Tampa-Hillsborough County Expressway Authority

DESIGN-BUILD
REQUEST FOR PROPOSAL
for
South Selmon Capacity Project
Hillsborough County

Amendments

THEA Project Number: O-0662

Issued: January 19, 2023

Due to the file size of the additional References/Attachments being added as listed in the below Amendments, a OneDrive File link will be shared with the shortlisted Design-Build Firms from the Contracts and Procurement Manager

AMENDMENT

REFERENCE DOCUMENTS; 7th Page at front of document:

Correction:

South Selmon Capacity Request for Proposal (RFP)
CONTAMINATION

THEA has performed Level II Contamination Assessment based on the PD&E Report and the Concept Plans provided in this RFP's "Reference Documents." Results from these investigations indicate there are known contaminated sites within and adjacent to the project limits and should be addressed in the "Contamination Plan Notes". The Design-Build Firm shall comply with the items outlined in those notes. Those notes shall be included in the General Notes of the Roadway Plans. All other plans that involve subsurface construction or structure work shall include a general note that refers to the Contamination Plan Notes in the Roadway Plans. If unidentified contamination is encountered, the contamination area shall be considered an additional identified contamination site to those identified in the attached "Contamination Plan Notes" of which the Design-Build Firm shall refer to and follow. The Design-Build Firm shall coordinate with the THEA's Project Manager or other designee and the THEA Contamination Assessment and Remediation (CAR) Contractor in this effort to perform necessary assessment and remediation at the sites. Remediation of identified contamination areas will be completed by the Department's CAR prior to or during construction.

The Design-Build Firm shall provide a copy of the plans (prior to the 90% submittal) to THEA for further assessment of possible contamination areas. Assessment activities performed by the Design-Build Firm shall be performed by a contractor in accordance with FDOT Project Development and Environment Manual (PD&E), Part 2, Chapter 20. All other plans that involve subsurface construction or structure work shall include a general note that refers to the Contamination Plan Notes in the Roadway Plans. Should contamination be discovered that requires groundwater treatment and discharge under a FDEP NPDES permit, allow 6 months for release of the permit from the FDEP prior to conducting dewatering in the contaminated areas.

Contaminated material (including soil and groundwater) encountered during construction will be disposed of by the CAR Contractor subject to permitting timeframes and requirements. The Design-Build Firm shall coordinate the schedule of construction activities with the THEA's Project Manager and CAR Contractor. The Design-Build Firm shall give at least two weeks advance notice to THEA/CAR Contractor before working in contaminated areas. This is to allow the CAR Contractor enough time to mobilize and set up equipment to treat contaminated dewatering effluent, and to handle contaminated soil.

The Design-Build Firm shall provide an area (or areas) for temporary stockpiling of contaminated soil. The stockpile area(s) shall be within the project limits. The CAR will provide replacement backfill for all areas of contaminated soil removal in the form of FDOT select fill at a 1 to 1 ratio (e.g., ton-for-ton) except at areas where contaminated soil is replaced with flowable fill. Flowable fill shall be the responsibility of the Design-Build Firm, at the cost of the Design-Build Firm. If there is suitable excess material on the project, it shall be made available by the Design-Build Firm for these backfilling operations.

POTENTIAL SOIL IMPACTS WERE IDENTIFIED FOR SUBSURFACE WORK LOCATIONS IN THE CONTAMINATION REPORTS. THE DESIGN-BUILD FIRM SHALL PROVIDE PLANS INDICATING THE EXPECTED LOCATION AND DEPTH OF WORK.

THEA shall be responsible for contamination assessment and remediation activities at stormwater management facilities (SMF) and floodplain compensation (FPC) locations that are different than those proposed in the Conceptual Plans (CPs) that are approved by THEA as well as with any design changes to the CPs that are outside the existing and proposed right of way that are approved by THEA, as shown in the CPs of which have a hazardous ranking of a “medium” or “high” according to the applicable Environmental Reevaluation. Assessment activities performed by the Design-Build Firm shall be performed by a contractor in accordance with FDOT Project Development and Environment Manual (PD&E), Part 2, Chapter 20.

