

**TAMPA-HILLSBOROUGH COUNTY
EXPRESSWAY AUTHORITY**

Addendum No. 11

FOR

Request for Proposals (RFP)

East Selmon Slip Ramps Design-Build

RFP O-02520

ADDENDUM NO. 11

PROJECT NAME: East Selmon Slip Ramps Design-Build RFP O-02520

DATE OF ADDENDUM: March 11, 2021

PLEASE NOTE THE FOLLOWING ADDENDUM NO. 10 TO THE RFP:

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 - Project Advertisement

A_002 - Division I Design-Build Specifications

Division I Special Provisions identified by the Authority for this Project:

A_003.01 - Award and Execution of Contract (SP0030200)

A_003.02 - Public Records (SP0030900)

A_003.03 - Permits and Licenses (No free passes will be issued to the Contractor for use on the Toll Facility)
(SP0070201)

A_003.04 - Preservation of Property for Toll Facilities (SP0071101-tolls)

A_003.05 - Equal Employment Opportunity Requirements (SP0072700)

A_003.06 - Preference to State Residents (SP0072800)

A_003.07 - Legal Requirements and Responsibility to the Public - E-Verify (SP0072900)

A_003.08 - Legal Requirements and Responsibility to the Public - Scrutinized Companies (SP0073000)

A_003.09 - Contaminated Material – Mercury-Containing Devices and Lamps (SP0080409)

A_003.10 - Prosecution and Progress - Damage Recovery (SP0081200)

FDOT Divisions II and III Special Provisions identified by the Authority for this Project:

A_004.01 - Mobilization (SP1010000DB)

A_004.02 - Contractor Quality Control General Requirements (SP1050813DB)

A_004.03 - Structures Foundations (SP4550000DB)

A_004.04 – Value Added Bridge Components (Dev475)

A_005 - City of Tampa Truck Routes

A_006 – THEA General Tolling Requirements

A_007 – Letters of Clarification (pending)

THEA Forms

A_008.01 - Bid Blank, Design Build Major

A_008.02 - Dispute Review Board Three Party Agreement

A_008.03 - Certificate of Insurance

A_008.04 - Insurance Requirements, Coverages, and Limits

A_008.05 - Anticipated SBE Participation Statement

A_008.06 – Schedule of Values

Conceptual Typical Sections

A_009.01 – NOT USED

A_009.02 – Conceptual Slip Ramp Typical Sections (Updated March 1, 2021)

A_010 – Pipe Lining Locations (Updated March 11, 2021)

The RFP Reference Documents are revised as follows:

REFERENCE DOCUMENTS

The following documents are being provided with this RFP. Except as specifically set forth in the body of this RFP, these documents are being provided for reference and general information only. They are not being incorporated into and are not being made part of the RFP, the contract documents or any other document that is connected or related to this Project except as otherwise specifically stated herein. No information contained in these documents shall be construed as a representation of any field condition or any statement of facts upon which the Design-Build Firm can rely upon in performance of this contract. All information contained in these reference documents must be verified by a proper factual investigation. The bidder agrees that by accepting copies of the documents, any and all claims for damages, time or any other impacts based on the documents are expressly waived.

- R_01 - Historic Plans (Updated March 11, 2021)
- R_02 - Concept Plans
- R_03 - Bridge Inspection Reports
- R_04 - Existing Bridge Plans
- R_05 - East Selmon Planning and Feasibility Study
- R_06 - Geotechnical Data
- R_07 - Type 1 Categorical Exclusion (Ramp 3)
- R_08 - Non Major State Action (Ramp 2) (PENDING)
- R_09 - Survey Data
- R_10 – Selmon Expressway Connector MOU
- R_11 – Selmon Expressway and I-75 Interchange MOU
- R_12 – Pipe Video Inspection – Vicinity of Ramp 3
- R_13 – Utility Information
- R_14 – Conceptual Typical Sections
- R_15 – Pre-Bid Meeting Presentation

Section I., Description of Work, is deleted and replaced with the following:

Description of Work

The Authority proposes the addition of two slip ramps:

1. Add a new ingress ramp (15 feet wide lane with 6-foot inside and outside shoulders) onto the westbound Reversible Elevated Lanes (REL) from the westbound Local Lanes west of the I-75/Selmon Expressway Interchange. This work is referred to as Ramp 3.
2. Add a new egress ramp (15 feet wide lane) onto the westbound Local Lanes from the REL east of the I-4 Connector, ending west of the CSX overpass bridge (#100447). This work is referred to as Ramp 2.

