

UniversityCity Prosperity Project BT-904

Request for Design-Build Proposals

Addendum 1

October 9, 2014

Notice is hereby given to Short-Listed Design-Build Firms of the following changes to the above-referenced BID/RFP:

You attention is called to this written addendum dated October 9, 2014 which responds to questions received on September 15, 2014 AND "Available Construction Staging Area" drawing dated September 26, 2014, plus 2-page "Bridge Inspection Report No.'s 878101," plus 1 page "Sheet No. 1" of the Conceptual Plans with a revised "Index of Project Plans" that deletes drawing sheets 22 and 23 (dated October 9, 2014).

Information in this addendum supersedes any information previously given that may be in conflict.

Bidders/Proposers must acknowledge receipt of this Addendum by completing and returning to the Procurement Office, by no later than the time and date of the bid/proposal opening. **Failure to do so may subject the bidder/proposer to disqualification.**

_____ Bidder/Proposer

_____ Address

_____ Submitted by (Signature)

NOTICE: Pursuant to Florida Board of Governors Rule 14.023, any qualified applicant who is adversely affected by the university's decision may file a written notice of protest within 72 hours after receipt of this notice. Failure to file a notice of protest within the time prescribed in Florida Board of Governors Regulation 14.023 shall constitute a waiver of the right to protest proceedings.

GROUP A – 9-15-2014

Question 1. Is the 'Buy America Act' limited just to steel and iron? Or does this extend to anything materials in the project?

Response to Question 1. - Design-Build Firms should examine the requirements of the Act in 23 CFR 635.410.

Question 2. Is there an updated transit scope, including locations and number of AIMS?

Response to Question 2. - The requirements for AIMS Platforms are shown on the RFP Drawings for Base Bid and for Alternate 2. There is no updated transit scope that we are aware of at this time.

Question 3. Please confirm that the art/historic elements are to be provided by others (section §2.10 of the Complete Streets Design Criteria).

Response to Question 3. - Delete the first sentence in Article 2.10 of the Complete Streets Design Criteria, Replace with "The complete Brothers to the Rescue Memorial Plaza as shown on Drawings included in the RFP Conceptual Plans as Appendix I is part of the work of this project. This includes landscaping, art, memorial plaques and all other work shown as new on those Drawings. The existing historic wooden bridge located south of the memorial plaza and east of the concrete vehicular bridge is NOT part of the project."

Question 4. Please provide the contact of the NC-Office for the coordination of 'Brothers To The Rescue Memorial Plaza'.

Response to Question 4. - Any questions regarding the Brothers to the Rescue Memorial Plaza shall be submitted to FIU Facilities Planning Director Robert Griffith. Contact with NC Office is not allowed.

Question 5. Please provide the AutoCAD Files for all concept plans.

*Response to Question 5. - AutoCAD files of Concept Plans have been posted as item "r." under "Request for Qualifications/Request for Proposals" on the Project web page here:
<http://facilities.fiu.edu/projects/BT-904.htm>*

Confirmation of receipt by Design-Build Firms will be required.

Question 6. Please provide Existing Bridge Plans and Inspection Reports for the existing 109th Bridge over Tamiami Canal and for the existing Historic Bridge over Tamiami Canal.

Response to Question 6. – Please see attached undated 2-page "report" No. 878101 showing a sufficiency rating of 84.9%. Design-Build Firms seeking additional information on the 109th Avenue Bridge may contact the City of Sweetwater. This project does NOT include any work on the Historic (wooden) Bridge.

Question 7. The Concept plans Key Sheet indicates there are sheets 22 and 23. However these sheets are missing from the final pdf. Please provide.

Response to Question 7. - Sheets 22 and 23 of the Conceptual Plans were deleted prior to issuance of the RFP. Please correct the Index of Project Plans on Sheet 1 accordingly. A substitute sheet will also be issued as part of this Addendum. Confirmation of receipt by Design-Build Firms will be required.

