

Required RFP Amendments 4/7/23

AMENDMENT

I.A; INTRODUCTION, Description of Work, Pages 3, 4 & 5:

Correction: Revised median barrier wall south of Himes Avenue; revised Willow Avenue, Cleveland Street and WB Willow Exit Ramp improvements; revised drainage and Hyde Park Historic District requirements

A. Description of Work

The following is a general description of the Work to be performed under the Contract Documents.

The Authority requires improvements to the Selmon Expressway from west of Himes Avenue to east of Florida Avenue, which will provide for a 6-lane section by widening the existing roadway to the outside, and which will ultimately accommodate a future 8-lane section without further outside widening. The proposed typical section consists of three 12-ft. lanes, a 5-ft. outside shoulder, and an 18-ft. inside shoulder in both directions.

Construct at initiation of construction work a temporary 8-ft. fence with fabric covering on the east side of the Selmon Expressway along the entire length of limited access right-of-way as a dust, debris and visual barrier.

Remove existing barrier wall, reconstruct and widen roadway approximately 9-ft. to the outside in both directions. Construct a new retaining wall with a concrete barrier wall/noise wall (8-ft.) to accommodate the widening. The existing median barrier wall will remain. The concrete barrier wall/noise wall (8-ft.) shall be constructed along the entire Project length in both directions from the beginning of the Project to west of the Hillsborough River.

Replace existing westbound Selmon Expressway bridge over Platt Street and Tampa Street On-ramp bridge to westbound Selmon Expressway as shown in the Concept Plans. Widen existing bridges as shown in the Concept Plans. Bridges are to be widened approximately 9-ft. to the outside in both directions with concrete barrier wall/noise wall (8-ft.) and inside widening is to be performed on those bridges where necessary to maintain ingress and egress at the interchanges, or for temporary traffic control. Re-deck those bridges that have been identified in the Concept Plans.

Provide barrier transitions at bridge approaches appropriate for the design speed of the facility. **With the median bridge widening over Himes Avenue and associated roadway transitions south of Himes, replace the median guardrail with median barrier wall from the south end of the Himes Avenue bridge to approximately Sta. 90+00 to improve safety and operations and to be compatible with future improvements. Add barrier wall inlets as required to meet drainage requirements.**

Provide impact attenuators at ramp gores for the proposed design speed of the roadway.

Update existing guard rail within the project limits to meet current FDOT standards.

Construct 22-ft. post and panel noise wall along the eastbound exit ramp to the S. Willow Avenue and W. Platt Street intersection.

Match existing vertical profile grades and horizontal curvature for any widening that may occur on either the Selmon Expressway or ramps.

Mill and resurface full width mainline. Extend full width mill and resurface limits to provide for pavement restoration of all areas subjected to striping alterations during construction and within the Project limits in order to restore a clean final appearance at Project completion.

Mill and resurface ramps as identified in the Concept Plans.

Design and construct wrong way driving countermeasures and infrastructure at all exit ramps within the project limits.

Construct signing and pavement markings as per Master Signing Plan and FDOT Standards requirements.

Construct new signals, intersection and ramp improvements at the W. Euclid Avenue entrance and exit ramps.

Construct new signal at the W. Bay to Bay Boulevard entrance ramps. Upgrade signal at the W. Bay to Bay Boulevard exit ramp.

Upgrade signals at the intersections of W. Brorein Street and S. Plant Avenue and E. Brorein Street and S. Morgan Street.

Construct all LED conventional highway lighting in median to provide lighting levels to meet FDOT requirements in conjunction with existing median lighting constructed as part of the South Selmon Safety DB Project. Provide temporary median light poles where required on bridges not widened in the median on this Project. The LED lighting or lighting control systems shall not operate at 915 MHz or otherwise interfere with the toll equipment on the Selmon Expressway.