Remove any conflicting guardrail and barrier wall and furnish and install new guardrail and barrier wall where warranted after the slip ramp widening. Furnish and install new barrier wall to provide separation between slip ramp and local lanes, with appropriate terminal ends.

Replace ground-in rumble strips where warranted.

Remove two (2) existing overhead sign span assemblies impacted by the proposed design. Furnish and install at least seven new overhead sign assemblies to accommodate the proposed design and any additional necessary overhead signage.

Provide barrier transitions at bridge approaches appropriate for the design speed of the facility.

Match existing vertical profile grades and horizontal curvature for any widening that may occur on either the Selmon Local Lanes or the REL mainline.

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.

Install wrong way driving gates and infrastructure at Ramp 3. Provide wrong way infrastructure at Ramp 2 as necessary.

Maintain and Restore ITS/ATMS connectivity during construction. Furnish and install all infrastructure necessary for ITS/ATMS connectivity upon project completion.

Resurface and Restripe the Southbound I-4 Connector off-ramp onto Westbound Selmon Local Lanes (Ramp E). Begin the two-lane to one-lane merge striping immediately at the end of the FDOT maintenance limit (beginning of Authority maintenance limit) located at the bridge joint for Bridge # 100716.

Place four (4) 2-inch diameter conduits for future use, placed the entire length of the limits of construction for both Ramp 2 and Ramp 3. Two (2) of the conduits shall have pull boxes placed at a spacing of 500-feet (for power conductors), and two (2) shall have pull boxes placed at a spacing of 1000-feet (for fiber/communications). All four (4) conduits may share a common trench, bore or barrier wall encasement but pull boxes must maintain separation per the National Electric Code (NEC) and FDOT specifications. Barrier wall is the prescribed path and trench or bore is for transition points only. Where the route transitions from ground surface to sectional bridge, the conduit shall terminate in pull boxes inside of the bridge in close proximity to existing communications and power pull boxes.

The intent of this Project is to replace, repair or rehabilitate all deficiencies noted in the RFP within the Project limits such that maintenance work required upon Final Acceptance is limited to routine work.

Section VI.C. is deleted and replaced with the following:

C. Geotechnical Services:

Driven Pile Foundations for Bridges and Major Structures

The Design-Build Firm shall determine whether the resistance factors used for pile design will be based on static/statnamic load testing. Prepare a Technical Special Provision (TSP) for tests other than the Modified Quick Test, such as Bidirectional (Osterberg Cell) Load Test or Statnamic Load Test. For Bidirectional Load Tests use the same loading and unloading intervals, as well as the same loading times specified for the Modified Quick Test. Comply with the instrumentation requirements of 455-2.4. Before the resistance factors for static/statnamic load testing may be used for pile foundations, a minimum of one successful load test must be performed at each bridge location where foundations are installed in a representative location of that area.

The Design-Build Firm shall be responsible for the following:

1. Selection of pile type and size.
2. Selection of test pile lengths, locations and quantity of test piles.
3. Selection of pile testing methods.
4. Determining the frequency of such testing unless otherwise stated herein.
5. Performance of the selected test pile program, including dynamic load test personnel and equipment. The CEI and Authority may observe the installation of test piles and all pile testing.
6. Preparing and submitting a Pile Installation Plan for the CEI and Authority's acceptance.
7. Selection of production pile lengths.
8. Development of the driving criteria.
9. Driving piles to the required capacity and minimum penetration depth.
10. Inspecting and Recording the pile driving information.
11. Submitting Foundation Certification Packages.
12. Providing safe access, and cooperating with the CEI and Authority in verification of the piles, both during construction and after submittal of the certification package.

