

RFP Addendum No. 3
03/7/2025

Below is a summary of changes made to the RFP by Addendum No. 3. The conformed RFP incorporates the changes below and all prior Addenda.

I. INTRODUCTION – G. Scope of Design Build Firm’s Responsibilities in General, Page 3

The Design-Build Firm shall be responsible for reviewing the approved PD&E Study Project Environmental Impact Report (PEIR) and supporting documents and complying with the requirements and commitments therein **(except as modified herein)**.

II. OBTAINING THE PROCUREMENT DOCUMENTS AND SCHEDULE OF EVENTS – B. Current Schedule of Events, Page 7

3/11/25 @ 10:30 am	In Person or Virtually via TEAMS Utility Pre-Proposal Meeting facilitated by, in the THEA Boardroom, 1104 E. Twiggs Street Suite 300, Tampa, FL 33602.
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IV. PHASE 1 PROCUREMENT PROCESS – C. Phase 1 – The Pass/Fail Criteria, Page 19-20

4.1.1 – Miscellaneous Structures

~~4.2 – Minor Bridge Design~~

~~6.3 – Intelligent Transportation Systems Analysis, Design, and Implementation~~

~~9.1~~ 9.4.1 – Standard Foundation Studies

X. PROJECT REQUIREMENTS AND PROVISIONS FOR WORK – C. Project Commitments, Page 46 & 47

The Design-Build Firm and the Authority will be responsible for adhering to the project commitments identified below:

	Commitment	Responsible Party
1	Design-Build Firm shall not disrupt any toll collection operation, revenue collection or Intelligent Transportation System during any construction phase.	Design-Build Firm
2	During construction for the project within the Fort Brooke site (8HH00013), ground disturbance that goes beyond the depth of one meter (3.3 ft) shall be monitored by a qualified archaeologist This PD&E Commitment is no longer required based on the SHPO Section 106 No Effect Letter dated February 14, 2025 (Attachment A 022)	Design-Build Firm
3	If prehistoric or historic artifacts, such as pottery or ceramics, projectile points, dugout canoes, metal implements, historic building materials, or any other physical remains that could be associated with Native American, early European, or American settlement are	Design-Build Firm

	Commitment	Responsible Party
	<p>encountered at any time within the project area, construction activities involving subsurface disturbance in the vicinity of the discovery will cease. The Florida Department of State, Division of Historical Resources, Compliance Review Section will be contacted. The subsurface construction activities will not resume without verbal and/or written authorization. In the event that unmarked human remains are encountered during construction activities, all work will stop immediately, and the proper authorities notified in accordance with Section 872.05, Florida Statutes.</p> <p>Based on the SHPO Section 106 No Effect Letter dated February 14, 2025 (Attachment A_022), this PD&E Commitment is superseded with below:</p> <p>a.) If prehistoric or historic artifacts, such as pottery or ceramics, projectile points, dugout canoes, metal implements, historic building materials, or any other physical remains that could be associated with Native American, early European, or American settlement are encountered at any time within the project site area, the permitted project shall cease all activities involving subsurface disturbance in the vicinity of the discovery. The applicant shall contact the Florida Department of State, Division of Historical Resources, Compliance Review Section at (850)-245-6333. Project activities shall not resume without verbal and/or written authorization.</p> <p>b.) In the event that unmarked human remains are encountered during permitted activities, all work shall stop immediately and the proper authorities notified in accordance with Section 872.05, Florida Statutes</p>	
4	Design-Build Firm shall adhere to the most current National Marine Fisheries Service’s (NMFS) Construction Special Provisions - Gulf Sturgeon Protection Guidelines for the protection of the Gulf Sturgeon.	Design-Build Firm
5	Design-Build Firm shall adhere to the most current NMFS’s Sea Turtle and Smalltooth Sawfish Construction Conditions during project construction.	Design-Build Firm

