Required RFP Amendments 2/20/23

AMENDMENT

Revise the attachments below and ATTACHMENTS; 5th Page at front of document:

Correction: Revised division I Design-Build Specifications, Insurance, BIM and ITS Requirements

ATTACHMENTS

The Attachments listed below are hereby incorporated into and made a part of this Request for Proposal (RFP) as though fully set forth herein.

A_001 - Division I Design-Build Specifications BWP 06-21-2022**REV022023**.docx
A_002 - Division I Special Provisions identified by the Authority for this Project:
A_002.01 - Public Records (SP0030900)
A_002.02 - Permits and Licenses (No free passes will be issued to the Contractor for use on the Toll Facility) (SP0070201)
A_002.03 - Preservation of Property for Toll Facilities (SP0071101-tolls)
A_002.04 - Equal Employment Opportunity Requirements (SP0072700)
A_002.05 - Preference to State Residents (SP0072800)
A_002.06 - Contaminated Material – Mercury-Containing Devices and Lamps (SP0080409)
A_002.07 - Prosecution and Progress - Damage Recovery (SP0081200)
A_002.08 - Legal Requirements and Responsibility to the Public - E-Verify (SP0072900)
A_002.09 - Legal Requirements and Responsibility to the Public - Scrutinized Companies (SP0073000)
A-003 - FDOT Divisions II and III Special Provisions identified by the Authority for this Project:
A_003.01 - Mobilization (SP1010000DB)
A_003.02 - Contractor Quality Control General Requirements (SP1050813DB)
A_003.03 - Structures Foundations (SP4550000DB)
A_003.04 – Value Added Bridge Components (Dev475)
A_003.05 – sp0081300_Inc-Dis_SoSelmon_East_End_&_EB_Noise_052722 _Rev012723.pdf
A_003.06 – sp00813No_Excuse_Bonus_East_End_052722_Rev012723.pdf
A_003.07 – sp330080200813Hot_Mix_Asphalt_Smoothness_Inc-Dis_Rev022123.pdf
A_004 - City of Tampa Truck Routes
A_005 – THEA General Tolling Requirements (GTR)
A_006 - So_Howard_Outfall_Final_01_Tech Memo_04-28-22.pdf
A_007 – BIM_Requirements**REV022023**.docx
A_008 – Model_Element_Break_Down_(MEB)_worksheet.xlsx
A_009 – AMG_Special_Provisions.docx
A_010 – THEA ITS Minimum Technical Requirements_2022-07-19**REV022023**.pdf

A_011 – Letters of Clarification
A_00X - THEA Forms
A_00X.01 - Bid Blank, Design Build Major (07-14-2022)TrkChgs.docx
A_00X.02 – Certificate of Insurance.pdf
A_00X.03 – Anticipated SBE Participation Statement_12-14-2020.docx
A_00X.04 – Insurance Requirements Coverages and Limits (dated 8-26-22)**REV022023**
A_00X.05 – Schedule of Values_053122_TrkChanges.docx

AMENDMENT

Add the reference documents below and REFERENCE DOCUMENTS; 6th Page at front of document:

Correction: Revised EB Euclid On-Ramp Alignment on Roll Plot #1 in Preliminary Roadway Concept Plans, revised Signing Concept Development plan sheet & Revised ITS Conceptual Development Plans

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 SouthSelmonSafety AsBuiltPlans 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 **REV**

R_07.02 – Preliminary Structures Concept Plans

R_07.03 - Signalization Concept Development Plans

R_07.04 - Signing Concept Development Plans **REV**

R_07.05 - ITS Conceptual Development Plan_2022-07-28**REV022223**.pdf

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AMENDMENT

Add the reference documents below and REFERENCE DOCUMENTS; 7th Page at front of document:

Correction: Added Bay to Bay Concept Final.pdf, corrected R_35 & R_36 file names & updated R_35 UAO RGB's

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

R_28 – Albany-Swann.zip

R_29 – Granada.zip

R_30 – AestheticLightingInfo_HillsRiverBridge.pdf

R_31 - Fiber Trak Map_HimesToFlorida_20230113.kmz

R_32 – TCC – Structures_Plans.pdf

R_33 - ITS_Managed Field Ethernet Switch_Specifications.pdf

R_34 – GENRAL INFO PKG FOR TRAF SIGNAL CONTRACTORS-Rev 6.28.16.pdf

R_35 – UAO RGBREV022023.pdf

R_36 – SWE SAPM As-Builts.pdf

R_37 – COT Krause Generator.pdf

R_38 – Vessel Collision Risk Analysis_SS.pdf

AMENDMENT

X.P; DESIGN AND CONSTRUCTION CRITERIA, Signing and Pavement Marking Plans; Page 98:

Correction: Additional Pavement Markings Details

P. Signing and Pavement Marking Plans:

The Design-Build Firm shall prepare signing and pavement marking plans in accordance with Department criteria. All overhead signs shall conform to FDM, Standard Plans, and MUTCD criteria.