Drilled Shaft Foundations for Bridges and Miscellaneous Structures

The Design-Build Firm shall determine whether the resistance factors used for drilled shaft design will be based on static/statnamic load testing. Prepare a Technical Special Provision (TSP) for tests other than the Modified Quick Test, such as Bidirectional (Osterberg Cell) Load Test or Statnamic Load Test. For Bidirectional Load Tests use the same loading and unloading intervals, as well as the same loading times specified for the Modified Quick Test. Comply with the instrumentation requirements of 455-2.4. Before the resistance factors for static/statnamic load testing may be used for drilled shafts, a minimum of one successful load test must be performed at each bridge location where foundations are installed in a representative location of that area.

The Design-Build Firm shall be responsible for the following:

1. Evaluating geotechnical conditions to determine the drilled shaft diameter and length and construction methods to be used.
2. Performing the subsurface investigation and drilling pilot holes prior to establishing the drilled shaft tip elevations and socket requirements. For redundant drilled shaft bridge foundations, perform at least one test boring in accordance with the Soils and Foundations Handbook at each bent/pier.
3. Determining the locations of the load test shafts and the types of tests that will be performed.
4. Performing pilot borings for test holes (also known as test shafts or method shafts) and load test shafts and providing the results to the CEI and Authority at least one (1) working day before beginning construction of these shafts.
5. Preparing and submitting a Drilled Shaft Installation Plan for the CEI and Authority's acceptance.
6. Constructing the method shaft (test hole) and load test shafts successfully and conducting thermal integrity tests on these shafts.
7. Providing all personnel and equipment to perform a load test program on the load test shafts.
8. Determining the production shaft lengths.

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9. Documenting and providing a report that includes all load test shaft data, analysis, and recommendations to the CEI and Authority.
10. Constructing all drilled shafts to the required tip elevation and socket requirement in accordance with the specifications.
11. Inspecting and documenting the construction of all drilled shafts in accordance with the specifications.
12. Performing Cross-Hole Sonic Logging (CSL) or Thermal Integrity tests on all nonredundant drilled shafts supporting bridges. For redundant drilled shaft bridge foundations and drilled shafts for miscellaneous structures, perform CSL or Thermal Integrity testing on any shaft suspected of containing defects.
13. Repairing all detected defects and conducting post repair integrity testing using 3D tomographic imaging and gamma-gamma density logging.
14. Submitting Foundation Certification Packages in accordance with the specifications.
15. Providing safe access, and cooperating with the CEI and Authority in verification of the drilled shafts, both during construction and after submittal of the certification package.
16. Complying with the tolling gantry foundation requirements provided in the GTR.

Spread Footings Foundations

The Design-Build Firm shall be responsible for the following:

1. Evaluating geotechnical conditions and designing the spread footing.
2. Constructing the spread footing to the required footing elevation, at the required soil or rock material, and at the required compaction levels, in accordance with the specifications.
3. Inspecting and documenting the spread footing construction.
4. Submitting Foundation Certification Packages in accordance with the specifications.
5. Providing safe access and cooperating with the CEI and Authority in verification of the spread footing, both during construction and after submittal of the certification package.

Auger Cast Piles for Sound Barrier Walls

The Design-Build Firm shall be responsible for the following:

1. Evaluating geotechnical conditions and designing the foundations, including diameter and lengths.
2. Constructing all auger cast piles to the required tip elevation and socket requirements, in accordance with the specifications.
3. Preparing and submitting an Auger Cast Pile Installation Plan for the CEI and Authority's acceptance.
4. Inspecting and documenting the auger cast pile installation.
5. Submitting Foundation Certification Packages in accordance with the specifications.
6. Providing safe access and cooperating with the CEI and Authority in verification of the auger cast piles, both during construction and after submittal of the certification package.

Specialty Geotechnical Services Requirements

Specialty geotechnical work is any alternative geotechnical work not covered by Authority and Department Specifications and requires the development of a Technical Special Provision (TSP). Any TSP for geotechnical work shall include the following:

- Criteria of measurable parameters to be met in order to accept the specialty geotechnical work,
- A field testing and instrumentation program to verify design assumptions and performance,
- A quality control program to be performed by the Design-Build Firm that includes sampling and testing to ensure the material quality, products, and installation procedures meet requirements,
- A verification testing program to be performed by the Geotechnical Foundation Design Engineer of Record (GFDEOR) that includes inspection, sampling, and testing to verify the material, products, and procedures meet requirements. The TSP shall include language providing separate lab samples to be used for the CEI and Authority's independent verification.
- A certification process.

