

Addendum No. 1 Memorandum

DATE: August 30, 2018
 TO: District Contracts / Final Plans
 FROM: Vanita Saini, Project Manager *VS*
 COPIES: File
 SUBJECT: **Addendum Number 1 - 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-I
 County: Palm Beach State Road No. 9

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

Legal Approval Date: DR 9/5/2018
(Dawn Raduano)

Central Office Approval Date: LR 9/6/18
(State Construction Office - Larry Ritchie)

FHWA Concurrence Date: MC 9/10/18
(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. 3-4	8/23/18	Updated the Attachments listing as follows: <ul style="list-style-type: none"> B. Division I Design-Build Specifications, which includes the following incorporated Special Provisions: <ul style="list-style-type: none"> • Preservation of Property for Toll Facilities (SP0071101-Tolls) • Prosecution of Work - Partnering (SP0080306) • Regional Disputes Review Board (SP0080307RDRB) • Prosecution and Progress - Damage Recovery (SP0081200) • Prosecution and Progress - Amount of Liquidated Damages (SP0081000) • Incentive - Disincentive - Milestone (SP0081300MID) • Operations Within Railroad Right-of-Way

(SP00711004RR)

- H. Typical Section Package ~~Draft~~
 - 95 Express Mainline (including Clint Moore Road)
 - Glades Road (Revised)
 - Linton Boulevard
- I. Pavement Design Report
 - 95 Express Mainline (including Clint Moore Road)
 - Glades Road (Revised)
 - Linton Boulevard
- K. Design Variations (~~Draft~~)
 - 95 Express Mainline (including Clint Moore Road) (Revised)
 - Glades Road
 - Linton Boulevard

RFP, pgs. 4-5

8/23/18

Updated the Reference Documents listing as follows:

1. Concept Design

CADD Files

- 95 Express Mainline (including Clint Moore Road)
- Glades Road (Revised)
- Linton Boulevard

Concept Plans

- Summary of Scope Aerials
 - 95 Express Mainline
 - Glades Road (revised)
 - Linton Boulevard
 - Clint Moore Road

Glades Road IMR (revised)

- SYNCHRO

Lighting Design Analysis Report

- 95 Express Mainline
- Glades Road
- Linton Boulevard

7. UtilitiesBase Utility Map CADD File (Revised)

RFP, pgs. 17&18 8/23/18

Section I.C – Bid Alternatives has been revised as follows

“**Bid Alternative 2** includes all of the work described in Bid Alternative 1, as defined in the RFP and RFP Attachments and the addition of the following improvements;

- Linton Boulevard milling, resurfacing, cross slope correction, drainage, signing and pavement markings, signalization, ITS, lighting, utility coordination and restriping all

- miscellaneous construction required from I-95 to west of Congress Avenue,
- o milling ~~Milling~~, resurfacing, widening, and reconfiguration of southbound I-95 entrance and exit ramps to and from Linton Boulevard,
- o eConstruction of eastbound auxiliary lane from Congress Avenue to I-95 and
- o iIntersection improvements at the Linton Boulevard-Congress Avenue intersection.

Bid Alternative 3 includes all of the work described in Bid Alternative 1 and Bid Alternative 2, as defined in the RFP and RFP Attachments and the addition of the following improvements;

- o Linton Boulevard milling, resurfacing, cross slope correction, drainage, signing and pavement markings, signalization, ITS, lighting, utility coordination, and all miscellaneous construction required restriping from I-95 to east of SW 10th Avenue,
- o m ~~M~~illing, resurfacing, widening, and reconfiguration of northbound I-95 entrance and exit ramps to and from Linton Boulevard,
- o eConstruction of westbound auxiliary lane from SW 10th Avenue to I-95 and
- o iIntersection improvements at the Linton Boulevard and Wallace Drive and Linton Boulevard and SW 10th Avenue.”

RFP, pg. 18

8/23/18

Section II – Schedule of Events has been revised as follows:

Date	Event
June 21-20, 2018	Letters of Interest for Phase I of the procurement process due in District Four Office by 12:00 pm local time

RFP, pg. 59-60

8/23/18

Section V.V – Testing has been revised as follows:

“FC-5 will require ~~a Mean Texture Depth (MTD) that meets FDOT Standards for hydroplaning. Testing results must meet~~ a minimum Mean Texture Depth value of 0.08 inches (Mean Profile Depth (MPD) of 0.054 inches) ~~or greater~~. Testing will be completed using the following requirements.