The Design-Build Firm shall coordinate with THEA’s Project Manager and CAR Contractor in setting up dewatering apparatus to avoid dewatering contaminated areas along with uncontaminated areas. If the Design-Build Firm wishes to dewater a contaminated area and adjacent uncontaminated area(s) simultaneously, they will be required to use separate header section(s) and additional pump(s) to keep the discharge(s) separate. The Design-Build Firm shall furnish all contaminated groundwater to the CAR Contractor free from turbidity.

If any dewatering or significant excavation is proposed in known contaminated areas, the Design-Build Firm shall provide area(s) to accommodate staging requiring a footprint of approximately 50-ft. by 90-ft. These areas shall be as close as possible to the dewatering operation, and in no case shall they be outside the project limits (unless directed by the DCIC).

The Design-Build Firm shall provide one month written notice to the THEA Project Manager prior to any request for relocation of a CAR’s groundwater treatment system. It is possible that the configuration of the treatment apparatus may be altered (longer and narrower) based upon site conditions. The Design-Build Firm shall make every effort to complete work in areas where groundwater treatment systems are being used until the system is no longer required, prior to commencing work in other areas of the Project that require groundwater treatment prior to discharge.

The Design-Build Firm is responsible for obtaining their own National Pollutant Discharge Elimination System (NPDES) permit and to discharge produced groundwater from uncontaminated sites.

a. The Design-Build Firm shall not utilize the CAR’s treatment system and/or disposal services to discharge water from uncontaminated areas.

b. If the groundwater sample results collected by the Design-Build Firm fail NPDES permit criteria for the discharge of produced groundwater from any non-contaminated site activity, the Design-Build Firm shall provide copies of their sample results and sample locations to the CAR within one business day of receiving their sample results. The CAR shall perform groundwater sampling to verify the Design-Build Firm’s results. The CAR will notify the Design-Build Firm of the results as soon as practical.

c. For any necessary sanitary sewer connections and other dewatering discharge locations, in support of the Design-Build Firm’s efforts required by the CAR, access and connection shall be maintained by the Design-Build Firm throughout the construction phase of this Project unless directed otherwise by the Department Engineer.

POTENTIAL GROUNDWATER IMPACTS WERE IDENTIFIED THAT EXCEEDED NPDES DISCHARGE LIMITS IN THE CONTAMINATION REPORTS

If unidentified contamination is encountered, the contamination area shall be considered an additional identified contamination site to those identified in the attached “Contamination Plan Notes” of which the Design-Build Firm shall refer to and follow. All the above conditions and requirements shall also pertain

to all utility work or other subsurface work, including structure foundations, included in, associated with, or affected by the project. They shall also pertain to any contaminated areas discovered after preparation of the plans.