The Design-build Firm shall replace all signs and sign structures impacted from the widening of the Selmon. A Conceptual Master Signing Plan (MSP) has been provided with the Reference Documents identifying the overhead and multi-post signs within the Project limits. No structural analysis was performed for the Conceptual Master Signing Plan. The proposed signage layout and sign locations shown in the Conceptual MSP are approximate. The Design-Build Firm shall adjust the layout/locations as per field conditions to accommodate their proposed design. Not all signs (regulatory, warning, recreational or cultural, general service or logo, emergency, ramp designation, mile post etc.) required for complete signing installations are shown in the Conceptual MSP.

All signs shall be placed such that the sign will not be obscured partially or as a whole by any other element including: bridge abutments, column structures, landscaping, support structure upright of any sign, signal, lighting or ITS element. All signs shall meet the minimum visibility distance requirements.

All pavement markings on concrete surfaces shall include black contrast markings for temporary and permanent applications, except for solid edge line markings. Permanent tape including black contrast markings shall be used on all bridge and concrete pavement surfaces. All other final pavement marking materials shall conform to FDM Figure 230.3.1. **All lane stripping shall be at locations per the RFP Typical Sections or the PD&E Ultimate Typical Sections.**

Pavement markings plans shall be developed for all areas with new pavement within the Selmon Expressway mainline and ramp project limits. Pavement markings plans shall also be developed for the five signalized intersections within the project limits and all cross street improvements.

AMENDMENT

Revise the Attachment: A_010 – THEA ITS Minimum Technical Requirements_2022-007-19, Section 6.3, Page 10

Correction: Revised ITS Requirements

6.3 NEW CCTV CAMERAS
6.3.1 DESIGN REQUIREMENTS

With the exception of CCTV used exclusively for DMS message verification, ~~T~~the CCTV Camera Subsystem shall consist of all new CCTVs with new and existing CCTV poles and new Camera Lowering Devices (CLD). The Design-Build Firm is responsible for the final location and quantities of all CCTV cameras to ensure 100% video coverage is obtained. All new CCTV camera locations will typically be located along the roadway in intervals no greater than one mile apart.

When a CCTV camera site is equipped with a CLD, it shall be position perpendicular to the roadway. The CLD shall be position such that when lowered it is not directly above the lowering device handhole access point. The operation of the CLD shall also not interfere with any components attached to the CCTV camera pole such as the CCTV camera cabinet, MVDS or other pole mounted devices.

With the exception of CCTV used exclusively for DMS message verification, CCTV cameras shall have a minimum mounting height of 50 feet with lowering device above travel. The cameras shall provide full camera coverage at multilevel interchanges which may require camera poles of 70-foot mounting height or more.

If applicable, the Design-Build Firm shall design, furnish, install and integrate dedicated verification CCTV camera locations upstream from a DMS location, to be inside of the DMS's cone of vision for each location, and close enough to the DMS such that all of the DMS text and co-located static sign text is legible via the CCTV camera by optical zoom under all light conditions. The Design-Build Firm shall ensure a minimum distance of 200' and a maximum distance of ~~8~~1500' between the verification CCTV camera and the DMS location being monitored by that

camera. The verification camera shall be within a 30-degree cone of vision of the DMS and shall not be obstructed by traffic on the expressway. The verification CCTV cameras shall be placed at a minimum mounting height of twenty (20) feet unless otherwise approved by THEA.

With the exception of CCTV used exclusively for DMS message verification, ~~A~~all CCTV new cameras shall be mounted on concrete poles in accordance with the FDOT Design Standards. Guardrail and/or roadside barriers shall not be introduced for the sole purpose of protecting the CCTV pole, unless the 100% coverage cannot be obtained from an alternate location. In such cases, the Design Build Firm shall be responsible design, furnishing and installing the appropriate protection per FDOT Standards.