Question 8. Please provide your updated traffic study (vehicular and pedestrian).

Response to Question 8.- Available traffic Information that may be relevant has been posted as items a through f under the new heading "Traffic Studies" on the Project web page here:

<http://facilities.fiu.edu/projects/BT-904.htm>

Confirmation of receipt by Design-Build Firms will be required.

Question 9. Please elaborate on the FPL pole relocation.

Response to Question 9. – Minimum clearance between the FPL transmission line electrical conductors and the proposed bridge is required and this will necessitate that conductors be raised. FPL visited the site and anticipated that at least three of the existing poles in the vicinity of the proposed bridge will need to be replaced as the existing poles cannot accommodate the loading of sloping (raised) conductors. The final work of the FPL pole relocation/replacement will depend on the exact position and design of the bridge in the vicinity of the high-voltage electrical transmission lines. Complete engineering of the FPL transmission line and pole modifications (by FPL) will occur after the bridge design has been well established and all costs related to this work will be the responsibility of the selected Design-Build Firm.

Question 10. Is an updated trees survey available?

Response to Question 10. – Tree information was included as part of the survey AutoCAD Files posted as Item " n. Topographic Survey..." under "Request for Qualifications/Request for Proposals" online here:

<http://facilities.fiu.edu/projects/BT-904.htm> Additional survey information that FIU has available for underground utilities and other site features on the Modesto Maidique Campus will be issued to Shortlisted Design-Build Firms electronically. Confirmation of receipt by Design-Build Firms will be required.

GROUP B – 9-15-2014

Question 1. Are all the fees (including permit and inspection fees, builder's risk, P&P Bond, maintenance bonds, etc.) to be included in the total amount of the RFQ?

Response to Question 1. - Yes.

Question 2. Would you list all the permitting agencies specially those inspecting the work?

Response to Question 2. – No information beyond what has already been given in the RFP is available. Design-Build firms should research the areas of work and independently determine requirements for permitting other than at FIU. Work on right-of-way within the Sweetwater city limits and not under the jurisdiction of other agencies will be permitted by FIU rather than Sweetwater in accordance with legal agreements in place between Sweetwater and FIU. FIU's permit procedures are available online at the FIU Facilities webpage here: <http://facilities.fiu.edu/>

Question 3. Will there be liquidated damages on this project?

Response to Question 1. – Yes, as stated in the RFP, FIU General Specifications for Design-Build, Section 8-11, Table 8.11.1 Schedule of Applicable Liquidated Damages on Page 114 of 126.

Question 4. Will there be an early completion bonus?

Response to Question 2. – No.

Question 5. Would you please provide any / all CAD Files prepared by the surveyor and TY LYN.

Response to Question 5. – Survey drawing CAD files were posted on the Project web page as item “n.” along with other RFP materials at the time the project was advertised. AutoCAD files of Concept Plans have been posted as item “r.” under “Request for Qualifications/Request for Proposals” on the Project web page here: <http://facilities.fiu.edu/projects/BT-904.htm> Additional survey information that FIU has available for underground utilities and certain other site features on the Modesto Maidique Campus will be issued to Shortlisted Design-Build Firms electronically. Confirmation of receipt by Design-Build Firms will be required.

Question 6. Would you please provide a list of the members in each design-build team.

Response to Question 6. – Scanned copies of sign-in sheets for the September 16, 2014 Pre-Proposal meeting were emailed to each short-listed Design-Build Firm.

Question 7. Has SFWMD provided constraints on the canal / limits of construction?

*Response to Question 7. – **Design-Build Firms shall independently verify SFWMD requirements based on their designs. In general, the Project shall comply with SFWMD 1) Rules, Statutes and Criteria – Right of Way, 2) Requirements for Keeping Right of Way Clear, and 3) The ROW Permit Information Manual. SFWMD may also review compliance with Florida Statutes including Title XVIII Public Lands and Property, Title XXI Drainage, Title XXVIII Natural Resources; Conservation, Reclamation and Use as well as Florida Department of Environmental Protection Administrative Code Rules.***

Question 8. Would you provide Canal Soundings?

