

RFP Addendum No. 7

05/13/2025

Below is a summary of changes made to the RFP by Addendum No. 7. The conformed RFP incorporates the changes below and all prior Addenda.

V. PHASE 2 – TECHNICAL PROPOSALS – C. Technical Proposal – Minimum Information Required, Page 27

Section 3: Renderings (Not included in ~~ten~~ twelve-page Proposal page-count)

XI. DETAILED SCOPE – A. Roadway, Interchanges, Ramps, and Auxiliary Lanes, Page 67

c. Westbound off-ramp to S. Plant Avenue: widen or reconstruct to a 2-lane off-ramp, with a 4-lane to 3-2 lane split at the ramp gore. A new toll gantry and site will be required for this two lane ramp. It is anticipated that a new toll site will be located on the north side of the ramp. The widened ramp shall be designed to maintain traffic operations during construction. **A Design Variation for two-lane exit ramp right-side shoulder width of 6' is acceptable where significant constraints exist and if approved by ATC. A Design Variation for two-lane exit ramp left-side shoulder width of 6' is acceptable.**

g. Eastbound South Selmon mainline lanes at S. Florida Avenue exit are to accommodate the additional inside third lane by providing a 4-lane to 2-2 lane split at the exit to S. Florida Avenue. The two remaining inside thru lanes shall transition to match the existing two thru lanes east of S Florida Avenue by extending the eastbound and westbound widening a minimum of four bridges spans east of S. Florida Avenue. Unless otherwise approved by the Authority, the eastbound bridge widening in the median shall be of sufficient width for a future through lane. **Design Variations for two-lane exit ramp right-side and left-side shoulder widths of 4' is acceptable. As these are the existing condition, no ATC submittal is required unless a change is proposed.**

Provide new **~~impact attenuators at ramp gores for the~~ Quadguard II crash cushions for the posted design speed and necessary widths at the following ramp gores: WB Euclid Ave off-ramp, WB Bay to Bay Blvd off-ramp, WB Plant Ave off-ramp and EB Florida Ave off-ramp. ~~Proposed design speed of the roadway.~~**

XI. DETAILED SCOPE – G. Aesthetics, Underpass Ground Plane Hardscaping, Page 78

THEA's goal is to improve the appearance along the local roadway at the underpasses and enhance the pedestrian experience. Due to the limited natural light after the bridges are widened in the median, **landscape plantings will not survive and must be removed (Standard Clearing and Grubbing).** The ground planes at underpasses are to be hardscaped as shown in the Roadway Concept Plans (Reference Document R_07.01 – Roadway Plans, and as detailed in Section XII.T Aesthetics. Hardscape improvements vary by location, but include new curb, sidewalk, brick pavers, stamped concrete, landscape curb and crushed white shell.

XII. DESIGN AND CONSTRUCTION CRITERIA – D. Utility Coordination, Page 87

Utility Work by Highway Contractor

City of Tampa water line relocations required for the project will be designed and constructed by the Design-Build Firm based on the City of Tampa UWHCA **~~Request Letter and Plans (RGB's) see Reference Document R_37. (Note, the final documents will be provided in a future Addendum).~~** Design Criteria Package – see Attachment A_24. The City of Tampa RGB's located in Reference Document R_37 are superseded by Attachment A_24.

XII. DESIGN AND CONSTRUCTION CRITERIA – F. Roadway Design, Page 91

The proposed Selmon Expressway Mainline outside shoulders shall include ground-in rumble strips in accordance with FDOT standards.

XII. DESIGN AND CONSTRUCTION CRITERIA – T. Aesthetics, Page 117

Signature Features at the Hillsborough River Bridge

The ground mounted ‘masts’ will be structural concrete with a Class V Applied Finish Coating AMS-STD 26307 (Grey) with a 2” inset color AMS-STD 27925 (Insignia White). The foundations will be designed as deep footings limiting impacts to surface features. Reference the Roadway Plan Drawings for the approximate location of the masts.

The decorative sails will be constructed of structural framing with a perforated metal sheathing (both sides), hole size 3/8” round and a 30% open area. The perforated sheathing will be painted or powder-coated with Color: AMS-STD-595 Color 27925 (Insignia White). The perforated sheathing is intended to reduce the wind forces on the structure. If the Design-Build Team determines that a solid sheathing can be utilized they may make this substitution. If required based on structural analysis, a strut may be included at the clew of the triangular sail attaching it to the existing bridge substructure.

The sails will include a triangular panel on both sides consisting of wire mesh, Stainless Steel, Type 304, Woven - Plain Weave, 4 x 4 Mesh (Square), 0.1870" x 0.1870" Opening (Square), 0.063" Thick (16 Gauge) Wire Diameter, 56% Open Area. The mesh may remain mill finish (no coloring) and affixed to the sail with mechanical fastenings to allow for access to the internal lighting components.

The mesh area will be internally illuminated with a fully programmable RGB LED light system. This system will be on a separate circuit. The internal illumination of this area must be contained within the triangular shape. The lighting will be uniform across the entire surface of the triangle to present a uniform ‘glow’. There will be no hot spots or shadow areas. The remaining white metal portion of the sail will be externally illuminated. (refer to section XI R Lighting Plans for the luminosity of these elements)

~~The cable stay aesthetic features will be 6” in diameter and powder coated Color: AMS STD 595 Color 27925 (Insignia White).~~

The ~~cable stays will terminate at~~ design includes a series of five decorative ‘buttons’ positioned at the pier caps over the Hillsborough River. The buttons will be secured at the existing pier caps by means of a structural armature which will sandwich the pier caps. The decorative buttons will be constructed with a metal frame supporting metal sheathing. The frame and sheathing on the roadway facing side will be opaque and powder coated with: AMS-STD-595 Color 25056 (Blue).

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_24	COT Water UWHCA Design Criteria Package

Reference Documents

The Reference Document(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
R_7.01	ADD07 Roadway Plans – 2025-05-12
R_7.07	ADD07 Concept Plan CADD Files – 2025-05-12