R_13 – PD&E Documents

R_13.01 – Selmon_AirQualityTechnicalMemo_May2021.pdf

R_13.02 – Selmon_ContaminationScreeningEvaluationReport_May2021.pdf

R_13.03 – Selmon_CulturalResourceAssessment_June2021.pdf

R_13.04 – Selmon_NaturalResourcesEvaluation_May2021.pdf

R_13.05 - Selmon_NoiseStudyReport_May2021.pdf

R_13.06 – Selmon_PondSitingReport_20210617.pdf

R_13.07 – Selmon_PreliminaryEngineeringReport_2021.pdf

R_13.08 – Selmon_ProjectEnvironmentalImpactReport_June2021.pdf

R_13.09 – Selmon_ProjectTrafficAnalysisReport_May2021.pdf

R_13.10 – Selmon_VisionZero_ExecutiveSummary_April2020.pdf

R_14 - BIM_QC_Checklist - Civil.docx

R_15 - BIM_QC_Checklist - Structures.docx

R_16 - Project_Execution_Plan(PXP)_Template.docx

R_17– Bay to Bay Concept Final.pdf

R_18- Granada_Outfall_Drainage Technical Memo (12-13-2021).pdf

R_19 – So_Albany_Pond_PumpStation_Orig_PlanExcerpts.pdf

R_20 - Hills_River_Bridge_Exist_Aesthetic_Lighting_Info.pd

R_21_So_Selmon_PD&E_Bridge_Reports.zip

R_22 -South_Selmon_Safety_RFP__Geotechnical_Data_Report.pdf

R_23 - Selmon PDE Preliminary Geotech Structures Report.pdf

R_24 - Selmon PDE Preliminary RoadwaySoilSurvey.pdf

R_25_CSX_Tampa S Selmon Xpwy_Fully exe PE Agr.pdf

R_26 - THEA-SS_Draft_PD&E_WQIE form_01082021.pdf

R_27 – THEA Contamination Notes

AMENDMENT

X.I.2.ww; DESIGN AND CONSTRUCTION CRITERIA, Structure Plans, Criteria; Page 94:

Correction: Totally new section aaa

aaa. Piers for widened bridges shall match the existing bridge shapes, aesthetics, finishes, etc. of the bridge being widened. Piers for new bridges shall be similar to the existing bridge piers and continue the aesthetic theme of the Selmon West Extension (SWE) throughout the Project whenever possible.

AMENDMENT

X.B; DESIGN AND CONSTRUCTION CRITERIA, Vibration and Settlement Monitoring; Page 69:

Correction:

A. Vibration and Settlement Monitoring:

The Design-Build Firm shall be responsible for the identification of and coordination with vibration sensitive sites impacted by the Work for the duration of the construction period.

The Design-Build Firm is responsible for evaluating the need for, design of, and the provision of any necessary precautionary features to protect existing structures from damage, including, at a minimum, selecting construction methods and procedures that will prevent damage. The Design-Build Firm shall submit for Authority acceptance a Settlement and Vibration Monitoring Plan (SVMP) as part of the 90% plans submittal and update the SVMP throughout the Construction Period. The Design-Build Firm is responsible for establishing maximum settlement and vibration thresholds equivalent to or lower than the Authority Specification requirements for all construction activities, including vibratory compaction operations and excavations.

Submittals for Settlement and Vibration Monitoring Plan (SVMP) shall include the following as a minimum:

- Identify any existing structures that will be monitored for vibrations during the construction period.
- Establish the maximum vibration levels for the existing structures that shall not be exceeded.
- Identify any existing structures that will be monitored for settlement during the construction period.
- Establish the maximum settlement levels for the existing structures that must not be exceeded.
- Identify any existing structures that require pre-construction and post-construction surveys.

Provisions to inspect and document the condition of existing bridges and existing wall structures to remain prior to construction activities and during construction activities in accordance with Specification 108. Provisions shall be included for the monitoring of existing bridge and wall structures for settlement

during the construction period and provide the means and methods that will be incorporated to prevent damage to existing bridge and wall structures. For pile driving, sheet pile, casing installation, and other activities that may warrant vibration monitoring, one vibrator monitor shall be placed in each quadrant within a 200-ft radius from the vibration-inducing operation. Based upon the locations of the sensitive sites, the Design-Build Firm shall identify the proposed monitor location for each quadrant. Sensitive sites includes residential and historic structures within 200-ft of the edge of the project

---

AMENDMENT

IX.E PROJECT REQUIREMENTS AND PROVISIONS FOR WORK.; Page 53:

E. Railroad Coordination: All required Railroad Reimbursement Agreements will be between CSX Transportation, Inc. ("CSX") and the Authority. Copies of the approved Agreements will be made available to the Design-Build Firm. The Design-Build Firm must comply with the terms of these agreements. The Design-Build Firm must make the necessary arrangements with CSX prior to encroachments into the railroad rights-of-way.