Response to Question 8. – No.

Question 9. Did you consider / explore an option to bridge over the canal on the north side of 8th street?

*Response to Question 9. – **The City of Sweetwater has been exploring the possibility of creating an additional plaza on the west side of the existing 109th Avenue vehicular bridge by closing a portion of SW 7th Terrance, eliminating one or more traffic lanes and expanding the linear park into what is currently the street. Based on discussions between FIU, Sweetwater, FDOT and SFWMD there is now a possibility that the proposed bridge may be able to extend to the north side of the canal. Once those discussions are concluded, FIU will issue a subsequent addendum stating any new requirements, including any additional time necessary to incorporate changes to the Design-Build Proposals. Currently, the location of the bridge has only been approved for a landing on the south side of the Tamiami Canal. Changing the bridge landing location to the north side of the canal will require City of Sweetwater, State and Federal approval.***

Question 10. What will FIU build in the future on the SW corner of the elevator tower (north of the Red Garage).

*Response to Question 10. – The site between SW 8th Street and the Red Garage (PG4) is master-planned for a building in the current, approved FIU Campus Master Plan 2010-2020. See webpage here: http://facilities.fiu.edu/Documents/Planning/MasterPlans/MasterPlans10_20/CMP_Update_Docs_10_20/CMP_Update_ListOfFigures_10_20/Element_4_1B_Facility_Expansion_MMC.pdf as well as other Campus Master Plan information available online. No construction of the facility shown as “P7” north of PG4 is anticipated to occur during the time that this Project is under construction. **NOTE: The entire area north of Red Garage PG4 and the FIU property line at the south side of SW 8th Street will be made available as a construction staging area for this Project, subject to provision of clear areas for egress, maintenance, and emergency access for PG4 as well as maintenance and required access to power lines and other utilities in the area. East and west boundaries of this staging area would align with the east and west walls of the PG4 Garage. See new “Available Construction Staging Area” drawing dated September 26, 2014 that is included with this Addendum. Any areas used for construction staging shall be protected from damage as a result of Contractor’s operations and restored as required.***

Question 11. Can we provide multiple alternative concepts (drawings with an idea) in advance for review and conformance with the owner’s intent.

Response to Question 11. – No.

Question 12. What is the deadline to submit all clarifications?

Response to Question 12. – See RFP page 6 of 61 “Schedule of Events.”

GROUP B – 9-15-2014 (2)

Landscape / Hardscape Question a: Is there the expectation that plant materials will exceed the minimum size required by FIU since these are highly visible areas? If so, what would be the expected size be?

Response to Question L/H a: – The complete Design-Build Proposal will be evaluated in accordance with the design criteria and evaluation criteria stated in the RFP.

Landscape / Hardscape Question b: Can the design team deviate from FIU standard hardscape materials? Is there a standard for Sweetwater?

Response to Question L/H b: – The Design-Build Proposal should be in accordance with FIU standards. FIU uses a variety of hardscape materials, as appropriate to the design. The Complete Streets Criteria in the RFP is intended to set a new standard for the development of the SW 109th Avenue corridor in Sweetwater.

Bridge Structure Question a: It appears that the conceptual design proposes to encroach into the C-4 canal constructing a bulkhead wall along the south bank of the canal. Has SFWMD been approach to define the allowable limits of encroachment into the C-4 canal? If so, please provide allowable limits of encroachment into the SFWMD Canal C-4.

Response to Question BS a: – The Conceptual Design drawings issued intended to maintain the existing clear width at the water line and the existing depth of the canal.

Bridge Structure Question b: The north bridge abutment, landings, elevator, etc. will be constructed partially within FDOT and partially within SFWMD Right-of-Way. Has FIU acquired the necessary easements (or permits) that would allow the construction of the proposed improvements? If not, we recommend that easements or permits be agreed to, at least at a conceptual level, before award of this contract.

