

## Required RFP Amendments 5/26/23

### AMENDMENT

Revise the attachments below and ATTACHMENTS; 5<sup>th</sup> Page at front of document:

Correction: Revised General Tolling Requirements and ITS Minimum Technical Standards

### 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 06-21-2022REV031023.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)REV052523**

A\_006 - So\_Howard\_Outfall\_Final\_01\_Tech Memo\_04-28-22.pdf

A\_007 – BIM\_RequirementsREV022023.docx

A\_008 – Model\_Element\_Break\_Down\_(MEB)\_worksheet.xlsx

A\_009 – AMG\_Special\_Provisions.docx

**A\_010 – THEA ITS Minimum Technical Requirements\_2022-07-19REV052523.pdf**

A\_011 – Letters of Clarification

A\_012 – Front Light Shield

A\_00X - THEA Forms

A\_00X.01 - Bid Blank, Design Build Major (07-14-2022)TrkChgsREV042823.docx

A\_00X.02 – Certificate of Insurance.pdf

A\_00X.03 –SBE COMMITMENT FORM – Design Build.docx

A\_00X.04 – Insurance Requirements Coverages and Limits (dated 8-26-22)REV031023

A\_00X.05 – Schedule of Values\_053122\_TrkChangesREV042823.docx

A\_013 - R\_09 – HI-0012\_Geotech Data Report.pdf

R\_09.01 – Boring Raw Data Files

A\_014 - R\_11 – Pavement Design Recommendations\_061422

A\_015 - R\_12 - Survey Data

A\_015 - 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

A\_015 - R\_12.02 Alignment & ROW

- ALGNRD01.dgn - Alignment
- RWDTRD01.dgn – Right of Way

A\_015 - R\_12.03 - Project Control

- CTRLRD.pdf – PDF of project control sheets
- CTLSRD01.dgn thru CTLSRD08.dgn – Project control detail sheets (CAD)
- CTLSRD\_ldm.xlsx – Project control spreadsheet

A\_015 - R\_12.04 – LiDAR Point Cloud

- DOT Tiles
- LAS Tiles

**A\_016 – Swann\_Pond\_Fence-Sheets.pdf**

**AMENDMENT**

A 010 – THEA ITS Minimum Technical Requirements 2022-007-19, section 2.1.1 ; Page 3:

**2.1.1 MAINTENANCE OF COMMUNICATIONS PLANS (MOC) & METHOD OF PROCEDURE (MOP)**

A Maintenance of Communication (MOC) plan set is required for projects when existing ITS or Tolls communication, fiber/electrical infrastructure (including associated devices), will be interrupted and a temporary solution, phasing or relocation, will be required prior to the permanent ITS infrastructure or device placements being completed per final design. Phasing of communication pathways in order to maintain existing connectivity shall be provided, schedule of events along with a narrative and construction plan set identifying the existing conditions to be maintained, any modifications to the existing equipment locations, details for all installation of any proposed temporary solution, and splicing diagrams encompassing all phases of the MOC until the final design communication connections shall be provided. The intent of the MOC shall be to maintain communications and device availability and minimize any downtime of the existing ITS devices or Toll buildings/equipment during the construction phases of the project.

The Design-Build Firm shall follow the order of preference in providing communications alternative during the MOC phases. In no case, Wireless or leased line shall be allowed. Mounting/attaching backbone to fence **in an HDPE conduit** shall ~~not~~ be allowed.

**AMENDMENT**

A 005 – THEA General Tolling Requirements (GTR) 052523.pdf, section 7.2 ; Page 16:

**7.2 Site Requirements**

7.2.1 Coordinate civil site plans with all other drawings and component sets.

7.2.2 Developmental Standard Plans D521-005 apply to concrete barriers in the median or between the mainline and adjacent roads or ramps. Minor modifications may be necessary to meet other GTR requirements.

7.2.3 There must be a continuous five (5) feet wide, 6-inch thick concrete sidewalk around the toll site as shown in the conceptual drawings.