Based on the Authority's Concept Plans, it is anticipated that protective services (i.e., watchman or flagging services) furnished by CSX Transportation, Inc., will be required for twenty (20) or more consecutive calendar days (long-term) and the Authority has not notified CSX Transportation, Inc. The Design-Build Firm shall be solely responsible for contacting CSX and scheduling all CSX protective services, and direct payment for such protective services.

Coordination with CSX Transportation, Inc. is anticipated for but not limited to the following:

- Westbound Selmon Expressway widening within Authority right-of-way adjacent to CSX right-of-way
- Westbound Selmon Expressway widening potentially impacting existing railroad crossing signals/gates at:
    - o El Prado Blvd.
    - o MacDill Ave.
    - o Mississippi Ave
    - o Howard Ave.
    - o Watrous Ave
    - o Morrison Ave.
    - o Swann Ave.
- Re-decking of Westbound Selmon Euclid Exit Ramp Bridge over El Prado Blvd.

The Design-Build Firm shall follow and meet the requirements of CSX's Public Projects Manual during its performance of the Work.

AMENDMENT

I.1.n STRUCTURE PLANS; Page 90:

n. Retaining Walls: All retaining walls shall be faced with 5-ft by 5-ft nominal MSE panels. Surface finish shall be determined by the Design Build Firm and approved by the Authority (Selmon West Extension surface finish: vertical fractured fin), except the surface finish on the extensions of existing bridge end bent abutments, which shall have a surface finish like the existing abutments.

AMENDMENT (Added Raw Boring Date to Reference Documents)

LIST OF REFERENCE DOCUMENTS:

R_01 - Original Expressway Plans

R_01.01 – Contract 1 – Gandy to Himes

R_01.02 – Contract 2 – Euclid to MacDill

R_01.03 – Contract 3 – San Pedro South View

R_01.04 – Contract 4 – South View Willow

R_01.05 – Contract 5 – Willow to Bay to Bay

R_01.06 – Contract 6 – Bayshore to Florida

R_01.07 – Contract 8A & 8B

R_01.08 – Contract 9A & 9B

R_02_O-00518 South Selmon Safety As-Built Plans S_S.zip

R_03 – SS Bridge Load Ratings (Exempt).zip

R_04 - Existing Bridge Plans (Exempt).zip

R_05 – Bridge Inspection Reports (Exempt).zip

R_06 – Pile Driving Data_100332-100333.zip

R_07.01 – Preliminary Roadway Concept Plans_070122

R_07.02 – Preliminary Structures Concept Plans

R_07.03 - Signalization Concept Development Plans

R_07.04 - Signing Concept Development Plans

R_07.05 - ITS Conceptual Development Plan_2022-07-28.pdf

R_08 – Lighting Design Analysis Report South Selmon 7-13-2022

R_09 – HI-0012_Geotech Data Report.pdf

R_09.01– Boring Raw Data Files

R_10 –Partial BIM Model & Concept Plan CADD Files

AMENDMENT (Avoid impacts to and protect East Riverwalk)

V.4 Item 2; Construction: Page 34:

Item 2. Construction (30 points)

Credit will be given for the quality and suitability of the following elements:

- Safety • Structures construction
- Roadway construction
- Drainage construction
- Toll site infrastructure construction and implementation, maintaining tolling operations during construction, and transitioning from existing tolling operation to tolling operations at the six new toll sites.
- Construction coordination plan minimizing construction changes
- Minimizing impacts through construction to:
    - o Environment
    - o Public
    - o Adjacent Properties
    - o Structures
- Implementation of the Environmental design and Erosion/Sediment Control Plan
- Utility Coordination and Construction

Credit will be given for the development of a plan that identifies a detailed step-by-step sequence of construction of foundations for widened bridges, and substructure elements. The plan shall denote clearly when construction operations are limited to nighttime or daytime work hours and shall denote how the Proposer will avoid and minimize impacts to adjacent properties.