Construct Willow Interchange improvements including:

- Conversion of eastbound Selmon Expressway/Willow Ave single-lane off ramp to a two lane-off ramp.
- Conversion of westbound Selmon Expressway/Willow Avenue single-lane off ramp to a two-lane off

ramp tying into ~~the Willow Avenue/Cleveland Street intersection as one shared left through lane, one exclusive through lane, and one shared through right lane to create a fifth leg east of S. Newport Street at a new signalized intersection.~~

- ~~Construct the improvements on Willow Avenue between Platt Street and Cleveland Street including adding an additional travel lane and bike lane on the east side of Willow Avenue from Platt Street to the south side of the Selmon Expressway. This will provide a SB thru lane, 2 SB left turn lanes and 3 NB thru lanes and the bike lane on the east side at the northern leg of the Willow Ave. & Platt St. intersection. The 3 NB thru lanes on Willow Ave. heading north from Platt St. will merge and shift the alignment to tie into the two NB thru lanes under the Selmon Expressway and the bike lane will tie in as shown in the drawing to the left. Additionally, the DB Firm shall resurface and restripe Cleveland Ave. from Willow Ave. east to South Boulevard to provide a bike lane and on-street parking. (See Reference Document R_7.06) Conversion of westbound Selmon Expressway/Plant Avenue single-lane ramp to a two-lane off ramp.~~

Conversion of westbound Selmon Expressway/Plant Avenue single-lane ramp to a two-lane off ramp.

Replace Toll Gantries, Toll Infrastructure, etc. at eastbound Willow Interchange Exit Ramp, westbound Willow Interchange Entrance Ramp, at West Mainline Expressway eastbound and westbound between So. Plant Ave. and Hillsborough River; westbound Plant Avenue Exit Ramp and eastbound Plant Avenue Entrance Ramp. **Note: Toll Operations shall be fully maintained at all times during construction.**

Anticipated Bridge Structures work on the Project includes the following: Bridge Removal, Construction of New Bridges with New Approach Slabs, Bridge Widening with Approach Slab Widening, Bridge Redecking with New Approach Slabs, Recoating Existing Steel Bridges, New Approach Slabs, Independent Peer Review of Bridge Designs, and Details, Retaining Walls, modifications to existing Retaining Walls/Abutments/End Bents/End Bent Wingwalls/other structural elements and Bridge/Structure/Element Repairs.

Expand or replace the existing aesthetic lighting on the eastbound and westbound Hillsborough River Bridges to illuminate the widened structures similar to the existing structures. Luminaires shall be equivalent to the existing luminaires and compatible with the existing controller.

Upgrade ITS/Tolls connectivity to two (2) sets of 72-strand fiber trunk lines on each side of the Selmon Expressway. Furnish and install all infrastructure necessary for ITS/Tolls connectivity upon Project completion as per ITS Concept Plans, ITS Minimum Technical Requirements, and FDOT Standards. Existing ITS/Tolls connectivity shall be maintained at all times during construction.

Construct drainage systems and stormwater management facilities to adequately drain the roadway. Work includes ~~the replacement of the existing non-functional pump station and~~ the addition of a gravity outfall control structure ~~(for future connection to the City of Tampa outfall project)~~ at the South Albany Pond. Drainage work shall be coordinated with the City of Tampa's South Howard Outfall drainage improvement project.

The intent of the Authority for this Project is for the Design-Build Firm to continue the aesthetic theme of the Selmon West Extension (SWE) throughout the South Selmon Capacity Project. **The Design-Build Firm shall also ensure the Expressway improvements, especially at the underpasses and bridges within the Hyde Park Historic District, conforms with the guidelines for materials, colors and landscaping within the District.** 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 at least two (2) options that continue the SWE theme, from which the Authority will select the one to be implemented.

Aesthetic enhancements underneath the bridge overpasses at Euclid Avenue and Willow Avenue shall include aesthetic lighting, landscape plantings, hardscape, and site furnishings.

