

Required RFP Amendments 7/17/23

AMENDMENT

I.A; INTRODUCTION, Description of Work; Page 2:

Correction: Clarified ramp width requirements and westbound Willow entrance ramp relocation

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 **and widen those ramps as necessary to meet FDOT width requirements except where the ramps are on existing retaining wall or bridge structures where the approved Design Exception will apply.**

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 Willow Avenue East of S. Newport Street at a new signalized intersection.

- Relocate and reconstruct the westbound Willow Avenue on ramp in a location parallel and adjacent to the CSX ROW line.



- 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 – WB Willow Exit Ramp.pdf).
- Conversion of westbound Selmon Expressway/Plant Avenue single-lane ramp to a two-lane off ramp.

AMENDMENT

X.I.1 – DESIGN AND CONSTRUCTION CRITERIA, Structure Plans, Bridge Design Analysis; Page 94:

Correction: Clarified additional structure design and construction requirements

zz. The tension stress limit for checking SDG Section 2.12.1.B shall be zero psi (no tension).

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.

bbb. For permanent retaining walls, no additional horizontal loads to the existing cast-in-place retaining walls will be allowed **except for MSE Walls constructed with straps that will be connected to the existing Cast In Place (CIP) walls and utilize backfill of flowable fill or Low Density Cellular Concrete (LDCC).**

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

AMENDMENT

X.P.1 – DESIGN AND CONSTRUCTION CRITERIA, Signing and Pavement Marking Plans; Page 98:

Correction: Clarified additional signing requirements

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. **THEA will require either Overhead Arrow-per-Lane or Diagrammatic guide signs showing exit only and option lanes at the gore and at an advance sign location for both the westbound Plant Ave. and westbound Willow Ave. exit ramps.**

AMENDMENT

X.Q – DESIGN AND CONSTRUCTION CRITERIA, Lighting Plans; Page 98:

Correction: Clarified additional signing requirements

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. **All aesthetic and Smart Lighting systems shall be grounded to meet FDOT ITS grounding standards.**

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.

AMENDMENT

X.T; DESIGN AND CONSTRUCTION CRITERIA, Tolling Requirements; Pages 110:

Correction: Further defined tolling loss of revenue requirements.

T. Tolling Requirements

The existing toll system is being maintained by the Authority. Throughout the Project, the Design-Build Firm shall coordinate any issues or concerns with the existing system to the Authority. The Design-Build Firm shall also coordinate with the Authority regarding, installation, testing and commissioning the new toll equipment at all new toll equipment sites. The responsibilities of the Design-Build Firm to coordinate with toll equipment installation contractor are provided in the Authority's GTR Document.

The Design-Build Firm shall furnish and install tolling infrastructure per the Authority's GTR (General Tolling Requirements). The Authority's GTR includes toll gantry structural, geotechnical, electrical, mechanical, communication and supplemental pavement design criteria specific to each of the tolling facility requirements. The Design Build Firm shall refer to the Authority's GTR for the design criteria and construction requirements needed for a complete and fully operational tolling point.

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) – **THEA will allow a maximum 120 day suspension of toll collection for ramp construction and toll equipment installation and commissioning with no loss of toll revenue responsibilities imposed upon the DB Firm. Time extensions to the suspension of toll collections will be granted for weather, holidays and other special events as per Section 8 of the Florida Standard Specifications for Roadway and Bridge Construction FY 2023-24.**