- Testing method
 - o Testing must be done by an independent testing company certified approved by FDOT.
 - o Testing equipment procedure must be done using laser measurements of MPD meeting ASTM E1845.
 - o Testing equipment must be calibrated per ASTM E1845 and certified approved by FDOT District 4 materials testing office.
- Testing Locations and frequency

- Testing is required on all travel lanes
 - Exceeding 36 feet in one direction for normal crown.
 - All lanes super-elevated curves including transitions.
- Testing will be required every 500 feet ~~or less~~ at a location determined ~~by the engineer~~ using the Random Number Generator approved by the Department.
- Testing will be conducted after rolling is completed.
- Testing location must be marked by GPS location.
- Failing Test Remedies
 - Failed locations may be retested at a minimum of 100 foot intervals until limits of unsuitable conditions have been identified.
 - Failed ~~text test~~ locations must also collect data on pavement slopes in longitudinal and transverse directions every 50-ft throughout the limits of unsuitable conditions.
 - ~~Failed FC that does not meet the requirements described in “Section V. Project Requirements and Provisions for Work – Subsection V. Testing” must be replaced and retested 50 feet before and after the limits of the failed HP sections.~~
 - Failed locations can remain if “HP Calculations Methods” confirm adequate conditions are met as described below.
 - ~~Failed FC that does not meet HP Calculations or minimum MTD must be replaced and retested 100 feet before and after the limits of the failed HP sections.~~
- HP Calculation Methods
 - HP calculation method must follow the FDOT Design Guidance: Hydroplaning Risk Analysis, ~~and calculated accurately based upon the various pavement cross slopes.~~
 - MTD to MPD is converted using the following formula (MTD=1.526xMPD-0.065 with R^2=0.958, Where the unit for both MTD and MPD is mm.).
 - HP speeds do not exceed the allowable HP speed by more than 1.0 mph.
- Payment
 - Replacement of FC that does not meet testing requirements is incidental to the overall construction and will not be otherwise compensated. Cost of testing and complying with the provisions in this section is to be included in the bid price.

RFP, pg. 72-73 8/23/18 Section VI.D – Utility Coordination has been revised as follows:

Table A – Summary of Department Contemplated Adjustment, Protection, or Relocation^{*}**

<u>UA/O</u>	<u>Bid Alternative 1 Utility Relocation Type</u>	<u>Bid Alternative 2 Additional Utility Relocation Type*</u>	<u>Bid Alternative 3 Additional Utility Relocation Type**</u>	<u>Cost Estimate</u>
AT&T Distribution	None Anticipated Adjustments	<u>Adjustments</u>	<u>Adjustments</u>	<u>TBD</u>

City of Boca Raton – Traffic	To be coordinated with ITS	<u>No Facilities</u>	<u>No Facilities</u>	<u>TBD</u>
City of Boca Raton – Water/Sewer	Relocation(s)	<u>No Facilities</u>	<u>No Facilities</u>	<u>TBD</u>
City of Delray Beach	Protection	<u>Protection/Adjustments</u>	<u>Protection/Adjustments</u>	<u>TBD</u>
Columbus Networks/GU Holdings	None Anticipated <u>Adjustments</u>	<u>Adjustments</u>	<u>Adjustments</u>	<u>TBD</u>
Comcast	Relocation(s)	<u>Adjustments</u>	<u>Adjustments</u>	<u>TBD</u>
Direct Plus	No Facilities	<u>No Facilities</u>	<u>No Facilities</u>	<u>TBD</u>
Fibernet Direct	None Anticipated <u>Adjustments</u>	<u>Adjustments</u>	<u>Adjustments</u>	<u>TBD</u>
Fiberlight	None Anticipated <u>Adjustments</u>	<u>Adjustments</u>	<u>Adjustments</u>	<u>TBD</u>
Florida Gas Transmission (FGT)	None Anticipated <u>None Anticipated</u>	<u>None Anticipated</u>	<u>None Anticipated</u>	<u>TBD</u>
Florida Power and Light (FPL) Distribution	Protection	<u>Protection/Adjustments</u>	<u>Protection/Adjustments</u>	<u>TBD</u>
Florida Power and Light (FPL) Transmission	Protection	<u>None Anticipated</u>	<u>None Anticipated</u>	<u>TBD</u>
Florida Public Utilities	Protection	<u>Protection</u>	<u>Protection</u>	<u>TBD</u>
Hotwire Communications	None Anticipated <u>Adjustments</u>	<u>Adjustments</u>	<u>Adjustments</u>	<u>TBD</u>
Century Link (FKA Level 3)	None Anticipated <u>Adjustments</u>	<u>Adjustments</u>	<u>Adjustments</u>	<u>TBD</u>
MCI	None Anticipated <u>Adjustments</u>	<u>Adjustments</u>	<u>Adjustments</u>	<u>TBD</u>
Palm Beach County Traffic (PBCT)	To be coordinated with ITS	<u>To be coordinated with ITS</u>	<u>To be coordinated with ITS</u>	<u>TBD</u>
Strome Networks	None Anticipated <u>No Facilities</u>	<u>No Facilities</u>	<u>No Facilities</u>	<u>TBD</u>
Telefonica	<u>None Anticipated</u>	<u>None Anticipated</u>	<u>None Anticipated</u>	<u>TBD</u>