The Design-Build Firm shall design and construct public space improvements underneath the bridge overpasses at Bay-to-Bay Boulevard and MacDill Avenue (See R_17 – Bay to Bay Concept Final.pdf in the Reference Documents). Concepts that the Authority is evaluating include small/large dog park areas, flexible and/or recreational Spaces, parking, and pedestrian/bicycle accommodations. A final decision on what is to be constructed will be provided by the Authority prior to the ATC process.

Proposers are advised that the Project corridor runs through multiple residential neighborhoods which are in close proximity to the Selmon Expressway. The Design-Build Firm shall take this into consideration in its design and construction of the proposed improvements, including but not limited to, providing special attention to noise abatement, sediment and dust control, and other measures to avoid and minimize adverse impacts to the community.

AMENDMENT

X.R; DESIGN AND CONSTRUCTION CRITERIA, Signalization and Intelligent Transportation System Plans; Page 101 & 102:

Correction: Added new signal at WB Willow Off Ramp

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.

The Design-Build Firm shall be responsible for all Signalization construction services relating to the Project as required in this RFP, at a minimum.

All Signalization work shall be coordinated with City of Tampa and the Authority. All signalization equipment shall be compatible and interchangeable with existing infrastructure and comply with all City of Tampa and the Authority design

requirements. The Design-Build Firm is responsible to coordinate with TECO Distribution for proposed service points. The Design-Build Firm shall include all associated costs in their Price Proposal.

Provide pedestrian push buttons and count-down signal heads at all pedestrian crossings at signalized intersections.

All signal structures shall be mast arms. No steel or concrete strain poles shall be permitted.

The Design-Build Firm shall develop signalization plans for five intersections as depicted in the Signalization Concept Plans (See Reference Documents). Three of the intersections will be newly signalized. Those intersections are located at:

- Southbound Selmon Expressway off-ramp at West Euclid Avenue
- Northbound Selmon Expressway on-ramp at West Euclid Avenue
- Northbound Selmon Expressway on-ramp at West Bay to Bay Boulevard

The other two intersections will be located at:

- West Cleveland Street at South Willow Avenue
- West Platt Street at South Willow Avenue

~~The intersection of West Cleveland Street and South Willow Avenue~~ will have a ~~the~~ new off ramp intersecting ~~through~~ with it east of S. Newport Avenue. The Design-Build Firm shall develop signalization plans for this intersection.

AMENDMENT

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

Correction: Totally new section ccc

ccc. All bridges on this project shall be longitudinally grooved unless otherwise approved by THEA.

AMENDMENT

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

Correction: Deleted non-median location reference

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 on the median barrier wall. ~~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, Drainage Analysis; Pages 78 & 79:

Correction: Added new drainage analysis and design requirements

3. Drainage Analysis:

The Design-Build Firm shall be responsible for designing the drainage and stormwater management systems. All design work shall be in compliance with the Department's Drainage Manual; Florida Administrative Code, chapter 14-86; Federal Aid Policy Guide 23 CFR 650A; and the requirements of the regulatory agencies. This work will include the engineering analysis necessary to design any or all of the following: cross drains, French drains, roadway ditches, outfall ditches, storm sewers, retention/detention facilities, interchange drainage and water management, other drainage systems and elements of systems as required for a complete analysis. Full coordination with all permitting agencies, the Authority's Operations and Engineering Department will be required from the outset. Full documentation of all meetings and decisions are to be submitted to Authority. These activities and submittals should be coordinated through the Authority's Project Manager.

The PD&E (Project Development and Environmental Study) approach to stormwater quality treatment involves meeting SWFWMD presumptive criteria and providing a net improvement in water quality ultimately discharging to Tampa Bay (considered an Impaired Water Body by SWFWMD), by utilizing equivalent/compensatory treatment in areas of the project with proposed stormwater management facilities to offset other areas of the project where new stormwater management facilities are not feasible. The PD&E Study has identified certain drainage basins, outfalls, stormwater management facilities, etc. throughout the South Selmon Expressway corridor. However, the Design-Build Firm is advised that the exact number and size of drainage basins, outfalls and water management facilities (retention/detention areas, weirs, etc.) floodplain compensation sites, and Impaired Water Body and Outstanding

Florida Waters designations for the project will be the Design-Build Firm's responsibility. The Design-Build Firm shall obtain approval of the stormwater treatment/attenuation design.