Response to Question BS b: – FDOT and SFWMD were active participants throughout the conceptual design process for this Project and have generally reviewed the RFP that was issued. Easements and permits must be obtained by the Design-Build Firm, once the final design is determined and construction documents are developed.

Bridge Structure Question c: From the Design Criteria Package by TY-LIN: ‘useable width has been set at 20 feet minimum (up to 30’ if possible) and the bottom of structure needs to maintain a minimum of 18ft clear over any roadway.’ FDOT requires for the minimum vertical clearance to the lowest member of a bridge is 16’-6”’; however, the conceptual plans provided by FIU (Page 17 of Exhibit D. University City Project Conceptual Plans) require a minimum clearance of 18’-6”’. Please confirm that it is the intention of FIU to require a minimum vertical clearance of 18’-6”’ for the proposed bridge.

Response to Question BS c: – Due to the anticipated life of this bridge, to allow for future grade adjustments, and in case Miami-Dade County water and sewer lines might be located beneath the bridge, a minimum vertical clearance of 18'-6" over existing roadways is required.

Bridge Structure Question d: Page 17 of Exhibit D. University City Project Conceptual Plans as well as the RFP documents require a bridge span length of 167'- 1 ½". Considering all constraints, including FDOT horizontal clearance requirements, this span length could be shorter than required by the RFP. Please confirm that it is the intention of FIU to require a minimum span length of 167'- 1 ½".

Response to Question BS c: –The span shown on Conceptual Plans and stated in Design Criteria is required in order to allow for future driveways or bus lanes on the FIU Property and/or widening of SW 8th Street.

Bridge Structure e: From the Design Criteria Package by TY-LIN: 'The crossing is to be a single span bridge over the US-41 right-of-way. The overall length is approximately 170 ft. with supports located a minimum of 35'south of the back of sidewalk on SW 8th street on the south side and between SW 8th street and the existing canal on the north side'.

Bridge Structure Question e-1: What is the setback required on the FIU property from the curb of the roadway 35 feet or 16' per FDOT standards (look at the attached section on sheet 17)?

Response to Question BS e-1: – A 35-foot setback from the FIU Property Line at the back of the existing sidewalk (not the curb) is required to allow for future driveways or bus lanes on the FIU Property and/or widening of SW 8th Street.

Bridge Structure Question e-2: What is the setback required on the FIU property from the curb of the roadway?

Response to Question BS e-2: – The setback is shown in the RFP with the intention that there be a 35-foot setback from the FIU Property Line at the back of the existing sidewalk (not the curb).

Bridge Structure Question e-3: Can the bridge be supported in the middle or at traffic dividing island?

Response to Question BS e-3: – A support within the median/dividing island was considered to be undesirable by FDOT and others during the development of the Design Criteria.

Question f: Do you envision the bridge as somewhere people will actually want to occupy for extended periods of time?

Response to Question BS f: –Street vendors, art displays and special events may occupy the bridge from time to time on a temporary basis.

Question g: Please confirm if you envision open, shaded, air conditioned or a combination of any of these on the bridge.

Response to Question BS g: – Air-conditioning is NOT desired. During a public meeting, as part of the NEPA process, members of the community expressed a desire for shade and rain protection on the bridge. Members of the Project Program Committee (who reviewed development of design criteria) had various opinions regarding costs versus benefits of covering the bridge. Ultimately, it was felt that the merits of any covering for the bridge would be considered as part of the overall bridge design solution being proposed.