*Denotes additional utility impacts along Linton Blvd. west of I-95

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***For additional information related to Department Contemplated Adjustment, Protection, or Relocation see Preliminary Utility Conflict Matrix in Reference Document 7

RFP, pg. 74-76

8/23/18

Section VI.D – Utility Coordination has been revised as follows:

“The Department is responsible for all costs reimbursable to the utility agencies for all utility relocations, adjustments, protections and any deenergizing necessary for the implementation of the Concept Design and RFP requirements. There will be no cost savings initiatives or cost sharing allowed for utility savings for utility relocation costs.

The Design-Build Firm is responsible for all coordination,

schedules associated with utility relocations, adjustments, protections, deenergizing and/or rerouting for the implementation of the project improvements, at no cost to the Department.

The Design-Build Firm is responsible for coordinating with all UA/O's that have approved utility permits within the project limits.

The Design-Build Firm shall be responsible for the protection of all existing utility facilities within the limits of construction. Any damage to the existing facilities associated with the construction activities shall be the sole responsibility of the Design-Build Firm to repair the damaged utility at no additional cost to the Department or the respective UA/O.

The Design-Build Firm shall coordinate with the local agencies to ensure that all critical and secondary services remain active since any interruption of service can have health, safety and economic impacts on the respective utility customers.

The Design-Build Firm may request the utility to be relocated to accommodate changes from the conceptual ~~plans~~design; however, these relocations require the Department's approval and the Department will not pay the Utility Agency/Owner (UA/O) or the Design-Build Firm for the utility relocation work regardless of the UA/O's eligibility for reimbursement.

For a reimbursable utility relocation where the UA/O desires the work to be done by their contractor, the UA/O will perform the work in accordance with the utility work schedule and permit, and bill the Department directly.

DEVIATION FROM THE CONCEPTUAL ~~UTILITY RELOCATION PLAN~~DESIGN: If the Design-Build Firm chooses to deviate from the conceptual ~~plans~~design and the scope of the impact to a utility depicted in the Concept Design, and thereby causes a greater impact to a utility, the Design-Build Firm shall be solely responsible for all increased costs incurred by the utility owner associated with the increase in the scope of the impact to a utility from that depicted in the Concept Design. The Design-Build Firm shall obtain an agreement from the utility owner being impacted which outlines the changes to the scope of the impact to a utility from that depicted in the Concept Design. The agreement shall also address the Design-Build Firm's obligation to compensate the utility owner for the additional costs above the costs which would have been incurred without the Design Build Firm's increase in the scope of the impact to a utility from that depicted in the Concept Design. The Design-Build Firm shall also provide a draft utility permit application acceptable to the Department for the placement of the utility owner's facilities based on the final design. The Department shall not compensate or reimburse the Design-Build Firm for any cost created by a change in scope of

the impact to a utility from that depicted in the Concept Design~~00~~ or be liable for any time delays caused by a change in scope of the impact to a utility from that depicted in the Concept Design.