Credit will be given for developing and deploying construction techniques that enhance project durability, reduce long term and routine maintenance, and those techniques which enhance public and worker safety. This shall include, but not be limited to, minimization of lane and driveway closures, lane widths, visual obstructions, construction sequencing, and drastic reductions in speed limits.

Credit will be given for a construction plan with early completion of the eastbound associated roadway, structures, drainage, retaining wall, sound wall as per the Authority project commitments (see Section IX (C)).

Credit will be given for construction plan with early completion of the foundations and substructure for the widening of the bridge over the Hillsborough River in order to avoid conflicting with the City of Tampa's West Riverwalk project as per the Authority project commitments (see Section IX (C)).

Credit will be given for avoiding impacts to the City of Tampa's East Riverwalk and keeping it open for users during construction of the project.

AMENDMENT (Added Additional River Area Survey to Reference Documents)

LIST OF REFERENCE DOCUMENTS:

R_12 - Survey Data R_12.01 Design Survey

- SURVRD01.dgn & GDTMRD01.tin – Primary Surface
- SURVRD02.dgn & GDTMRD02.tin – Pavement
- SURVRD03.dgn & GDTMRD03.tin – Elevated portion over Gandy Blvd.
- SURVRD04.dgn & GDTMRD04.tin – East of River to Downtown
- SURVRD05.dgn – Hills. River fender system
- SURVRD06.dgn – THEA SURVRD WITH WALKWAY

AMENDMENT (Revised ITS Requirements)

R. Signalization and Intelligent Transportation System Plans; Page 102

1. General

The Design-Build Firm shall prepare Intelligent Transportation Plans in accordance with Authority criteria. The Design-Build Firm shall obtain, meet, and/or exceed all Governing Regulations apart of this RFP. ~~District Seven Specific ITS Requirements and Guidelines~~ THEA's ITS Minimum Technical Requirements (MTR) for the proposed ITS system are provided with the Attachments. Unless specifically noted otherwise in this RFP, the Design-Build Firm shall adhere to the ~~Specific ITS Requirements and Guidelines~~ MTR, and then the FDOT standards and specifications, for all activities involving ITS.

Provide ITS devices that meet the requirements of the National Transportation Communications for ITS Protocol (NTCIP) versions supported by Authority ATMS software or the current version of the Authority ATMS software at the time of ITS device integration and testing.

The Design-Build Firm shall ensure that all proposed ITS devices are on the FDOT's Approved Product List (APL). Provide grounding, lighting, and surge protection for all ITS devices and cabinets in accordance with the Governing Regulations.

Determine the exact locations and quantities of the ITS devices to meet the requirements of this RFP. The table below represents minimum quantities of new (proposed) ITS devices anticipated for this Project.

ITS Devices	Quantity	Locations
CCTV Camera	5	See ITS Concept Plans in Reference Documents

MVDS	17	See ITS Concept Plans in Reference Documents
Verification Camera	4	See ITS Concept Plans in Reference Documents
DMS	4	See ITS Concept Plans in Reference Documents
RSU	12	See ITS Concept Plans in Reference Documents
Wrong Way Vehicle Detection System (WWVDS)	5	At all off-ramps within the project corridor. See ITS Concept Plans in Reference Documents
Portable Work-zone Camera System	1	Multiple portable cameras as determined by Design-Build Firm to support full coverage of project limits throughout construction.

AMENDMENT

R. Signalization and Intelligent Transportation System Plans; Page 103

2. Design and Engineering Services:

The Design-Build Firm shall be responsible for all Signalization and ITS design and engineering services relating to the Project. All ITS system components shall be new unless otherwise identified for relocation. The design of the new system shall integrate with the existing devices. The design shall include the necessary infrastructure and components to ensure proper connection of the new ITS components. This shall include but not be limited to all proposed ITS components of this project as well as existing sub-systems that remain or are re-deployed as the final project.