After construction of the specialty geotechnical work, the Design-Build Firm shall submit a certification package for Authority's review within 15 business days. The certification package shall include the results of all the field testing, instrumentation and lab testing performed and a signed and sealed letter by the GFDEOR certifying that the specialty geotechnical work meets the requirements. The Authority may issue comments and require additional verification testing.

In addition, micropiles may be utilized for the bridge foundations. The Design-Build Firm shall be responsible for the following:

- Evaluating geotechnical conditions and designing the foundations, including micropile diameter, bottom of micropile casing elevation, micropile tip elevation and minimum rock bond length.
- Performing the subsurface investigation consisting of Standard Penetration Test (SPT) borings prior to establishing the micropile tip elevation and rock bond length requirements. Minimum frequency of test borings shall be as follows:
 1. Bents/pier foundations < 50 feet wide - at least one boring within every bent/pier per structure;
 2. Bents/pier foundations \geq 50 feet wide - at least two evenly spaced borings within every bent/pier per structure;
 3. All bridges with micropiles require static load tests. Perform at least one boring within 10 feet of the location of the static load test pile.

All borings shall be performed at a maximum sampling interval of 2.5 feet and shall continue through competent rock materials for at least 10 feet below the expected micropile tip elevation.

- Preparing and submitting a Micropile Installation Plan for the CEI and Authority's acceptance.
- Inspecting and documenting the micropile installation.
- Providing safe access, and cooperating with the CEI and Authority in verification of the piles, both during construction and after submittal of the certification package.

The Design-Build Firm shall include the following design requirements if micropiles are used:

- Minimum micropile diameter of 9.5" (diameter without casing)
- Minimum concrete cover along micropile bond length = 3"
- Design diameter along the micropile bond length shall not be greater than the casing outside diameter or the diameter of drilling tool

Any micropile TSP shall include the following:

- Shall be in accordance with the requirements of the AASHTO Construction Specification, Chapter 33.
- Perform a minimum of one static load test to the nominal bearing resistance on a non-production (sacrificial) micropile per every other bent/pier location per bridge. Perform a proof static load test to the factored axial design load on a minimum of one production pile or 10% (rounded up) of production piles at each bent/pier, whichever is greater.
- Criteria of measurable parameters to be met in order to accept the specialty geotechnical work.
- A field testing and instrumentation program to verify design assumptions and performance.
- A quality control program to be performed by the Design-Build Firm that includes sampling and testing to ensure the material quality, products, and installation procedures meet requirements.
- A verification testing program to be performed by the Geotechnical Foundation Design Engineer of Record (GFDEOR) that includes inspection, sampling, and testing to verify the material, products, and procedures meet requirements. The TSP shall include language providing separate lab samples to be used for the CEI and Authority's independent verification.
- A certification process.

After construction of the specialty geotechnical work, the Design-Build Firm shall submit a certification package for the CEI and Authority's review. The certification package shall include the results of all the field testing, instrumentation and lab testing performed, and a signed and sealed letter by the GFDEOR certifying that the specialty geotechnical work meets

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the requirements. The CEI and Authority may issue comments and require additional verification testing.

For micropiles, submit foundation certification packages for every foundation unit. A foundation unit is defined as all micropiles within one bent or pier for each phase of each bridge. Each Foundation Certification Package shall contain a certification letter signed and sealed by the GFDEOR, certifying capacity, integrity and performance of all micropiles, and clearly legible copies of all micropile installation records and grouting logs, supplemental testing data and analyses for the foundation unit. The certification shall not be contingent on any future testing or approval by the CEI and Authority. The certification letter shall certify specifically that the micropiles meet all the design and construction criteria established for the micropiles, including axial compression capacity, uplift, lateral stability, integrity, and foundation settlement. Within two (2) working days of receipt of the Foundation Certification Package, the CEI and Authority will examine the certification package for completeness and compliance with the Contract Documents, and determine whether micropiles in that foundation unit will be selected for load testing. The CEI and Authority may reject incomplete packages or packages that show that one or more micropiles have not been installed in conformance with the contract documents.