	Commitment	Responsible Party
6	<p>-Design-Build Firm shall implement the U.S. Army Corps of Engineers (USACE) Standard Manatee Conditions for In-Water Work (most current version). These guidelines will be incorporated as part of the final project design. Additional special conditions for manatees will be addressed during construction and include the following:</p> <ul style="list-style-type: none"> -Barges will be equipped with fender systems that provide a minimum standoff distance of four feet between wharves, bulkheads and vessels moored together to prevent crushing manatees. Existing slow speed or no wake zones will apply to work boats and barges associated with construction; and -The spacing between the bridge pilings will be at least 60 inches to allow for manatee movement in between the pilings. If a minimum of 60-inch spacing is not provided between piles, further coordination will be conducted with the U.S. Fish and Wildlife Service (USFWS). -Any culverts larger than eight inches and less than eight feet in diameter will be grated to prevent manatee entrapment. 	Design-Build Firm
7	<p>Design-Build Firm shall implement a Marine Wildlife Watch Plan for the West Indian/Florida manatee during project construction to eliminate the possibility of construction-related manatee injury or death. These guidelines will be incorporated into the final project design.</p>	Design-Build Firm
8	<p>-Design-Build Firm shall coordinate with the NMFS, USFWS, and/or USACE regarding potential impacts associated with pile driving activities needed for bridge construction over the Hillsborough River.</p> <ul style="list-style-type: none"> -The size/style of piles, quantity of piles, number of piles driven per day, number of strikes per pile, and other information needed to determine potential hydroacoustic impacts to marine wildlife is currently unknown. -THEA will inform the Design-Build Firm of the requirement to use a ramp-up procedure during the installation of piles. This procedure allows for a gradual increase in noise level to give sensitive species ample time to flee prior to initiation of full noise levels. This approach can reduce the likelihood of secondary or sub-lethal effects from sound impulses associated with pile driving. -No nighttime in-water work will be performed. In-water work will be conducted from official sunrise until official sunset times. 	Design-Build Firm
9	<p>Design-Build Firm shall construct Concrete Barrier/Noise Walls along both sides of the roadway per the RFP limits and height requirements</p>	Design-Build Firm
10	<p>Construction of the improvements to the Expressway bridges over the Hillsborough River shall be coordinated by Design-Build Firm with contractor building the City of Tampa's West Riverwalk project.</p>	Design-Build Firm

	Commitment	Responsible Party
11	Wrong-Way driving warning systems with in-pavement blinking lights shall be installed on all off-ramps within the Project limits	Design-Build Firm
12	BIM/CADD deliverables in addition to PDF plan sets shall be submitted by the Design-Build Firm for each design submittal.	Design-Build Firm
13	As part of the As-Built Set deliverables, field conditions shall be incorporated into all BIM/CADD files for delivery as the as-built Asset Information Model (AIM).	Design-Build Firm
14	Design-Build Firm's first construction activity shall be to construct and maintain 8-ft security/construction/visual barrier fence along the eastbound roadway limits of construction	Design-Build Firm
15	The Authority is committed to providing agencies using THEA rights-of-way for parking with a minimum 30-day notice of upcoming partial or full parking lot closures due to construction activities. Design-Build Firm shall notify the Authority of any impacts to existing parking in time for the Authority to provide the minimum 30-day notice.	Design-Build Firm & Authority
16	Design-Build Firm shall accommodate the future construction of Public Space Improvements (Reference Document R_17 – Public Space Concept at Bay to Bay) underneath the bridge overpasses at W. Bay-to-Bay Boulevard. and S. MacDill Avenue Concept features include a Dog Park, Flexible and/or Recreational Use Space, Enhanced Parking as identified in the Reference Documents.	Design-Build Firm & Authority, as stated

X. PROJECT REQUIREMENTS AND PROVISIONS FOR WORK – M. Meetings and Progress Reporting, Page 57

~~Once construction starts, the Design-Build Firm shall provide monthly aerial photography (in digital format) of the entire project limits showing the progress of the Work.~~

XII. DESIGN AND CONSTRUCTION CRITERIA – D. Utility Coordination, Conflict Matrix, Page 85

Tampa Electric's transmission line crosses over the Selmon Expressway at S. Himes Avenue and **S. MacDill Ave.** Transmission outage is likely required for bridge widening. See Transportation Management section for more information on outages.

XII. DESIGN AND CONSTRUCTION CRITERIA – O. Transportation Management Plan, Traffic Control Restrictions, Page 106

Tampa Electric's transmission line crosses over the Selmon Expressway at S. Himes Avenue and **S. MacDill Ave.** Transmission outage is likely required for bridge widening. Below are typical outage availabilities and restrictions:

Attachments

The Attachment(s) listed below are hereby incorporated into and made a part of this Request for Proposal (RFP) as though fully set forth herein.

Item Number	Title Description
A_022	SHPO Section 106 No Effect Letter 2025-02-14