

**TAMPA-HILLSBOROUGH COUNTY  
EXPRESSWAY AUTHORITY**

**Addendum No. 14**

**FOR**

**Request for Proposals (RFP)**

**East Selmon Slip Ramps Design-Build**

**RFP O-02520**

**ADDENDUM NO. 14**

PROJECT NAME: East Selmon Slip Ramps Design-Build RFP O-02520

DATE OF ADDENDUM: April 8, 2021

**PLEASE NOTE THE FOLLOWING ADDENDUM NO. 14 TO THE RFP:**

**Section VI.F.2 is deleted and replaced with the following:**

**F. Roadway Design:**

**2. Pavement Design Package:**

- Pavement Design
  1. Minimum design period – 20 years
  2. Minimum ESAL's
  3. Minimum design reliability factors
    - Selmon Expressway: 95%
  4. Resilient modulus for existing and proposed widening (show assumptions)
  5. Roadbed resilient modulus
  6. Minimum structural asphalt thickness
  7. Cross slope
  8. Identify the need for modified binder
  9. Pavement coring and evaluation
  10. Identify if ARMI layer is required
  11. Minimum milling depth
- Refer to the GTR for tolling area pavement design guidance.

The Design-Build Firm shall follow the minimum flexible pavement designs as provided below:

**Selmon Expressway**

- **Widening and Ramps**
  - Optional Base Group 10
  - Structural Course Type SP (Traffic D) (PG 76-22) (4")
  - Friction Course FC-5 (PG 76-22) (0.75")
  - Meet or exceed adjacent asphalt depth on all widening pavement designs, up to 5" depth.
- **Milling**
  - Mill Existing Asphalt Pavement for depth to achieve the required structural number.
  - Any milling operation will cover the full width of the impacted lane; partial lane width milling shall not be allowed.
  - Cross slope corrections shall be accomplished by milling the existing asphalt pavement a minimum of 2.25" plus any additional milling needed to achieve the required structural number.
  - When the existing pavement meets the required structural number and no cross slope correction is required, the milling shall completely remove the existing friction course.
  - Shoulders shall be milled a minimum of 1.5".

- **Resurfacing**
  - Friction Course FC-5 (PG 76-22) (0.75")
  - Shoulders shall be resurfaced with a minimum of one lift of SP-12.5.

The Design-Build Firm shall follow the minimum rigid pavement design as provided below:

**Selmon Expressway**

- **Widening and construction of Ramp 3 (as clarified below)**
  - Optional Base Group 1 (Type B-12.5 Only)
  - Plain Cement Concrete Pavement, 12"

All pavement designs will include 12" Type B Stabilization LBR 40.

Plain cement concrete (PCC) pavement widening will be required for Ramp 3 at all locations where pavement is to be constructed adjacent to existing concrete pavement that is to remain. The PCC pavement shall be widened through the physical gore until a new typical section is available which does not incorporate the existing PCC travel lanes or shoulders. For new construction typical sections (i.e. ramps bound on both sides by barrier or earthwork), the DB Firm shall select the appropriate pavement type.

Within the project limits, milling and resurfacing shall be performed across the entire roadway section, including all travel lanes, ramp auxiliary lanes, shoulders, and gore. Friction course limits shall be in accordance with FDOT standards.

The REL travel lanes, shoulders, ramp auxiliary lanes, and gores shall be milled and resurfaced from the end of bridge #100800 (REL viaduct) to the beginning of bridge #100806 (REL viaduct), and from the end of bridge #100490 (REL over Falkenburg Rd) to the beginning of bridge #100812 (REL over I-75/Gateway Bridge), exclusive of concrete bridge surfaces. The Selmon Expressway westbound travel lanes, shoulders, ramp auxiliary lanes, and gores shall be milled and resurfaced from the end of bridge #100835 (Over 26<sup>th</sup> Street) to the beginning of bridge #100836 (Over 39<sup>th</sup> Street), exclusive of concrete bridge surfaces. Friction course limits shall be in accordance with FDOT standards.