Section VI.F.3. is deleted and replaced with the following:

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 Environmental Management section and Drainage Design section 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 exact number 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 will be the Design-Build Firm's responsibility. The Design-Build Firm shall obtain approval of the stormwater treatment/attenuation design.

The objective is to obtain approved stormwater treatment/attenuation design.

The Design-Build Firm shall perform design and generate construction plans documenting the permitted systems function to criteria.

The Design-Build Firm shall perform the investigation necessary and provide the engineering analysis required to determine whether existing drainage features to remain are hydraulically and structurally adequate. Flood flow requirements will be determined in accordance with the Department's procedures. If any of these existing cross drains or storm sewers are found to be hydraulically inadequate or found to have insufficient design life, they must be replaced or supplemented in accordance with the drainage requirements of this RFP.

Existing drainage pipes and structures for the East Selmon Expressway have been constructed and or modified over multiple projects; the original Eastern Extension of the Crosstown (Selmon Expressway), the Reversible Lanes project, conversion to All-Electronic Tolling project, and the I-4/Selmon Connector project. The Authority has identified several cross drains and storm sewers constructed with the original Eastern Extension of the Expressway and the Reversible Lanes within the ramp project limits that are to be lined by the Design-Build Firm with cured in place pipe liners. These drainage pipes and structures to be lined are included in the Attachments. The Design-Build Firm shall desilt, video inspect, and investigate the existing 8'x8' concrete box culvert cross drain CD-05 at Station 714+00, as well as all other existing pipes and structures not previously identified as to be lined within the project limits and shall make recommendations to the Authority for repairs. The Design-Build Firm shall provide the recommendations to the Authority prior to beginning construction and in sufficient time for the Authority to decide if the repair work will be added to the project. Pipe inspections and investigations should extend as a minimum to the first existing drainage structure outside of the longitudinal or lateral project limits.

The Design-Build Firm shall maintain its work in such condition that adequate drainage will exist at all times. The construction of the Project shall not temporarily or permanently cause a material adverse effect to existing functioning storm sewers, gutters, ditches, and other run-off facilities.

The Design-Build Firm shall be responsible for obtaining SWFWMD permits for this project. SWFWMD has indicated that depending on the length of each slip ramp, the project may qualify for an Exemption. The Design-Build Firm shall be responsible for permits that accurately depict the final design. Joint-use ponds or alternative SMFs can be considered; however, the Design-Build Firm is responsible for all associated coordination, costs, permitting fees and fines, as well as any permit time extensions. The Design-Build Firm shall design appropriate treatment and attenuation in accordance with SWFWMD and Department criteria for each existing outfall. The Design-Build Firm is advised that a stormwater permit exemption from SWFWMD does not alleviate the Design-Build Firm from its responsibility to limit post-developed discharges at outfalls leaving the project to pre-developed rates, or from evaluating and upgrading as necessary, the existing

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conveyance systems (cross drains, storm drains, ditches, etc.) to accommodate the proposed roadway improvements.

It shall not be acceptable to place guardrails or barrier walls for the sole purpose of circumventing clear zone criteria for drainage structures.

If pond liners are utilized, the Design-Build Firm shall determine an appropriate factor of safety for pond liners to prevent failures. The minimum factor of safety shall be 1.20.

The Design-Build Firm shall perform double ring infiltrometer tests (same number of tests as performed for design and permitting) for any dry pond 180 days prior to obtaining Final Acceptance. The double ring infiltrometer tests shall demonstrate infiltration rates equal to or better than the permitted rates. The bottom of any dry pond shall not be sodded. The Design-Build Firm's operations (i.e material staging, equipment operation, etc.) shall not be conducted so as to compromise the infiltration characteristics of each dry pond. Any required remedial action to restore filtration characteristics will be provided at no cost to the Authority.

Vertical pipes adjacent to MSE walls shall have a concrete thrust block at the base of the pipe and a resilient connector at the base of the inlet.