FDOT Question a: The concept plans (specifically pages 13 and 17 of Exhibit D. University City Project Conceptual Plans) show the north pier of the proposed bridge approximately 8 feet from the westbound edge of the travel lane of SW 8th Street. The Florida Department of Transportation Plans Preparation Manual (PPM) requires that bridge piers and abutments be placed a minimum of 16-feet from the edge of the travel lane to comply with clear zone requirements – Refer to FDPT PPM, Chapter 2, Table 2.11.6 - Horizontal Clearance to Bridge Piers and Abutments. This deviation from the FDOT Design Standards will require a Design Variation from FDOT. Has this issue been brought to the attention of FDOT and has FDOT agreed to grant a design variation for this condition? If not, we recommend that, at least at a conceptual level, the required design variation be obtained from FDOT prior to award of this contract.

Response to Question FDOT a: –Variations and/or exceptions should be requested by the Design-Build Firm with all backup documentation for any item that deviates from PPM minimum requirements. The FDOT will evaluate deviations accordingly.

FDOT b: From the Design Criteria Package by TY-LIN: ‘in the end it was been determined that a truss or a hybrid of sorts was the best typology for the site given the budget, site constraints, and desired aesthetic level. One of the major parameters governing the selection of a truss typology was the ability to seamlessly integrate the required 8 foot missile fence over the roadway into the structure and skin of the bridge. The missile fence should not stick out as its own discrete component but should contribute as a feature that is woven into the holistic design and as such function for the sake of providing shade, safety, reinforcement the geometry, and so forth’.

FDOT Question b 1: Would FDOT require a full enclosure or a high fence over US-41 to prevent people from tossing stuff over onto the roadway and/or to prevent suicide attempts, or would a 42” or 54” railing suffice?

Response to Question FDOT b 1: – FDOT requested an 8-foot height missile fence in accordance with their standards. The materials used for this missile fence and their integration into the bridge structure and design will be considered as part of the evaluation of proposals.

FDOT Question b 2: Would this work require us to submit a design variation/exception?

Response to Question FDOT b 2: – Variations and/or exceptions should be requested by the Design Build Firm with all backup documentation for any item that deviates from PPM minimum requirements. The FDOT will evaluate deviations accordingly.

FDOT c: From the Design Criteria Package by TY-LIN: “The bridge will carry pedestrian and bicycle traffic and shall provide a minimum of 20’-0” total clear walkway (selection committee may grant more credit for wider bridge widths), with access provided through a combination of elevators (single) and stairs. Ramps are prohibited. Refer to Appendix A for an exhibit of precedent for bridges of similar scale and quality that may exemplify the Owner’s intent.’

Question FDOT c 1: Pedestrian bridges are usually 12’ to 16’ wide. Please confirm you want a 20’ wide minimum bridge?

Response to Question FDOT c 1: – Yes.

Question FDOT c 2: Please confirm ramps are strictly prohibited?

Response to Question FDOT c 2: – Elevators are required for ADA access. Ramps are not an acceptable substitution for ADA access.

Question MEP Engineering a: Will power and IT systems wiring for bridge lighting, landscape lighting, receptacles, call in boxes, security cameras come from a local FIU building? If so, please advise of building FIU has in mind.

Response to Question MEP Engineering a: The Bridge will be considered a new, free-standing FIU Building, and new independent utility services will be required. For general landscape lighting and other systems that are not part of the bridge structure, the tie-in to existing FIU and Sweetwater utilities, including extensions and upgrades, will be the responsibility of the Design-Build Firm and should be included in the Design-Build Proposal.

Question MEP Engineering b: The same question pertains for fire protection, what building should service emanate from?

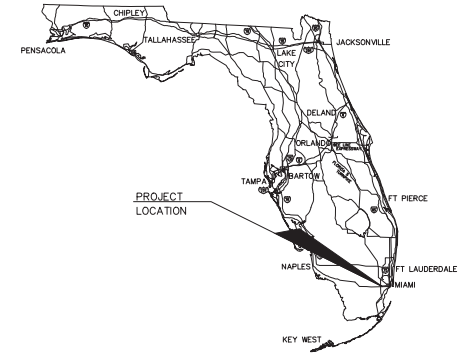
Response to Question MEP Engineering b: The Bridge will be considered a new, free-standing FIU Building, and new independent utility services will be required.