AMENDMENT

I.T; PROJECT REQUIREMENTS AND PROVISIONS FOR WORK, Computer Automation; Page 65:

Correction: Deleted Buildings AutoCAD Format Requirements

T. Computer Automation:

The Design-Build Firm shall utilize 3D modeling technologies and Building Information Models (BIM) throughout the entirety of the contract. Model data supplied to proposers shall be used to develop the Technical Proposal as well as all submittals for design components through final as-built condition records. 3D BIM shall also be utilized to support control of the work during construction using positioning technologies such as automated machine guidance (AMG). The Project shall be developed with 3D BIM serving as the primary information source for coordination and review of all design and construction activity. All contract plans shall be developed from the BIM models. Modeling requirements for all project elements shall be in accordance with Attachment A_008 – Model_Element_Break_Down_(MEB)_ worksheet.xlsx , which lists the requirements for level of development and identifies which elements are required to be developed as 3D BIM elements versus those to be represented with traditional 2D CADD drafting. The Authority supports the Bentley OpenRoads Designer CONNECT edition that is currently supported by the Florida Department of Transportation as its standard modeling platform. Autodesk Civil 3D may be used as an alternate BIM platform at the Design-Build Firm's discretion and with no increase in cost to the Authority. The modeling platform shall use the relevant State Kits available from the FDOT CADD Support Software Downloads. ~~**Furnish As-Built documents for all building related components of the Project in AutoCAD format.**~~ It is the responsibility of the Design-Build Firm to obtain and utilize current Department releases of all BIM/CADD applications.

AMENDMENT

X.D; DESIGN AND CONSTRUCTION CRITERIA, Utility Coordination; Page 75:

Correction: Revised Requirements

D. Utility Coordination:

The Design-Build Firm shall utilize a single dedicated person responsible for managing all utility coordination. This person shall be contractually referred to as the Utility Coordination Manager (UCM) and shall be identified in the Design-Build Firm's proposal. The Design-Build Firm shall notify the Authority in writing of any change in the identity of the Utility Coordination Manager. The Utility Coordination Manager shall have the following knowledge, skills, and abilities:

1. A minimum of 4 years of experience performing utility coordination in accordance with Department standards, policies, and procedures.
2. Knowledge of the Department plans production process and utility coordination practices,
3. Knowledge of Department agreements, standards, policies, and procedures.

The Design-Build Firm's Utility Coordination Manager shall be responsible for managing all utility coordination, including, but not limited to, the following:

4. Ensuring that all utility coordination and activities are conducted in accordance with the requirements of the Contract Documents.
5. Identifying all existing utilities and coordinating any new installations
6. Reviewing proposed utility permit application packages and recommending approval/disapproval of each permit application based on the compatibility of the permit as related to the Design-Build Firm's plans.
7. Scheduling and conducting utility meetings, preparing, and distributing minutes of all utility meetings, and ensuring expedient follow-up on all unresolved issues.
8. Distributing all plans, conflict matrices and changes to affected Utility Agency/Owners and making sure this information is properly coordinated.
9. Identifying, preparing, reviewing and facilitating any agreement required for any utility work needed through final approval and execution. The UCM shall also be responsible for monitoring and reporting the performance of all involved parties under said agreement.
10. Preparing, reviewing, approving, signing, and coordinating the implementation of and submitting to the Authority for review, all Utility Agreements.
11. Resolving utility conflicts.
12. Performing Constructability Reviews of plans prior to construction activities with regard to the installation, removal, temporary removal, de-energizing, deactivation, relocation, or adjustment of utilities.
13. Providing periodic Project updates to the Authority's Project Manager and the Authority as requested.
14. Coordination with the Authority on any issues that arise concerning reimbursement of utility work costs.
15. Complying with the electrical and communications requirements for toll facilities provided in the GTR.