At a minimum, the ITS work in this project consists of the following major components:

- Replacement of any ITS System components that are impacted by the Design-Build Firm's scope of work as approved by the Authority. All equipment shall be new unless otherwise specified.

- DMS – Includes sign support structures, static signs, and mounting brackets for lane control, lane status, toll amount, travel time and full size DMS.

- CCTV – Includes concrete poles, camera lowering devices and mountings to provide 100% CCTV coverage of the project corridor. In addition, DMS shall have a dedicated verification CCTV.

- MVDS - Includes MVDS, concrete poles and mountings to detect all lanes including the ramps along the project corridor. MVDS devices shall be spaced such that traffic in both directions are picked up at ½ mile intervals.

- WWVDS – Includes WWVDS highlighted signs, static signs, cameras, in-roadway light assemblies, sensors, and mountings to detect and notify wrong direction drivers that their vehicles are entering an exit ramp.

- RSU – Includes RSU units and mounting to incorporate future connected vehicle communication and Bluetooth traffic volume/speed measurement technologies.

- Removal of any ITS System components that are impacted by the Design-Build Firms scope of work as approved by the Authority.

- A Wrong Way Vehicle Detection System (WWVDS) shall be deployed at all off-ramps within the project corridor. WWVDS shall include static wrong-way signs on both sides of the ramps, LED flashers, wrong-way detectors, in-roadway light assemblies, confirmation CCTV cameras, pole mounted ITS cabinet, and all necessary infrastructure for fiber optics communication and line power supply. The proposed WWVDS shall provide automatic detection of wrong-way driving and warning to wrong-way drivers, automatically activate flashing beacons, in-roadway light assemblies, and provide camera verification of wrong-way vehicle and alert to the ~~City of Tampa~~ THEA TMC. The wrong-way detector station for each ramp shall provide dual zones for both wrong-way. detection and camera verifications, one forward-facing to detect incoming vehicles, and the other rear-facing to detect departing vehicles.

- In-roadway light assemblies shall meet the requirements of Section 995 of the FDOT Road and Bridge Specifications and be listed FDOT's Approved Product List (APL).

- The Design-Build Firm shall provide WWVDS software, firmware, and Application Programming Interface (API). The WWVDS's API shall be compatible with the current version of the Authority's ATMS software and communicate utilizing an ethernet Transmission Control Protocol/Internet Protocol (TCP/IP). At minimum, the WWVDS software shall allow local and remote configuration, and system health monitoring of WWVDS. At minimum, the WWVDS shall send an alert and sequence of images for up to ten (10) seconds to the Authority ATMS software that covers a configurable time before and after the wrong-way vehicle detection.

- Testing of fiber optic backbone and lateral drops furnished and installed or modified by the Design-Build Firm. Testing the entire ITS system within the project area to ensure the existing/modified system is fully functional and seamlessly integrated with the existing ITS along Selmon Expressway.

- A Portable Work-zone Camera System which shall provide full camera coverage of the Project area throughout construction. The Portable Work-zone Camera System shall consist of CCTV cameras installed on telescoping masts mounted on trailer assemblies meeting the requirements of FDOT Standard Specifications for Road and Bridge Construction – Section 990 and 996, FDOT Standard Plans for Road Construction – Index 102, and the Manual on Uniform Traffic Control Devices (MUTCD). The system shall include cellular communications from the edge computers on the trailer to a workstation provided by the Design-Build Firm to be installed at THEA's Traffic Management Center, by the Design-Build Firm. Each trailer assembly shall include a rigidly mounted telescoping mast capable of extending cameras a minimum height of eighteen (18) feet above the ground. The telescoping mast shall retract to a maximum height no greater

than ten (10) feet above the ground using a manually controlled winch and shall be capable of 360-degree rotation. The Design-Build Firm shall provide trailer assemblies with one weather, dust, and vandal resistant, lockable equipment enclosure of either aluminum or polycarbonate construction meeting NEMA 3R requirements. Ensure all cabling entrances into the equipment enclosure are water-tight with gland fitting cabling connectors, or equivalent. The Design-Build Firm shall provide a minimum of two (2) CCTV cameras with pan-tilt-zoom capabilities on each trailer mast with cameras meeting the requirements for FDOT Standard Specifications for Road and Bridge Construction, Section 996, and shall be on the FDOT Approved Products List (APL).

