

Addendum No. 2 Memorandum

DATE: September 26, 2018
 TO: District Contracts / Final Plans
 FROM: Vanita Saini, Project Manager
 COPIES: File
 SUBJECT: **Addendum Number 2 - Letting (mo./yr.) 3/2019**
 Financial Project ID 433109-5-52-01 (Lead number only)
 Proposal/Contract ID E4T19
 Federal Funds: No Yes Federal Aid No. 0951-695-1
 County: Palm Beach State Road No. 9

Concurred by: [Signature] Date: 10-2-18
 Signature of Alternate Contracting Coordinator (John Olson (primary) / Robert Bostian (alternate)) or Designee.

Legal Approval Date: DR 10/21/2018
 (Dawn Raduano)

Central Office Approval Date: LR 10-15-18
 (State Construction Office – Larry Ritchie)

FHWA Concurrence Date: MC 10/19/18
 (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. 3	9/26/18	Updated the Attachments listing as follows: H. Typical Section Package <ul style="list-style-type: none"> • 95 Express Mainline (including Clint Moore Road) <u>(Revised)</u> • Glades Road <u>(including Airport Road)</u> • Linton Boulevard
RFP, pgs. 5-6	9/26/18	Updated the Reference Documents listing as follows: 1. <u>Concept Design</u> Glades Road IMR <ul style="list-style-type: none"> • SYNCHRO <u>(revised)</u> Linton Blvd. IOAR <ul style="list-style-type: none"> • SYNCHRO

2. Environmental
Existing Noise Studies

7. Utilities
Preliminary Utility Conflict Identification Sheets (revised)
Preliminary Utility Conflict Matrix (revised)
Utility Coordination Meetings (revised)

RFP, pg. 75-77 9/26/18

Section VI.D – Utilities has been revised as follows

The proposed Ramp F bridge over Airport Road shall include additional span length to avoid impacts and allow access to the two (2) 42" Force Mains running north and south on the east side of Airport Road north of Glades Road (See Utility Base Maps for detailed locations). In order to accommodate this additional span length, Florida Public Utilities (FPU) will relocate a 2" PE line in this area. No adjustments to the overall bridge length and location of the east abutment will be allowed without approval through the Alternative Technical Concept (ATC) process.

Comcast maintains overhead communication facilities on the south side of the Clint Moore Road bridge over I-95. Multiple Four poles fall within the footprint of the proposed shared use path as shown in the concept design. The Design-Build Firm is responsible for coordinating with Comcast to determine if this conflict can be avoided or if a relocation is necessary. These lines will be relocated by Comcast prior to construction to avoid conflict with the proposed improvements.

The Linton Blvd. anticipated utility impacts have been separated according to bid alternative as described below.

The following utility impacts are anticipated for Bid Alternative 2 Linton Blvd. Improvements:

- AT&T Duct Bank Adjustments/Protection (oriented east-west along north side of Linton Blvd.)
- FPL Distribution Utility Poles (including all UA/O's facilities aerially mounted to poles)
- City of Delray Beach 16" Water Main (30" casing) west of I-95 near SB I-95 on-ramp (directly impacted by new ramp configuration)
- City of Delray Beach 12" Water Main on west side of Congress Ave.
- Century Link Buried Fiber Optic east and west of I-95 along south side of Linton Blvd.

The following utility impacts are anticipated for Bid Alternative 3 Linton Blvd. Improvements (not inclusive of bid alternative 2).

- AT&T Duct Bank Adjustments/Protection (oriented east-west along north side of Linton Blvd.)
- FPL Distribution Utility Poles (including all UA/O's facilities aerially mounted to poles)
- City of Delray Beach 18" Water Main (30" casing) east of I-95 near NB I-95 off-ramp (directly impacted by new ramp configuration)
- Century Link Buried Fiber Optic east and west of I-95 along south side of Linton Blvd.

RFP, pg. 79 9/26/18

Section VI.F – Roadway Design has been revised as follows

The following Palm Beach County Thoroughfare Roads Standard Pavement Section shall be used for the pavement section on Clint Moore Road:

New Construction

- 1" Asphaltic Concrete Friction Course FC-9.5
- 1.5" Superpave Asphaltic Concrete Structural Course (Traffic C)
- Optional Base Group 7
- 12" Type B Stabilized Subgrade (LBR 40)

Widening

- 1" Asphaltic Concrete Friction Course FC-9.5
- 1.5" Superpave Asphaltic Concrete Structural Course (Traffic C)
- Optional Base Group 13
- 12" Compacted Subgrade (98% T180)

RFP, pg. 90-91 9/26/18

Section VI.I – Structure Plans has been revised as follows

- e. ~~Toll Gentries: The Project includes Toll Gentry structures as shown in the Toll Siting Technical Memorandum, Reference Document 3, and in the Concept plans.~~ New Bridge Structures
- i. Spread footings are not allowed unless approved by an ATC.
 - ii. Pile bents are not allowed.
 - iii. For steel superstructures, the fascia girders shall have no stiffeners on the fascia side of the girder, except for bearing stiffeners at the supports of plate girders.
 - iv. Bridges shall maintain a single superstructure material from begin bridge to end bridge limits.