7.2.4 Toll equipment control cabinet(s) sizes may change. **The Toll Equipment Contractor will coordinate with the general contractor responsible for the toll site design** ~~Coordinate with and obtain approval from THEA~~ on the final cabinet sizes to be used during the site design.

## AMENDMENT

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

Correction: Added plans for existing Hills River Bridge Aesthetic Lighting

## 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 REV042823
  - 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\_2022-07-28REV022223.pdf

R\_07.06 – WB Willow Exit Ramp.pdf

R\_08 – LightingDesignAnalysisReport South Selmon 7-13-2022

**R\_09 – FINAL Lights on Tampa Bridge Lighting DWGS.pdf**

R\_10 –Partial BIM Model & Concept Plan CADD Files

## AMENDMENT

X.Q; PHASE 2 – DESIGN AND CONSTRUCTION CRITERIA, Lighting Plans; Page 100:

Correction: Clarified disposal of removed lighting features

### **G. 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 and light shields to reduce the lighting glare to surrounding neighborhoods. The light fixtures from the THEA Safety Project shall be replaced with 3000K color temperature fixtures with light shields, 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 with front light shields, 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 with pole bases and mountings similar to those installed on the THEA Safety Project. Conventional lighting shall be LED.

Provide underdeck lighting in accordance with FDM criteria in all bridge spans crossing roadways. Underdeck light shall be LED and light levels shall equal the adjacent roadway lighting. The underdeck lighting fixtures shall be in accordance with the FDOT APL and shall be used consistently or shall be consistent with adjacent sections of the Selmon expressway as directed by the Authority.

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. (Existing aesthetic lighting information is included in the Reference Document R\_21-Hills\_River\_Bridge\_Exist\_Aesthetic\_Lighting\_Info.pdf.

The Design-Build Firm shall develop a Lighting Design Analysis Report providing the photometric analysis where there is proposed lighting. Voltage drop calculations of proposed wire and load analysis of each proposed branch circuit shall be developed. If the Design-Build Firm is proposing the new lighting on an existing circuit, a load analysis of that circuit shall be provided showing that it can handle the new load. Electrical design shall conform with NEC criteria.

The Design-Build Firm shall develop and submit for approval, a Load Center/Circuit/Pole Number identification plan that is compatible with the existing lighting systems maintenance identification scheme.

Where existing roadway lighting circuit sources (services, load centers, etc.) are being removed, the Design-Build Firm shall either:

1. Provide a new load center per current codes and all applicable criteria.
2. Identify an existing load center capable of feeding the existing and proposed lighting while meeting all current codes and all applicable criteria.

All modified load centers shall comply with all applicable criteria and shall be in like new condition.

Existing light poles, luminaire arms, luminaires, and load centers identified for removal shall ~~be coordinated with the Maintaining Agency as to whether these features will~~ become the property of Design-Build Firm ~~and they are responsible for disposal or salvaged, transported, and delivered to the Maintaining Agency for future use.~~

## **AMENDMENT**

X.R.1 – DESIGN AND CONSTRUCTION CRITERIA, Signalization and Intelligent Transportation System Plans, General; Page 102:

Correction: Clarified Signalization locations

**H. 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~~**Four** 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
- **West Cleveland Street at WB Selmon Off-Ramp**

The other ~~two~~ intersections will be located at:

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

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

## **AMENDMENT**

X.S; DESIGN AND CONSTRUCTION CRITERIA, Aesthetics, Public Space, Landscape & Irrigation Plans;  
Pages 106 & 107:

Correction: Further defined aesthetics requirements, added details on St. John's Episcopal Parish Day School facilities restoration

### **I. 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.

These aesthetic enhancements shall include the following items:

- Patterns utilizing form liners or other methods continuing the aesthetic theme of the SWE on the outside of all exterior concrete barrier wall/noise wall (8-ft) from approximately 100' before the start of each bridge to approximately 100' after the end of each bridge.
- SWE Themed Aesthetic Design Details- Additional distinctive decorative items (an example from the I-4 Ultimate in Orlando is shown below) located on the same exterior concrete barrier wall/noise wall (8-ft) or retaining walls
  - at the start and end of each of patterned section in the previous bullet
  - at the start and end of each bridge
  - at all interior bridge piers.
  - At the bridge cheek walls/end bent walls.