The relocation agreements, plans, work schedules and permit application are to be forwarded to the Department for review by the District Utility Office (DUO) and the Department's Construction Manager. The DUO and Department's Construction Manager only review the documents and are not to sign them. 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 City of Boca Raton will relocate the following ~~On the north side of Glades Road just east of Airport Road (approx. Sta. 290+00 – 300+00) for the proposed Glades Road intersection improvements and Right of Way acquisition:~~

- 36-inch Water Main (oriented east-west along the southern property boundary of the Water Treatment Plant/Wastewater Treatment Plant [WTP/WWTP] complex)
- 12-inch Reclaimed Water Main (oriented east-west along the southern property boundary of the WTP/WWTP complex)
- 16-inch Reclaimed Water Main (oriented east-west along the southern property boundary of the WTP/WWTP complex)
- 12-inch Reclaimed Water Main (at intersection of Glades Rd. and Airport Rd.)
- 8-inch Water Main (at intersection of Glades Rd. and Airport Rd.)

~~On the north side of Glades Road just east of Airport Road (approx. Sta. 290+00 – 300+00) for the proposed Glades Road intersection improvements and Right of Way acquisition.~~ In order to accommodate the anticipated relocations and acquisition, the City of Boca will need to adjust/relocate multiple utility lines within their private property, as outlined in the MOU between The City and the Department. The City will be responsible for relocating and vacating the acquired area and will be reimbursed for the design and construction by The Department. It will be the responsibility of the Design-Build Firm to coordinate with The City to ensure the overall project schedule is not impacted.

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). 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.

Florida Public Utilities (FPU) has an existing 6-inch steel gas main at approximate Sta. 269+25 beneath the proposed Glades Road bridge widening over Military Trail. The widening of Glades Road at Military Trail will require additional columns that will need to be constructed adjacent to the existing gas line. ~~Mitigation for installing the new bridge columns recommends encased drill shaft foundations.~~ FPU indicated drilled shaft foundations are preferred over pile driven foundations to avoid conflict with their line. The Design-Build Firm shall coordinate with FPU regarding their requirements on minimum distances deep foundation systems can be from their facilities based on the proposed foundation type.

Florida Power and Light (FPL) Distribution maintains a 13Kv buried electric line at approximate Sta. 269+00 beneath the proposed Glades Road bridge widening over Military Trail. The Design-Build Firm must maintain a minimum 5-foot clearance between the bridge foundations and the existing electric facility.

Comcast maintains overhead communication facilities on the south side of the Clint Moore Road bridge over I-95. Multiple 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.

Where the UA/O's facilities are in direct conflict and must be relocated due to the Project's work effort, the replacements for any impacted utilities shall be designed and constructed to provide continuous service at least equal to that offered by the existing facilities (unless the UA/O specifies a lesser replacement), but shall not include any betterments, unless added to the Utility Adjustment Work through a Utility Agreement between the UA/O and the Design-Build Firm. UA/O's may request the Department to allow the Design-Build Firm to perform additional Utility Adjustment Work relating to betterments at the UA/O's expense.

~~The Design Build Firm is responsible for coordinating with all UA/O's that have approved utility permits within the project limits.~~

~~The Design Build Firm shall be responsible for the protection of all existing utility facilities within the limits of construction. Any damage to the existing facilities associated with the construction activities shall be the sole responsibility of the Design Build Firm to repair the damaged utility at no additional cost to the Department or the respective UA/O."~~

RFP, pgs. 83

8/23/17

Section VI.G – Geometric Design has been revised as follows:

"Design Variations for border width, cross slope (number of lanes sloped in one direction, superelevated section, and superelevation transitions), & ~~superelevation (number of lanes~~

~~sloped in one direction and staggered super-elevation transitions~~), stopping sight distance (for express lane markers), shoulder width, vertical alignment (K value, stopping sight distance.), and vertical clearance are anticipated for the Project.

Hydroplaning Risk Assessment Technical Memorandum is anticipated for the Project."

RFP, pg. 97

8/28/18

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

"There will be overlapped construction work within the Phase 3B-1 Project limits. The Phase 3B-2 Design-Build Firm shall perform all work necessary to make permanent connections between the Phase 3B-1 Project and the south end of the Phase 3B-2 Project. The limits of work along I-95 within the Phase 3B-1 Project are from approximate Station 3170+00 to Station 3190+00. The work within the overlapped limits shall include pavement milling and resurfacing, final pavement markings, and final express lane markers, and all other necessary work for a complete and continuous Express Lanes system between the Phase 3B-1 and Phase 3B-2 Projects, northbound and southbound."