4) _____

- f. Toll Gantries: The Project includes Toll Gantry structures as shown in the Toll Siting Technical Memorandum Reference Document 8, and in the Concept plans.
- e.g. Critical Temporary Retaining Walls: Whenever the construction of a component requires excavation that may endanger the public or an existing structure that is in use the Design-Build Firm must protect the existing facility and the public. Therefore, if a critical temporary retaining wall is required during the construction stage only, it may be removed and reused after completion of the work. Such systems as steel sheet piling, soldier beams and lagging or other similar systems are commonly used. In such cases, the Design-Build Firm is responsible for designing and detailing the wall in the set of contract plans. These plans must be signed and sealed by the Structural Engineer in responsible charge of the wall design.
- f.h. Permanent Retaining Walls: Partial height walls such as perched or toe walls, as defined by the Department's Structural Design Guidelines Figure 3.12-1, and as supplemented by the four points below will not be permitted unless otherwise noted elsewhere. In addition, geosynthetic reinforced soil (GSR) walls and abutments will not be permitted. All retaining walls shall have a concrete facing, except at locations where permanent steel sheet pile walls exist or specifically exempt from having concrete facing below. The maximum height of retaining walls shall be limited to 40 feet and the front slope adjacent to retaining walls shall be no steeper than 1:3 for maintenance purposes for a minimum distance of 10 feet. This 10-foot section shall be designed to handle the weight of the maintenance truck and at a minimum, use 8 inches of compacted Type B Stabilization. The areas around toll gantry facilities are exempt from the 10-foot requirement. All toll gantry facilities shall be supported by concrete retaining walls that are applicable to the operations of the tolling equipment. Steel sheeting walls shall receive inorganic zinc primer per the specifications prior to concrete facing and shall receive both inorganic zinc primer and coal tar-epoxy per the specifications if exempted from having the concrete surfacing. All tie-back plates, hardware and structural members shall be encased in the concrete facing or in a concrete cap in an aesthetic fashion.
- i. Perched walls shall be defined as walls that are: (1) founded on fill above the elevation of the natural ground line, or (2) located within a fill slope between the toe of slope and the top of slope.
 - ii. Toe walls shall be defined as walls that: (1) preserve a portion of an existing fill slope, or (2) eliminate a

portion of sloped embankment at the bottom of the slope.

- iii. Fill slopes that create a perched wall and/or create a retaining wall greater than 40 feet if the perched condition is eliminated are not permitted. Proposed retaining walls adjacent to existing bridge embankment slopes shall have the top of leveling pads placed below the embankment toe of slope such that the proposed leveling pad is not within an existing or proposed fill slope or embankment slope.
 - iv. Ground geometry immediately adjacent to MSE walls shall at least meet the criteria established by the wall manufacturer for stability considerations.
 - v. Any drainage swale modifications adjacent to existing MSE walls shall be checked for global stability and be isolated from water ponding. Any new MSE walls proposed in locations of drainage swales adjacent to the walls shall be designed to reduce soil loss and corrosion.
- g.i. Disposal of existing bridge components shall be the responsibility of the Design-Build Firm. The reuse of a bridge component from a partial or complete demolition of an existing bridge for use as part of a new structure, at the same location or a different location, is prohibited. Existing piles remaining in place can be used in a substructure retrofit provided that the original design capacity of the piles are not exceeded in the retrofitted substructure.
- h.i. Any erection, demolition, or construction activities that may potentially impact a railroad must be submitted to and approved by the respective railroad agency. This applies to areas adjacent to, within and over railroad corridor rights of ways.
- h.k. Portions of existing structures will have to be demolished as part of the construction work. The existing bridges along the construction limits were assessed and sampled for asbestos containing materials (ACM). The reports are included under Reference Document 2. All of the bridges tested were found not to contain ACM. For additional information regarding ACM, refer to Section VI.O.5 of this RFP.
- h.l. The following environmental classifications shall be used for the bridges:

Ref. Doc. 1	9/26/18	Updated Linton Boulevard IOAR
Ref. Doc. 2	9/26/18	Provided Existing Noise Study Reports
Ref. Doc. 7	9/26/18	Updated Preliminary Utility Conflict Identification Sheets, Updated Preliminary Utility Conflict Matrix, Updated Utility Coordination Meetings