These aesthetic enhancements shall not include the following items:

- Any aesthetic enhancement (patterns/painting) on the traffic side face of any median concrete barrier wall, concrete barrier wall or concrete barrier wall/noise wall (8-ft).
- Any finback or other similar aesthetic feature on top of the median concrete barrier walls or exterior concrete barrier walls.

#### Underpass at Bay-to-Bay Boulevard

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 spaces, parking, pedestrian/bicycle accommodations and one distinctive decorative planter/pedestal for future public art on each side of the bridge underpasses. These pedestals shall have electrical power connections provided in their base for future lighting. 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.

#### **Underpass Areas at Euclid Avenue and Willow Avenue**

The Design-Build Firm shall design and construct underpass enhancements underneath the bridge overpasses at Euclid Avenue and at Willow Avenue and adjacent THEA ROW. The Design-Build Firm shall design and construct these underpass enhancements at a minimum similar to what currently exists at Swann Avenue. Underpass enhancements shall include underpass lighting, pedestrian accommodations, aesthetic lighting, landscape plantings, hardscape, site furnishings and one distinctive decorative planter/pedestal for future public art on each side of the bridge underpasses. These pedestals shall have electrical power connections provided in their base for future lighting. 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 the costs to construct either of the two options that are submitted.

#### **All Other Project Underpasses**

For the remaining underpasses on the Project, the Design-Build Firm shall design underpass lighting, pedestrian accommodations, landscape plantings, hardscape elements, and one distinctive decorative planter/pedestal for future public art on each side of the bridge underpasses in coordination with the Authority. These pedestals shall have electrical power connections provided in their base for future lighting.

The Design-Build Firm shall design and construct these 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 shall be cleaned and recoated to match the proposed walls.

The Design-Build Firm's Total Lump Sum Contract Amount shall include the following aesthetic costs:

- The Bay-to-Bay Boulevard and MacDill Avenue public space improvements that are included in Reference Document (R\_17 – Bay to Bay ConceptFinal.pdf)
- A minimum of \$7,000,000 within their various Schedule of Values items to cover the design and construction of all other aesthetics enhancement including, but not limited to, SWE

themed aesthetic design details for roadway and bridges, Underpass Areas at Euclid Avenue and at Willow Avenue and All Other Project Underpasses.

The Design-Build Firms shall be responsible for restoring the space on THEA property beneath and adjacent to the Selmon Expressway from east of Plant Ave. to Hyde Park Ave. to the same condition that it was in prior to the start of construction with similar pavement, sodding and fencing.

**The Design-Build Firm will be required to remove the 8-ft temporary fence after completion of the work. The temporary fence will be replaced by permanent fencing throughout the project. Permanent urban LA ROW fencing will be installed as per FDOT standards with the following exceptions:**

- 1) No LA ROW fence will be installed between the CSX Railroad and the Selmon Expressway where they are parallel when the proposed wall height does not require fencing.**
- 2) Where existing fencing is black vinyl coated it will be replaced with black vinyl coated fencing.**
- 3) Within the vicinity of the Hyde Park Historic District, black metal fence as was installed by the City of Tampa at the Mayor's Pond- Rome and Swann Avenues (Attachment A\_016) will be installed at the LA Row line at all locations on the east and south side of the Selmon Expressway from Howard Avenue east to Bayshore Boulevard, and on the north side of the Selmon Expressway from the CSX Railroad tracks just west of Willow Avenue east to Bayshore Boulevard.**

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.