

## Required RFP Amendments

### AMENDMENT

Revise Section VI DESIGN AND CONSTRUCTION CRITERIA, C. Roadway Plans; Page 36 of 41:

Correction: Revised pavement design requirements for FC-5 to match to match FDOT Flexible Pavement Design Manual

18. The Authority has identified two Pavement Remediation Areas of the westbound Selmon Expressway Lower Lanes that shall be repaired per the Reference Document “S+S\_FINAL\_THEA Pavement Evaluation Design Technical Memo\_2022-11-17.pdf” and shall use the following pavement design: **Mill 8.75 inches**

- **Mill 8.75 inches**
- Friction Course FC-5(HP) 0.75-inch
- Type SP (Traffic E, HP) **42.00 inches**
- Type SP (Traffic E, ~~HP~~) **42.00 inches**
- Optional Base Group 04 (Type P-12.5 Only) 4.00 inches
- Existing Base (limerock) 3.15inches
- Existing Stabilization (LBR 22) 12 inches

For the remaining segments of the project 1 through 17 above, the Design-Build Firm shall use the following pavement design:

- Mill 2.75 inches
- **Friction Course FC-5(HP) 0.75-inch**
- **Type SP (Traffic E, HP) 2.00 inches**
- ~~Structural Course 2.0 inches with Traffic Level C, SP 12.5 with hi-polymer additive~~
- ~~Friction Course 0.75-inch FC-5 with PG76-22~~
- **Note:** Mill/Resurface shoulders as well with the standard FC-5 overlap .

**For all shoulders within project limits the Design-Build Firm shall use the following pavement design:**

- **Mill 2.00 inches**
- **Type SP (Traffic E, HP) 2.00 inches**

The work on the Eastbound Selmon Expressway Lower Lanes from the 26th Street Overpass to the I-4 Connector will require the Design-Build Firm to coordinate with FDOT District 7, the Florida Turnpike, and Middlesex Corporation, the contractor building the East Selmon/REL Slip Ramps project.

The Design-Build Firm shall coordinate the Temporary Traffic Control Design with the Authority’s Toll Operations Department to minimize any disruptions to toll operations.

**AMENDMENT**

Revise Section VI DESIGN AND CONSTRUCTION CRITERIA, D, E & F; Page 37 of 41:

Correction: Noted Not Used Sections

**D. (NOT USED)**

**E. (NOT USED)**

**F. (NOT USED)**

**G. Geometric Design:**

The Design-Build Firm shall maintain the existing roadway geometry including but not limited to, horizontal and vertical alignments, lane widths, shoulder widths, and cross slopes with this milling and resurfacing project.

**H. Design Documentation, Calculations, and Computations:**

**AMENDMENT**

Revise Section VI DESIGN AND CONSTRUCTION CRITERIA, O Signing and Pavement Markings Plans ; Page 41 of 41:

Correction: Defined pavement markings replacement requirements

**O. Signing and Pavement Marking Plans:**

The Design-Build Firm shall prepare signing and pavement marking plans in accordance with Department criteria. The temporary and permanent striping activities are to be performed in accordance with the latest edition of the Florida Department of Transportation (FDOT), Standard Specifications for Road and Bridge Construction. The Design-Build Firm shall install pavement markings in accordance with all applicable manuals, guidelines, standards, handbooks, procedures and current design memorandums. Work shall include application of Retro-Reflective Pavement Markers, Painted Pavement Markings, and Thermoplastic Traffic Stripes and Marking.

**Only pavement markings impacted by the milling and resurfacing within the milepost/station limits of the resurfacing areas need to be replaced.** Pavement markings shall be consistent with adjacent roadway segments as directed by the Authority.