

Required RFP Amendments 8/9/23

AMENDMENT

Revised and added the attachments below and ATTACHMENTS; 5th Page at front of document;
Correction: Revised Calendar Days on Special Provisions sp00813

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_002.10 - Measurement and Payment - Material Price Adjustments – Various Materials (sp009020103)**
- 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_Rev072823012723.pdf**
 - A_003.06 – sp00813No_Excuse_Bonus_East_End_052722_Rev072823012723.pdf**
 - A_003.07 – sp330080200813Hot_Mix_Asphalt_Smoothness_Inc-Dis_Rev022123.pdf
 - A_003.08 – sp4551101Unforseen_Work**
- A_004 - City of Tampa Truck Routes
- A_005 – THEA General Tolling Requirements (GTR)REV061423052523**
- A_006 - So_Howard_Outfall_Final_01_Tech Memo_04-28-22.pdf
- A_007 – BIM_RequirementsREV022023.docx

AMENDMENT

I.B; INTRODUCTION, Time of Completion; Page 6:

Correction: Revised Time for Completion to 2040 calendar days

B. Time for Completion

The time of completion is of the essence of the design-build contract and the successful Design-Build Firm, if delivered an executed design-build contract and Notice to Proceed for the Project, shall proceed with the Work in accordance with the approved schedule and within the contract time period specified in the Contract Documents. In the event of failure to complete the Work within the time specified, the Authority may assess damages as provided by this RFP, law, and the Contract Documents, unless an appropriate extension of time has been approved in a Contract Modification in accordance with the design-build contract.

The Authority has established ~~twoone~~ thousand ~~fortyeight hundred (20401800)~~ calendar days to achieve Final Acceptance for the Project, commencing from the issuance of the Notice to Proceed.

AMENDMENT

IX.J; PROJECT REQUIREMENTS AND PROVISIONS FOR WORK, Time of Completion; Page 58:

Correction: Revised Time of Completion to 2040 calendar days

J. Time of Completion

The Authority has established ~~twoone~~ thousand ~~fortyeight hundred (20401800)~~ calendar days to achieve Final Acceptance for the Project, commencing from the issuance of the Notice to Proceed.

AMENDMENT

X.F.3; DESIGN AND CONSTRUCTION CRITERIA, Roadway Design, Drainage Analysis; Page 79:

Correction: Added requirements for plugging and grouting

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. **All other existing drainage pipes that are no longer being utilized and are being abandoned in place shall be plugged and grout filled.**

AMENDMENT

IX.Z; PROJECT REQUIREMENTS AND PROVISIONS FOR WORK, Insurance and Bonds; Page 70:

Correction: Revise bond form requirement

Z. Insurance and Bonds

The cost of all insurance and bonds required by the Contract and this RFP to be provided by the Design-Build Firm shall be included in the Proposer's Total Lump Sum Contract Amount.

The Design-Build Firm shall provide the insurance coverage required in Form A_00X.04 – Insurance Requirements Coverages and Limits. The cost of all such required insurance coverage shall be included in the Total Lump Sum Contract Amount.

The Design-Build Firm shall also provide the Authority with a Warranty/Maintenance Bond in the amount of \$2,000,000, ~~the form of which~~ **using a form provided by the Surety is attached to this RFP as Attachment A-43**, as a condition precedent to final acceptance. The cost of the Warranty/Maintenance Bond shall be included in the Total Lump Sum Contract Amount. The surety of the Warranty/Maintenance Bond shall have a resident agent in the State of Florida, meet all of the requirements of the laws of Florida and the regulations of the Authority, and have the Authority's approval. Ensure that the surety's resident agent's name, address, and telephone number are clearly stated on the face of the Warranty/Maintenance Bond. The Warranty/Maintenance Bond shall have a surety that remains acceptable to the Authority throughout the duration of the Establishment Period. In the event that the surety executing the Warranty/Maintenance Bond, although acceptable to the Authority at the time of execution of the Warranty/Maintenance Bond, subsequently becomes insolvent or bankrupt, or becomes unreliable or otherwise unsatisfactory due to any cause that becomes apparent after the Authority initial approval of the company, then the Authority may require that the Design-Build Firm, at the Design-Build Firm's expense, immediately replace the Warranty/Maintenance Bond with a similar one drawn on a surety company that is reliable and acceptable to the Authority. *See also* Design and Construction Criteria at Section S.