Placing storm drain pipes below retaining walls shall not be allowed when other options may be available. Where a storm drain pipe needs to cross under a retaining wall, the pipe shall cross perpendicular to the wall at depths meeting the applicable design criteria to minimize impacts of any anticipated wall settlement. The alignment of pipes under retaining walls shall be configured to minimize the length of pipe under the wall.

The use of inverted siphons shall not be allowed on this project.

Concrete pipe shall be used for cross drains and storm drains for this project. The Department's Culvert Service Life Estimator program shall be utilized to determine the required RCP class. The minimum RCP class shall be Class II. Optional pipe materials may be used for gutter drain pipes in embankment slopes. The Design-Build Firm shall only use the optional pipe materials tabulated for a given structure. The documentation supporting the required RCP class and chosen optional pipe material for gutter drain pipes, including the Culvert Service Life Estimator Program Analysis, shall be submitted to the Authority with the 90% plan submittal. Pipe material type installed on the Project shall be indicated on the Summary of Drainage Structures Sheets.

A2000 PVC (ASTM F 949) shall not be used in areas exposed to direct sunlight such as above ground, unshaded installations, endwalls, and mitered end sections. Additional requirements are as follows:

- PVC pipe shall be manufactured from PVC compound having no less than 1.0 part of Titanium Dioxide per 100 parts of PVC resin, by weight.
- PVC pipe shall be installed within 2 years from the date of manufacture.

Water tight joints shall be required for all pipes. In the event of a leak at a pipe joint, hydrostatic calculations shall be submitted by the Design-Build Firm to demonstrate that the joint(s) are water tight per FDOT Specifications. Field measurement of the ground water elevation shall be required at the location of the leak to perform the required calculations.

All precast storm sewer manholes and inlets shall have resilient connectors. The Design-Build Firm shall include the type of resilient connectors, any required pipe adaptors, and the pipe material for each structure in the drainage structure shop drawing submittals. Drainage structure shop drawings shall be reviewed and approved by the Drainage EOR. The Authority will not be responsible for approving the Drainage Structure Shop Drawings.

The Design-Build Firm shall provide a drainage design that incorporates galvanized grates and manhole covers. Manholes shall not be located within the vehicle wheel path in any travel lane.

The Design-Build Firm shall protect existing drainage structures during construction activities.

Prior to proceeding with the Drainage Design, the Design-Build Firm shall meet with the Authority. The purpose of this meeting is to provide information to the Design-Build Firm that will better coordinate the Preliminary and Final Drainage Design efforts. This meeting is Mandatory and is to occur fifteen (15) calendar days (excluding weekends and Authority observed holidays) prior to any submittals containing drainage components.

Permanent and temporary pavement spread shall be confined to the shoulders and shall not encroach into the travel or ramp lanes.

The Design-Build Firm shall provide the Authority a signed and sealed Drainage Design Report. It shall include all drainage computations, both hydrologic and hydraulic. The Engineer shall include all necessary supporting data. The Drainage Design Report shall include, at a minimum, the following items:

- Comprehensive narrative
- Existing conditions drainage pattern discussion and existing drainage map
- Proposed conditions drainage pattern discussion and proposed drainage map
- Outfall and boundary conditions
- Tailwater conditions and supporting documentation
- Design criteria
- Cross drain analysis
- Stormwater quality analysis, including volume recovery calculations
- Stormwater quantity analysis, including ICPR (or equivalent software) input and output
- A link-node diagram for the existing and proposed drainage conditions shall be provided for all hydraulic modeling. The diagram shall include, at a minimum, node names, link names, and overall drainage divides and areas.
- The drainage areas, Tc, CN, and other supporting data
- Control structure analysis, including skimmer and bleeder calculations
- Storm drain analysis (in approved format), including grate capacity for entire length of project.
- Ditch conveyance analysis
- Pavement drainage analysis (sheet flow, gutter flow, pavement spread, hydroplane, special gutter grades)
- Culvert service life analysis
- Structure and liner flotation analysis
- Temporary drainage during construction
- Supporting data for the above items
- Relevant correspondence

The Design-Build Firm is cautioned that existing plans may be in Vertical Datums NGVD 1929 or NAVD 1988. The Design-Build Firm is responsible for ensuring that current plans use the currently required datum and for converting elevations as needed to the current datum. The conversion factor from NGVD to NAVD shall be called out in the Drainage Design Documentation and on the project Drainage Maps.