- The Design-Build Firm shall be responsible for providing timely technical support response for the Portable Work-zone Camera System. Calls to the Design-Build Firm technical support made by the Authority, the Department, or their representative(s) shall be returned within 24 hours. The Design-Build Firm shall be available and capable of providing remote support within 48 hours to immediately resolve issues or develop a mitigation strategy, including accessing field devices remotely (e.g., VPN).

- The Design-Build Firm shall be responsible for paying for all cellular service charges and shall be responsible for maintaining the Portable Work-zone Camera System from the start of construction until Final Acceptance of the Project. THEA shall own the Portable Work-zone Management System at the completion of the Project. At Final Acceptance of the Project, the Design-Build Firm shall verify the full functionality of the Portable Work-zone Camera System to THEA. Any failures in the system shall be resolved by the Design-Build Firm to the satisfaction of THEA.

AMENDMENT (Revised Tolling Requirements)

T. Tolling Requirements; Page 110

General

• Toll Facility Locations

Toll gantry locations shall be located within the Authority right-of-way, and shall not change unless the roadway layouts are modified by the Design-Build Firm through approved ATCs and shall be reevaluated by the Design-Build Firm against the Authority's GTR. In such cases, the toll gantry locations shall be adjusted and submitted for written approval by the Authority prior to design.

Required toll gantry locations –

• Selmon South Mainline EB (New 4-lane gantry)
• Selmon South Mainline WB (New 5-lane gantry)
• Selmon EB Willow Off-Ramp (New 2-lane Gantry)
• Selmon WB Willow On-Ramp (New 1-lane Gantry)
• Selmon WB Plant Off-Ramp (New 2-lane gantry)
• Selmon EB Plant On-Ramp (New 1-lane Gantry)

• ~~Non-accessible~~ Toll gantries – the Authority's intent is to use as described in the GTR requirements. The gantries shall be full span gantries at each site, with the exception of the Eastbound Plant On-Ramp, which may be constructed as a cantilever gantry.

• Toll Equipment Concrete Pad – the Authority's intent is to use concrete pads with appropriate conduit and electrical communication service terminating at the pads. These pads are where the Authority's Toll Equipment Contractor will install exterior toll equipment enclosures. The Design-Build Firm shall provide for the electrical services, electrical enclosures, and any support bracketing to mount the toll equipment enclosures to the concrete pad as described in the Authority's GTR.

• Protection of Toll locations – concrete barrier wall shall separate the roadway from the tolling location.

• ~~Rigid pavement - Non-steel reinforced concrete pavement is required for all toll locations. A full pavement design is required to be provided for review and approval, and pavement joint design details shall be developed in coordination with the Authority.~~

• Tolling locations in curves or in gore areas - these locations may require additional pavement markings, tubular delineators or additional devices to reduce weaving or lane changing at the tolling locations.

The Design-Build Firm shall refer to the Authority's GTR for the design criteria and construction requirements, needed for toll site requirements.

The Design-Build Firm shall allow for at least 180 calendar days within its construction schedule for the installation testing of tolling equipment by the Authority's Toll Equipment Contractor, in accordance with the Authority's GTR.

Provide all necessary improvements to existing building at 210 South Brevard Avenue, Tampa, FL 33606 in order to house the mainline tolling system and related infrastructure including associated normal power, standby power (generator), and clean power (Uninterruptible Power Supplies) distribution, lighting, communications, equipment monitoring, controls, and cooling systems. Coordinate with the Authority's Toll Equipment Contractor for facility requirements of the tolling system and related infrastructure as described above. Provide redundant cooling as well as walls of sufficient structural design to support the tolling system and related infrastructure. The Design-Build Firm may elect to propose the utilization of a new toll equipment shelter instead of the improvements to the existing building. A new tolling shelter must be located within the Authority's right of way and provide a minimum of 250 SF to support the tolling system and related infrastructure described above.