The Design-Build Firm shall perform design and generate construction plans documenting the permitted systems function to criteria.

Existing cross drains and storm sewers within the project limits that are proposed by the Design-Build Firm to be utilized as part of the drainage system for the roadway improvements shall be lined with cured-in-place liners. The Design-Build Firm shall desilt, video inspect and investigate all existing pipes and structures that are proposed to be utilized as part of the drainage system for the roadway improvements and shall make recommendations to the Authority for repairs or replacement. Cured-in-place pipe liners shall be the only repair method considered by the Authority for pipes that are too small to be physically accessed by Design-Build Firm personnel. Pipes that are large enough to be physically accessed by Design-Build Firm personnel may use other repair methods in addition to cured-in-place liner, as approved by the Authority. Repair recommendations for pipe liners shall include a hydraulic evaluation of the pipe/culvert's smaller inside area with the proposed liner. Pipe inspections and investigations shall extend as a minimum to the first existing drainage structure outside of the longitudinal or lateral project limits. The Design-Build Firm shall provide the recommendations to the Authority prior to the 90% plans submittal and in sufficient time for the Authority to decide if there is additional work to be added to the project. The Authority shall make all final decisions on which work is considered beyond the initial scope of this project.

The existing 18-inch pipe between Station 190+20 left and the capped median inlet at Station 191+00 is in poor condition and shall be replaced if proposed to be utilized as part of the proposed drainage system. If the pipe will not be used as part of the proposed drainage system, it shall be grouted or filled with flowable fill and abandoned in place.

The Design-Build Firm shall maintain its work in such condition that adequate drainage will exist at all times. The construction of the Project shall not temporarily or permanently cause a material adverse effect to existing functioning storm sewers, gutters, ditches, and other run-off facilities.

The Design-Build Firm shall be responsible for obtaining all applicable permits and agency approvals for the project. Anticipated permitting agencies include, but are not limited to, United States Coast Guard, USCOE, FDEP, SWFWMD, and Port Tampa Bay. The Design-Build Firm shall be responsible for permits that accurately depict the final design. Joint-use ponds or alternative SMFs can be considered; however, the Design-Build Firm is responsible for all associated coordination, costs, permitting fees and fines, as well as any permit time extensions. The Design-Build Firm shall design appropriate treatment and attenuation in accordance with SWFWMD and Department criteria for each existing outfall. The Design-Build Firm is advised of its responsibility to limit post-developed discharges at outfalls leaving the project to predeveloped rates, and to evaluate and upgrade as necessary, the existing conveyance systems (cross drains, storm drains, ditches, etc.) to accommodate the proposed roadway improvements. The Design-Build Firm is advised that the original four-lane divided Selmon Expressway typical section (which existed prior to the South Selmon Median Safety project) shall be considered the pre-developed condition for stormwater treatment and attenuation calculations as agreed to by SWFWMD, City of Tampa, and the Authority. The Design-Build Firm shall coordinate with the City of Tampa for those Selmon Expressway drainage and stormwater management systems that discharge to City of Tampa owned/maintained outfall systems.

The City's South Howard Outfall project will include capacity to accommodate stormwater runoff from Post-Developed Sections of the Selmon Expressway from So. Howard Avenue to Swann Avenue in the Rome Avenue Basin (Segment 1) and from Mississippi Avenue to So. Howard Avenue in the Palma Ceia Basin (Segment 2). The COT will provide a connection for THEA to connect to the City's South Howard Outfall culvert at the Selmon Expressway at Howard Avenue. THEA will add a gravity control structure and outfall pipe to the southwest corner of the currently land-locked South Albany Pond. The City will connect this pond outfall pipe to its proposed storm drain pipe running west on Bristol Avenue that is to be constructed as part of the South Howard Resiliency/Outfall project.