The following Utility Agency/Owners (UA/O's) have been identified by the Authority as having facilities within the Project corridor for which the Authority contemplates an adjustment, protection, or relocation is possible. **UA/O's within THEA ROW are not eligible for reimbursement by THEA if relocation is required and approved by THEA.** ~~**Also provided below is a determination made by the Authority as to the eligibility of reimbursement for each UA/O identified herein along with an identification of whether the UA/O or the Design-Build Firm will be responsible for performing the utility work**~~

AMENDMENT

X.R; DESIGN AND CONSTRUCTION CRITERIA, Signalization and Intelligent Transportation System Plans; Page 101:

Correction: Additional ITS Details

R. Signalization and Intelligent Transportation System Plans:

1. General

The Design-Build Firm shall prepare Signalization and Intelligent Transportation Plans in accordance with governing regulations outlined in the RFP. A Conceptual Signalization and Intelligent Transportation Plan has been provided with the Reference Documents identifying ITS locations within the Project limits.

AMENDMENT

X.S; DESIGN AND CONSTRUCTION CRITERIA, Aesthetics, Public Space, Landscape & Irrigation Plans; Pages 107 & 108:

Correction: Added new requirements and deleted Landscaping Maintenance Agreement requirements

R. Aesthetics, Public Space, Landscape & Irrigation Plans:

The Design-Build Firm shall design and construct underpass enhancements underneath the bridge overpasses at Euclid Avenue and Willow Avenue. Underpass enhancements shall include underpass lighting, pedestrian accommodations, aesthetic lighting, landscape plantings, hardscape and site furnishings. The Design-Build Firm shall coordinate with the Authority throughout the design and shall propose two options, from which the Authority will select the one to be implemented. The Design-Build Firm's Total Lump Sum Contract Amount shall include either of the two options that are submitted.

For the remaining underpasses on the Project, the Design-Build Firm shall design underpass lighting, pedestrian accommodations, landscape plantings, and hardscape elements in coordination with the Authority. **The Design-Build Firm shall design and construct underpass enhancements at a minimum similar to what currently exists at Swann Avenue. The existing features shall be preserved at the Swann, Morrison and Watrous/Howard locations. Additionally, all existing walls will be cleaned and recoated to match the proposed walls.**

The Design-Build Firm shall prepare Landscape, Hardscape and Irrigation construction documents in accordance with the latest design standards and practices. The intent of the landscape / hardscape design is to enhance the proposed project area and provide attractive gateways to the surrounding area. The landscape/hardscape plans shall satisfy the following design objectives:

• The landscaping shall respond to the natural ecosystems of the area and geography of the site, including the underside of the viaduct structure.

• The landscape design shall provide ease of maintenance by Authority and local agency maintenance crews. An enhanced level of landscape treatment shall be provided at stormwater facilities. The enhanced design shall include grasses, groundcovers, and shrubs along with canopy trees and palms, but shall not interfere with maintenance crews' ability to access and maintain the stormwater facilities.
• The careful placement of canopy and palm trees shall avoid roadway lighting, utilities and traffic management cameras. All existing and proposed utilities must be coordinated with plant placement in the final design and construction documentation.
• All planting design shall allow for the future growth of shrubs and grasses adjacent to sidewalks.
• Tree planting allows for adequate setbacks from fences and utilities.
• Landscaping mitigates or enhances roadway structures.

In addition to the Standards, specific design criteria shall be utilized by the Design-Build Firm during the design of the final plans as follows:

• Ensure proper setbacks from overhead utilities.
• Any tree planted within 5-ft. of any underground utility shall require a root barrier placed 15-ft. centered (30-ft. total width) on the tree and to a minimum depth of 42 inches.
• Landscape plans shall include the removal of all Category I Invasive/Exotic plants as defined by the Florida Exotic Pest Plant Council (www.fleppc.org) within the project limits and within the project right of way.
• All existing landscaping damaged or destroyed during construction shall be replaced with plant material of like size, quantity and species.

~~**The Design/Build Firm shall be responsible for obtaining all landscaping maintenance agreements from the local entities.**~~

The Design-Build Firm shall prepare a plant list to be used for this Project. The plant list shall be provided as a part of the landscape concept submitted in the Technical Proposal.

AMENDMENT

X.I.2.tt; DESIGN AND CONSTRUCTION CRITERIA, Structure Plans; Page 93:

Correction: Added new guidelines regarding repair responsibilities for existing deficiencies

I. Structure Plans:

ss. Investigate all existing retaining walls and abutments impacted by the proposed conditions for geotechnical and structural capacities and strengthen or replace the existing retaining walls and abutments as is necessary by these investigations.

tt. Any deficiencies in the existing piers, substructures, abutments or foundations ~~determined by the Design-Build Firm during the course of the project~~ **explicitly identified in the PD&E documents or the scope of the**

RFP shall be remediated and strengthened to meet the requirements of the AASHTO LRFD Design Specifications and Contract Documents at no cost to the Authority. **Any other required repairs and/or retrofit not explicitly identified in the PD&E documents or the scope of the RFP will be covered by change orders.**

uu. The Design Build Firm shall provide an Independent Peer Review conforming to FDM Section 121 for the bridges identified as Independent Peer Review Bridges including signed and sealed Independent Peer Review calculations conforming to FDM 121.13.2 submitted with the 100% submittal.