"The Design-Build Firm shall ensure that the City of Boca Raton Wastewater Treatment Plant security fence is fully functional without any gaps at all times throughout all phases of construction. It is the Design-Build Firm's responsibility to immediately repair and fencing damaged by construction activities. The Design-Build Firm shall install a gate at each end of the MSE Wall on the north side of the east approach of Ramp F, connecting the MSE Wall and the City of Boca Raton security fence. The gates are intended to allow for access for maintenance purposes only."

RFP, pg. 119

8/22/18

Section VI.R – Lighting Plans has been revised as follows:

"The Design-Build Firm shall design and prepare lighting plans for the 95 Express Lanes, General Purpose Lanes, and Auxiliary Lanes, Glades Road, Linton Boulevard (Bid Alternative 2 and Bid Alternative 3), impacted segments of interchange ramps, and impacted segments of other cross streets beneath I-95, utilizing light emitting diode (LED) type luminaires in accordance with the Department's PPM and Design Standards. "

RFP, pg. 124

8/23/18

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

"The Design-Build Firm is responsible for ensuring project compliance with the Regional ITS Architecture (RITSA) and system engineering procedures. The Design-Build Firm shall provide the necessary information to the Department so that the

Concept of Operations (ConOps) and the Project System Engineering Management Plan (PSEMP) ~~))))))~~, provided in Reference Document 4, ~~)~~ can be updated by the Department.”

RFP, pg. 143

8/23/18

Section VIII.A – Bid Price Proposal has been revised as follows: **Bid Alternative 2** includes all of the work described in Bid Alternative 1, as defined in the RFP and RFP Attachments and the addition of the following improvements;

- ~~Linton Boulevard milling, resurfacing, cross slope correction, drainage, signing and pavement markings, signalization, ITS, lighting, utility coordination and restriping—all miscellaneous construction required~~ from I-95 to west of Congress Avenue;
- ~~milling~~Milling, resurfacing, widening, and reconfiguration of southbound I-95 entrance and exit ramps to and from Linton Boulevard;
- ~~e~~Construction of eastbound auxiliary lane from Congress Avenue to I-95 and
- ~~i~~Intersection improvements at the Linton Boulevard-Congress Avenue intersection.

Bid Alternative 3 includes all of the work described in Bid Alternative 1 and Bid Alternative 2, as defined in the RFP and RFP Attachments and the addition of the following improvements;

- ~~Linton Boulevard milling, resurfacing, cross slope correction, drainage, signing and pavement markings, signalization, ITS, lighting, utility coordination, and all miscellaneous construction required~~restriping from I-95 to east of SW 10th Avenue;
- ~~m~~Milling, resurfacing, widening, and reconfiguration of northbound I-95 entrance and exit ramps to and from Linton Boulevard;
- ~~e~~Construction of westbound auxiliary lane from SW 10th Avenue to I-95 and
- ~~i~~Intersection improvements at the Linton Boulevard and Wallace Drive and Linton Boulevard and SW 10th Avenue.

Bid Alternative 4 includes all of the work described in Bid Alternative 1, Bid Alternative 2 and Bid Alternative 3, as defined in the RFP and RFP Attachments and the addition of the following improvements;

- Replacement of all existing lighting within the I-95 corridor from south of Glades Road to south of Linton Boulevard.
- ~~Glades Road milling and resurfacing from Butts Road to Renaissance Way, New Signalization at Glades Road and Renaissance Way, Glades Road eastbound outside widening from Airport Road to west University Drive, Glades Road eastbound to southbound right turn lane to West University Drive, and New Signalization at Glades Road and West University Drive~~

Attachment B	8/22/18	Division I Design-Build Specifications
Attachment H	8/22/18	Updated Typical Section Package
Attachment I	8/22/18	Updated Pavement Design Package
Attachment K	8/22/18	Updated Design Variations
Ref. Doc. 1	8/22/18	Updated Glades Road CADD files, Updated Glades Road Summary of Scope Aerials, Updated Glades Road IMR, Updated Lighting Design Analysis Report
Ref. Doc. 7	8/17/17	Revised Base Utility Files