All calculations shall require the Authority's approval. The drainage documentation shall not solely reference any previously prepared design documentation or existing permit information as support for the Design-Build Firm's Project design. All pertinent information prepared by others shall be verified by the Design-Build Firm before being incorporated into the corresponding sections of the Project design documentation. An attachment of entire previously prepared documents will not be accepted.

The drainage documentation shall include a discussion which clearly states how the Project design is consistent with the existing or previously permitted condition. Where the Project design is not consistent with the existing or previously permitted condition, the documentation shall clearly describe the location of the change, the nature of the change and the permitting activities required to address the change. Existing and proposed basin maps shall be provided at the beginning of the supporting documentation for each SMF design, showing the boundaries with areas of the permitted conditions for

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all basins. The maps shall include an aerial background, basin divides, basin areas, permitted SMFs identified with control elevation, DHW, permit number, and outfall location. Drainage Plans shall include, at a minimum, the following items:

- Drainage Map and Regional Drainage Map
- Box Culvert Data Sheet
- Summary of Drainage Structures
- Optional Pipe Materials Sheet
- Roadway Plan/Profile Sheets (include all drainage structures)
- Drainage Structure Sections
- SMF and FPC Sheets (Plan, Typical Section, Control Detail)
- Lateral Ditch Plan/Profile
- Lateral Ditch Cross Sections
- Drainage Detail Sheets

Section V.I.3. is deleted and replaced with the following:

3. **Aesthetic Guidelines**
 - a. Exposed surfaces of galvanized overhead sign structures shall be painted with Pro-Tech PT211W57 (Textured White). The mating surfaces shall not be painted. Overhead sign structures east of I-75 shall not be painted.
 - b. Overhead sign structures west of I-75 shall be monotube structures with mitered corners matching the aesthetic of the existing monotube structures along the East Selmon Expressway. Overhead sign structures east of I-75 shall be FDOT standard galvanized tri-chord structures.
 - c. A Class V surface finish matching the aesthetics of the East Selmon Expressway is required on all new bridges and noise, perimeter and retaining walls, as applicable.

Respondents MUST acknowledge receipt of this Addendum/Letter of Clarification by signing, dating and returning the completed Acknowledgement of Receipt of Letter of Addendum/Clarification form **with Respondent's proposal**.

All other items, conditions, and specifications in the procurement document not specifically changed by the Addendum remain unchanged.

Please send all questions to THEA's Procurement Manager, Man Le, via email at Man.Le@tampa-xway.com.

ACKNOWLEDGEMENT OF RECEIPT OF ADDENDUM and/or LETTER OF CLARIFICATION

Were Addenda issued on this Solicitation?

- Yes
- No

Were Letter of Clarification issued on this Solicitation?

- Yes
- No

I (We) hereby acknowledge receipt of the following Addendum/Addenda issued in reference to this solicitation by listing the Addenda by number, date and signing the form:

Addendum _____ Date: _____

Addendum _____ Date: _____

Letter of Clarification _____ Date: _____

Letter of Clarification _____ Date: _____

BIDDER:

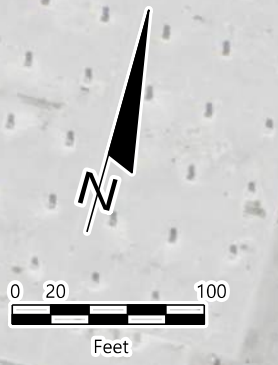
By: _____
Authorized Signature

Printed Name of Signer

Title of Signer

Date Signed

[END OF ACKNOWLEDGMENT OF RECEIPT FORM]