AMENDMENT

T. Tolling Requirements; Page 110

Correction: Revised Tolling Generator requirements

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)

• Toll site standby generators – For the South Selmon Capacity Project, one (1) standby generator shall be provided for each pair of toll sites as follows:

- **Selmon South Mainline EB and WB**
- **Selmon EB Willow Off-Ramp and Selmon WB Willow On-Ramp**
- **Selmon WB Plant Off-Ramp and Selmon EB Plant On-Ramp**

These standby generators shall be sized to accommodate the combined power load of both sites and otherwise meet the requirements of the generators as defined in the GTR. The standby generator controls shall be configured such that a normal power loss at one or both of the sites will result in activation of the associated generator with standby power delivered to the affected toll site(s).

The Design-Build Firm shall also provide an external connection for a portable generator to support each toll site. Field verify existing THEA toll sites portable generator connections. Provide connections at the new toll sites that are compatible with the existing infrastructure.

• 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.

AMENDMENT

X.Q; DESIGN AND CONSTRUCTION CRITERIA, Lighting Plans; Pages 99 & 100:

Correction: Added additional requirements

Q. Lighting Plans:

The Design-Build Firm shall provide a lighting design and a lighting analysis and prepare lighting plans in accordance with Department criteria.

The lighting aesthetics shall be consistent with the requirements specified in this RFP or shall be consistent with adjacent section of the Selmon Expressway. Lighting levels matching the existing or permanent conditions shall be maintained at all times during construction.

Provide conventional lighting in accordance with FDM criteria along the Selmon mainline and ramps within the project limits. Light poles currently mounted along the sections with median barrier wall were constructed from the recently finished THEA Safety Project. Light pole spacing was calculated on that project with the intent of the South Selmon Capacity Project constructing the remainder of the corridor with similar luminaires and pole heights. Any proposed luminaires shall have a color temperature of 3000K to reduce the lighting glare to surrounding neighborhoods. The light fixtures from the THEA Safety Project shall be replaced with lower color temperature fixtures, without replacing the poles. Light poles 59, 60, and 61 along the median barrier wall south of Swann Avenue were replaced with Model BLX-4-T3-128LC-7- 3K-UNV fixtures, and therefore will not need new fixtures. Proposed fixtures shall be Model BLX-4-T3-128LC-7-3K-UNV or equivalent. Equivalent luminaires will need approval from the Authority. All other lighting within the project limits will be impacted by the widening and shall be removed and replaced. All new lighting shall be 45-foot poles on the median barrier wall **with pole bases and mountings similar to those installed on the THEA Safety Project**. The exceptions to median barrier wall mounting would be where lighting is needed on the bridge structures due to pole spacing, but it is not constructable because of the alignment of the bridge structures. Conventional lighting shall be LED.

AMENDMENT

X.F.3; DESIGN AND CONSTRUCTION CRITERIA, Roadway Design; Page 81:

Correction: Added additional requirements

F. Roadway Design:

3. Drainage Analysis:

Vertical pipes adjacent to MSE walls shall have a concrete thrust block at the base of the pipe and a resilient connector at the base of the inlet.

Placing storm drainpipes below retaining walls shall not be allowed when other options may be available. Where a storm drainpipe needs to cross under a retaining wall, the pipe shall cross perpendicular to the wall at depths meeting the applicable design criteria to minimize impacts of any anticipated wall settlement. The alignment of pipes under retaining walls shall be configured to minimize the length of pipe under the wall.

Ditches adjacent to retaining walls shall include a three-foot berm adjacent to the retaining wall and maximum 1:3 side slopes for maintenance functionality. The top of bank calculation for ditch freeboard determination shall be within THEA ROW.

The use of inverted siphons shall not be allowed on this Project.