Question MEP Engineering c: Please confirm whether the elevators will need to run under emergency power (other than a battery to lower the elevator). If emergency power is mandatory or required, are we to connect to an existing generator or provide our own?

Response to Question MEP Engineering c: FIU requires that in the event of power failure, the bridge elevators must automatically lower allowing passengers safe, unassisted, exit at ground level one time, in accordance with Florida Building Code Chapter 30 and the requirements of ASME A17.1-2007 Parts 2.27 and 3.27 as applicable. This may be done by battery or regenerative or generator power. There is no requirement that elevators operate normally (fully functional) in the event of a loss of utility power. At this time, there is no intention to connect the bridge to any existing FIU emergency generator.

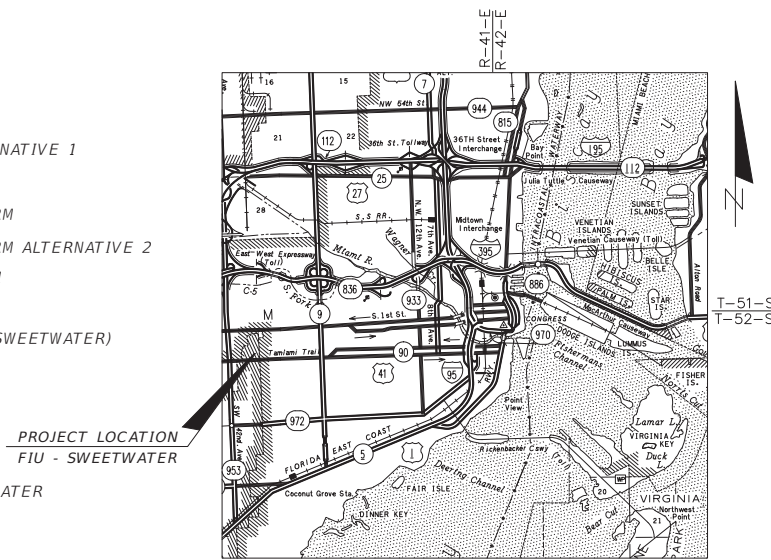
FLORIDA INTERNATIONAL UNIVERSITY AND CITY OF SWEETWATER UNIVERSITY CITY CONCEPTUAL PLANS

UNIVERSITY CITY COMPLETE STREETS
INCLUDING SIGNATURE
PEDESTRIAN-ORIENTED-SHARED USE
BRIDGE, PLAZAS, PAVILIONS, AND ADVANCED
INTERMODAL & MULTIMODAL STATION (AIMS)



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LP-02 - LP-06	LANDSCAPE PLANS
A-1	APPENDIX 1 BROTHERS TO THE RESCUE MEMORIAL PLAZA PLANS



PREPARED FOR:



CONST. PLANS AND DETAILS PREPARED BY:

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DRAFT
MAY 20, 2014

NOTE: THE SCALE OF THESE PLANS MAY
HAVE CHANGED DUE TO REPRODUCTION.

ADDENDUM 1 - OCTOBER 9, 2014

KEY SHEET REVISIONS		
DATE	BY	DESCRIPTION

GOVERNING STANDARDS AND SPECIFICATIONS: FLORIDA
DEPARTMENT OF TRANSPORTATION, DESIGN STANDARDS
DATED 2014, AND STANDARD SPECIFICATIONS FOR ROAD
AND BRIDGE CONSTRUCTION DATED 2010, AS AMENDED
BY CONTRACT DOCUMENTS.

APPLICABLE DESIGN STANDARDS MODIFICATIONS: 01-01-14

For Design Standards Modification Click on
"Design Standards" at the following web site:
<https://www.dot.state.fl.us/rddesign/>

FISCAL YEAR	SHEET NO.
14	1