Sections 469.2 revised  
Section 508.2.1.17 revised  
Sections 508.3 revised  
Sections 508.7 revised  
Sections 508.9 revised  
Section 508.11.2.3 revised  
Section 508.13.3 revised

---

### **RFP Attachment G, Transit Criteria, Revision Record**

Revised as follows:

Section 1 minor revisions;  
Section 3 minor revisions;  
Section 4 minor revisions;  
Section 7 minor revisions; and  
Section 11 minor revisions.

---

### **RFP Attachment H.1. Track and Miscellaneous, Section 800**

Revised as follows:

Minor revisions in Section 802.1.5.1

---

### **RFP Attachment H.2. Systems: Traction Power Supply and Distribution, Signal and Route Control, Systems Integration, Section 810**

Revised as follows:

Revisions in Sections 810.2.5.3, and 811.2.8.3

---

## **Wave Streetcar Addendum No. 2 Memorandum, Issued 4/12/18**

### **RFP Attachment H.3. Systems: Communications, Section 840**

Revised as follows:

Revisions in Sections 840.7.4.2

---

### **RFP Attachment H.4. Vehicle Maintenance and Storage Facility Building, Equipment, and Furnishings, Section 860**

Revised as follows:

Minor revisions in Sections VMSF, 860.6.2, 860.6.3, and 860.6.9.4.3.1

---

### **RFP Attachment H.5., Vehicle Maintenance and Storage Facility Mechanical, Electrical, Plumbing and Fire-Protection, Section 880**

Revised as follows:

Revisions in Sections 880, 880.2.2.3, 880.2.3.3, 880.5.3.2, 880.5.3.6, 880.6.20.1, 880.9.7.2.3, 880.9.8.1.2, 880.9.9.2, and 880.9.12.2.3.

---

### **RFP Attachment O.1., Design-Build Firm Supplemental Submittal Requirements: Design Phase Submittals**

Revised as follows:

Minor Revisions

---

### **RFP Attachment U, SE 3<sup>rd</sup> Avenue Bridge Primary Reducer Inspection Report**

Revised as follows:

New Attachment

---

### **RFP Attachment BB.1., Five Streetcar VMSF Concept of Operations**

Revised as follows:

Minor revisions in Section 2.2, Section 3.5, Section 5, Appendix A, and Appendix B

---

### **RFP Attachment BB.2., Twelve Streetcar VMSF Concept of Operations**

Revised as follows:

## **Wave Streetcar Addendum No. 2 Memorandum, Issued 4/12/18**

Minor revisions in Section 3.4.2, Section 5, and Appendix B

---

### **RFP Attachment DD, Spare Parts Requirements and List**

Revised as follows:

List revised

---

### **RFP Bid Price Proposal Forms**

Revised as follows:

Schedule of Values Form Bid Alternative 1 added

Schedule of Values Form Bid Alternative 2 added

---

### **RFP Reference Document 8.3.3., 2018-03-09 SE 3<sup>rd</sup> Avenue Bridge Existing Load Rating (LRFR)**

Revised as follows:

New attachment

---