AMENDMENT

X.I.2.gg Design and Construction Criteria, Structure Plan, Page 92

Correction: Added conduit requirements

gg. Three 2-in. diameter conduits in accordance with Standard Plans Index 630-010 shall be installed in all new concrete traffic railings/barriers mounted on bridges and retaining walls (3 allowed in junction slab per Index 521-610). Two 2-in. diameter conduits in accordance with Standard Plan Index D630-010 shall be installed in median traffic railings/barriers mounted on bridges. **The Design-Build Firm may use Schedule 40 conduit for the conduit installed in barrier walls.**

AMENDMENT

X.S Design and Construction Criteria, Aesthetics, Public Space, Landscape & Irrigation Plans, Pages 106 & 107

Correction: Updated requirements underneath the bridge overpasses at Bay-Bay Blvd. and MacDill Ave.

S. Aesthetics, Public Space, Landscape & Irrigation Plans

The Design-Build Firm shall continue the aesthetic theme of the Selmon West Extension (SWE) throughout the Project. The Design-Build Firm shall propose colors and textures of structural and hardscape elements for Authority approval. The Design-Build Firm shall coordinate with the Authority throughout the Project design and shall propose two (2) options that continue the SWE theme, from which the Authority will select the one (1) to be implemented.

The Design-Build Firm shall design and construct public space improvements underneath the bridge overpasses at Bay-to-Bay Boulevard and MacDill Avenue. Concepts for this site have been developed by the Authority and are included in the Reference Document (R_17 – Bay to Bay Concept Final.pdf). Site amenities include small/large dog park areas, **pickle**

ball recreation courts, flexible ~~**and/or recreational**~~ spaces, parking, and pedestrian/bicycle accommodations. ~~**The Authority will notify the Shortlisted Proposers prior to the date set established as the "deadline for Shortlisted Proposers to submit preliminary list of Alternative Technical Concepts" of what public space improvements the Authority wants constructed at this site.**~~ The Design-Build Firm shall provide all services required to design, permit, and construct all components of the improvements. These services include, but are not limited to, surveys, geotechnical investigations, utility coordination, demolition, site geometry layout and grading, and design of foundations, stormwater facilities, signage and pavement markings, maintenance of traffic, site lighting, electrical design, landscape plantings, hardscape, site furnishings, and decorative lighting. The Design-Build Firm shall coordinate with the Authority throughout the design. The Design-Build Firm shall identify in its Project schedule when the public space improvements will be open to the public.

AMENDMENT

X.I.2.j; DESIGN AND CONSTRUCTION CRITERIA, Structure Plans; Page 89:

Correction: Added new guidelines regarding Vessel Collison Protection requirements

I. Structure Plans:

Vessel Collision: New piers for bridges 100332 and 100333 and the Vessel Collision Protection Structure **(VCPS)** within the Hillsborough River shall be design**ed** for the **minimum transverse and longitudinal vessel collision loading shown below The Design Build Firm shall provide with the 90% Phase Submittal a Vessel Collision Risk Analysis (VCRA) following the FDOT MathCad program and the information provided in the project documents validating the RFP Minimum Vessel Collision Loads. This Vessel Collision Risk Analysis shall be signed and sealed by the Engineer of Record and submitted with the Final Submittal. A Preliminary Vessel Collision Risk Analysis shall be submitted within an appendix to the Technical Proposal for evaluation. All VCRA submittals shall include descriptions of and support for all assumptions and data used in the VCRA.**

i. New piers shall have mudline footings with the top of footing elevation set to match the existing adjacent existing pier's top of footing elevation.
ii. The Vessel Collision Protection Structure shall have the transverse and longitudinal loads applied at all critical locations to develop the maximum design loadings.
iii. Vessel collision designs shall not rely on tension in driven pile foundations.
iv. Pier columns and subshafts shall adhere to SDG Figure 2.11.11-1.
v. Minimum Transverse Load: **580** kips
vi. Minimum Longitudinal Load: **290** kips
vii. ~~**Minimum Vessel Collision Load**~~ **Empty Drifting Barge Impact Force**: 69 kips
viii. Depending on the analysis of the existing pier capacity, any Vessel Collision Protection Structure may be connected to the existing piers or any components of the existing piers.
ix. The depth of the Vessel Collision Protection Structure shall be sufficient to meet the requirements of Index 471-030.

Note: The Minimum Transverse Load is Hpier in the FDOT MathCad not the empty drifting barge impact force.