Design a normal and standby generator power distribution system for all toll sites, either with separate power service meters per site or centrally distributed from the mainline toll equipment building. Include all necessary surge suppression to protect against transient voltage from lightning events or utility power surge.

Toll Fiber Optic Cable and Conduit

The Design-Build Firm shall be responsible for all design and engineering services relating to the Project. All system components shall be new unless otherwise identified for relocation.

The fiber optic backbone requirements are defined in ITS Minimum Technical Requirements (MTR).

Connections to toll sites shall utilize a ~~24~~ 48-count single mode fiber optic drop cable connected to the toll's fiber optic backbone, following an approved fiber allocation plan coordinated with the Authority. The conduit and fiber shall be designed, installed and tested. All toll fiber optic drop cable shall utilize

two (2), 2-inch HDPE conduits, locate tone wire, warning tape, fiber route markers and splice boxes parallel to the traveled route. For additional details and requirements for toll communications refer to the General Tolling Requirements (GTR) document.

AMENDMENT (Added Revised ITS Plans to Reference Documents)

LIST OF REFERENCE DOCUMENTS:

R_07.01 – Preliminary Roadway Concept Plans_070122

R_07.02 – Preliminary Structures Concept Plans

R_07.03 - Signalization Concept Development Plans

R_07.04 - Signing Concept Development Plans

R_07.05 - ITS Conceptual Development Plan_2022-12-16REV1~~2022-07-28~~.pdf

---

AMENDMENT (Added Revised GTR to Attachments)

ATTACHMENTS:

A_004 - City of Tampa Truck Routes

A_005 – THEA General Tolling Requirements (GTR) 2022

A_006 - So_Howard_Outfall_Final_01_Tech Memo_04-28-22.pdf

AMENDMENT (Change DLA to Authority)
X.S.3. Landscape Establishment Plan; Page 108

3. Landscape Establishment Plan: The Establishment Plan includes existing, proposed and relocated trees.

Produce and Establishment Plan detailing the activities required throughout the Establishment Period and submit to the ~~DLA~~ Authority for review and approval.

AMENDMENT REFERENCE DOCUMENTS (Requested Documents from earlier Proposer Teams Questions)

R_21_So_Selmon_PD&E_Bridge_Reports.zip
R_22 -South_Selmon_Safety_RFP__Geotechnical_Data_Report.pdf
R_23 - Selmon PDE Preliminary Geotech Structures Report.pdf
R_24 - Selmon PDE Preliminary RoadwaySoilSurvey.pdf
R_25_CSX_Tampa S Selmon Xpwy_Fully exe PE Agr.pdf
R_26 - THEA-SS_Draft_PD&E_WQIE form_01082021.pdf

AMENDMENT (Bridge widening requirements)
I.2.b. Structure Plans, Criteria; Page 87

Correction:

2. Criteria

The Design-Build Firm shall incorporate the following into the design of this facility:

a. All plans and designs are to be prepared in accordance with the **Governing Regulations of Section VII**.

b. Bridge Widening: The minimum deck thickness for bridge widening, shall be 8½" which shall include the sacrificial thickness specified in the Structures Design Guidelines for long bridges. New widened sections of 8½" bridge decks shall meet the finish and smoothness requirements in the Specifications for Long Bridges. New widened sections of bridge decks shall be grooved in accordance with the Specifications. The minimum bridge deck thickness for overhang/Traffic Railing replacements shall be 8". The minimum bridge deck thickness for overhangs shall follow the Contract Documents. When an existing bridge is widened to the inside or outside, it shall be widened to the ultimate inside or outside width for the ultimate project section.