In areas outside of the limits outlined above, where pavement markings have been removed for Maintenance of Traffic purposes, constant depth milling is required to remove scarred pavement. Milling and resurfacing limits shall include all travel lanes, ramp auxiliary lanes, shoulders, and gore. Friction course limits shall be in accordance with FDOT standards.

Use of the Mechanistic-Empirical Pavement Design Guide (MEPDG) for pavement design shall not be allowed.

**Section VI.R.1. is deleted and replaced with the following:**

**R. Signalization and Intelligent Transportation System Plans:**

**1. General**

The Design-Build Firm shall prepare Signalization and Intelligent Transportation Plans in accordance with Authority criteria.

The Design-Build Firm shall prepare design plans and provide necessary documentation for the procurement and installation of the Signalization and Intelligent Transportation System devices as well as overall system construction and integration. The construction plan sheets shall be in accordance with Authority requirements and include, but not be limited to:

- Project Layout / Overview sheets outlying the locations of field elements
- Detail sheets on:
  - DMS Structure, DMS attachment, DMS display/layout
  - CCTV structure, CCTV attachment, CCTV operation/layout
  - MVDS structure, MDVS attachment, MDVS operation/layout
  - Fiber optic splice and conduit
  - Power Service Distribution
  - Wiring and connection details
  - Conduit, pull box, and vault installation
  - Communication Hub and Field Cabinets
  - System-level block diagrams
  - Device-level block diagrams
  - Field hub/router cabinet configuration details
  - Fiber optic Splicing Diagrams
  - System configuration/Wiring diagram/Equipment Interface for field equipment at individual locations and communications hubs.
  - Maintenance of Communications (MOC) and Protection of ITS/ATMS Plan (must include temporary relocation and/or protection of ITS elements for continual operations throughout all construction phases).

Anticipated ITS features and details:

ITS Feature	Approximate Location	Direction	Notes
Wrong Way driving actuated gate	Vicinity of Selmon Expressway and I-75 Interchange	REL Eastbound	Avoid impacts to I-75 Right-of-way other than those noted in the Type 1 C.E.

The Design-Build firm is responsible for ensuring project compliance with the Regional ITS Architecture and Rule 940 as applicable. This includes, but is not limited to, the development or update of a concept of operations, the development or update of a system engineering master plan (SEMP), and requirement traceability verification (RTVM) as well as coordination of document review.

The Design-Build Firm shall detail existing Signalization and Intelligent Transportation System equipment and report which devices will be removed, replaced, or impacted by project work.

All wrong-way driving warning gates and barrier gates shall be spaced a maximum of 300 feet from each successive gate.

**Respondents MUST** acknowledge receipt of this Addendum/Letter of Clarification by signing, dating and returning the completed Acknowledgement of Receipt of Letter of Addendum/Clarification form.

All other items, conditions, and specifications in the procurement document not specifically changed by the Addendum remain unchanged.

Please send all questions to THEA's Procurement Manager, Man Le, via email at [Man.Le@tampa-xway.com](mailto:Man.Le@tampa-xway.com).

**ACKNOWLEDGEMENT OF RECEIPT OF ADDENDUM and/or LETTER OF CLARIFICATION**

Were Addenda issued on this Solicitation?

- Yes
- No

Were Letter of Clarification issued on this Solicitation?

- Yes
- No

I (We) hereby acknowledge receipt of the following Addendum/Addenda issued in reference to this solicitation by listing the Addenda by number, date and signing the form:

Addendum \_\_\_\_\_

Date: \_\_\_\_\_

Addendum \_\_\_\_\_

Date: \_\_\_\_\_

Letter of Clarification \_\_\_\_\_

Date: \_\_\_\_\_

Letter of Clarification \_\_\_\_\_

Date: \_\_\_\_\_

**BIDDER:**

By: \_\_\_\_\_  
Authorized Signature

\_\_\_\_\_  
Printed Name of Signer

\_\_\_\_\_  
Title of Signer

\_\_\_\_\_  
Date Signed

**[END OF ACKNOWLEDGMENT OF RECEIPT FORM]**