For the proposed Selmon Expressway Ponds in the Euclid, Palma Ceia, Rome Ave, Spanishtown Creek, Brorein West, and Brorein East Basins, where feasible for the stormwater management to be accomplished entirely within existing THEA Right-of-Way, THEA will meet the City's criteria of attenuating a 25-year/24-hour post-developed discharge rate to a 5-year/24-hour pre-developed rate when connecting to the City's system. For those basins, where it is not feasible for THEA to meet the City's attenuation criteria with stormwater storage entirely within THEA's Right-of-Way, THEA will create Hydrologic and Hydraulic (H&H) models for those basins for the mean annual, 5-year/8-hour and the 25-year/24-hour storm events to show that sufficient stormwater storage volume has been provided within THEA's Right-of-way such that no HGL increases will occur anywhere in the City's system upstream or downstream of the Points of Connection. THEA recognizes that no models currently exist for these basins, so these models will have to be developed by THEA's DB Firm. The pre-developed condition used in the modeling shall represent the impervious area prior to the South Selmon Median Safety project and the Selmon West Extension project.

The Authority has determined through preliminary modeling that supplementing or upsizing the existing 54-inch Granada Basin outfall pipe from the Selmon Expressway to Old Tampa Bay will be hydraulically beneficial to the Selmon Expressway drainage system as well as the drainage system along Bay-to-Bay Boulevard. The Design-Build Firm shall review the Granada Outfall Drainage Technical Memo (12/13/2021) included in the Reference Documents and shall design and construct improvements to the existing outfall to accommodate the drainage from the Selmon Expressway roadway improvements, and which lowers the stages of the Bay-to-Bay trunk line as identified in the Technical Memo. The outfall lies within a City of Tampa easement running through a private development, crosses South Ysabella Avenue and Bayshore Boulevard, and the outfall crosses two City of Tampa sanitary sewer lines along Bayshore Blvd. At least one conflict manhole will have to be modified or replaced. Coordination will be required with the City of Tampa Wastewater and Stormwater Departments. The Design-Build Firm shall also coordinate with the PIC.

Since the completion of the PD&E Study, the Authority has coordinated with the City of Tampa on their "Upper Peninsula Stormwater Improvements – East Region" investigation and has determined that draining a portion of the Selmon Expressway to the City's proposed South Howard Outfall project could be hydraulically beneficial to the Selmon Expressway drainage system as well as to the surrounding neighborhoods. The City's South Howard project would also accept runoff from the Selmon Expressway's South Albany Pond via a proposed City pipe running west along Bristol Avenue from Albany Street to So. Howard Avenue. ~~However, the~~ City's project ~~is anticipated to lag this Project~~ and the proposed City improvements ~~will may or may not~~ be in place at the time the Design-Build Firm is ready to connect.

The Rome Avenue basin includes the Swann Pond and the South Albany Pond. ~~The South Albany Pond has a non-functioning pump station. The Design-Build Firm shall repair/refurbish or replace the existing pump station with a pump of similar capacity. The pump station discharge will be via a new outlet pipe installed by jack and bore or directional bore from the South Albany Pond underneath the CSX rail line to the shared ditch between the widened Selmon Expressway and the CSX rail line, where it will connect to the proposed Expressway storm drain system. Design water stages in the South Albany pond shall be developed to provide as much capacity for Selmon Expressway~~

~~runoff as possible and to reduce the surrounding local street flooding.~~ The Design-Build Firm' shall also include the design and construction of a gravity flow outfall control structure and pipe for the South Albany Pond that will connect to the City's proposed ~~future~~ 36-inch storm drain that will run approximately 785 feet west along W. Bristol Avenue to connect to the proposed culvert at South Howard Avenue. The pipe from the new pond control structure shall be sized for the future connection to the 36-inch ~~pipe but will be plugged within the Authority ROW.~~ Coordination will be required with the City of Tampa Stormwater Department.