CSX RAIL

N 34TH ST

N 34TH ST

SR 60

WB SELMON

REVERSABLE LANES

EB SELMON

EXISTING 18" PIPE TO BE LINED

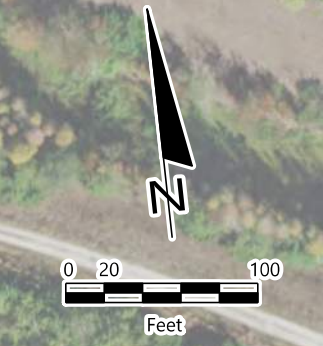
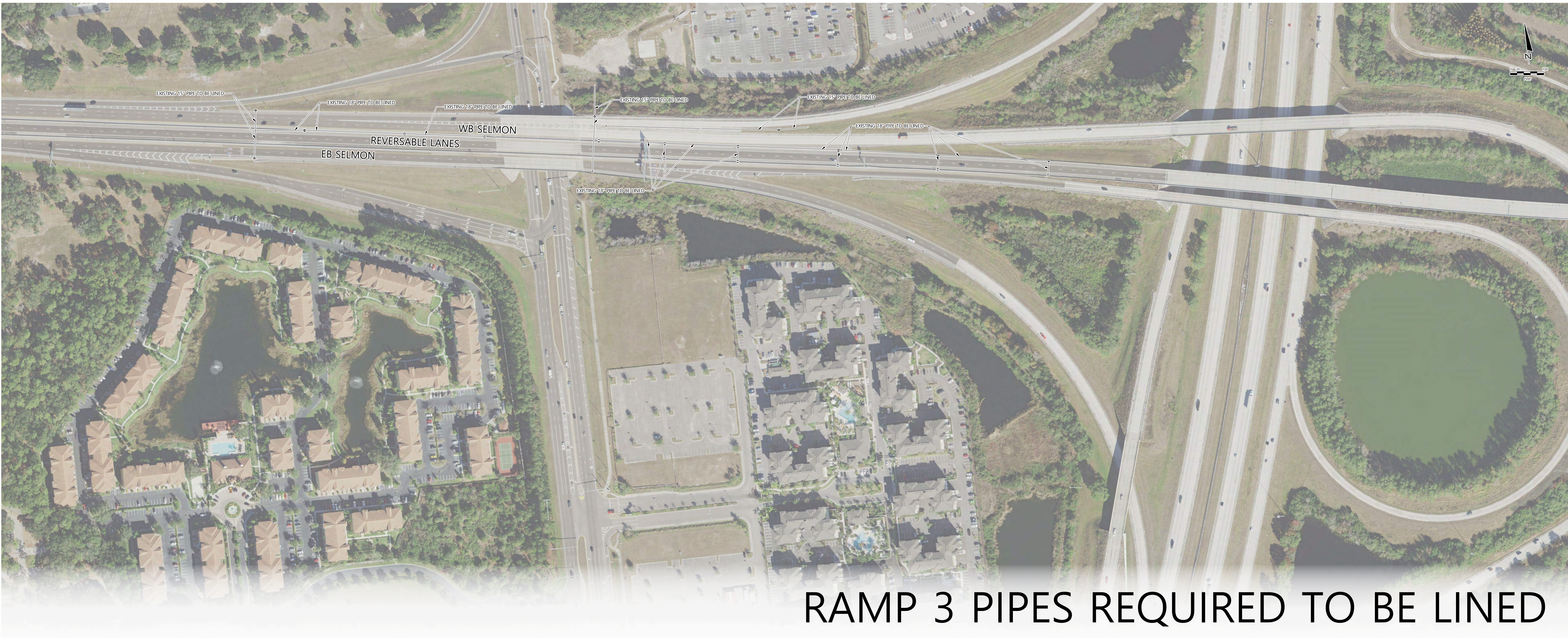
EXISTING 15" PIPE TO BE LINED

EXISTING 18" PIPE TO BE LINED

EXISTING 24" PIPE TO BE LINED

EXISTING 18" PIPE TO BE LINED

RAMP 2 PIPES REQUIRED TO BE LINED



RAMP 3 PIPES REQUIRED TO BE LINED

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
**STATUS OF ENVIRONMENTAL CERTIFICATION
FOR FEDERAL PROJECT**

650-050-13
ENVIRONMENTAL MANAGEMENT
11/15

Financial Management No. 448547-1-21-01
FAP No. Not Available
Title: SELMON EXPRESSWAY (SR618) INGRESS RAMP TO REL FROM I-75 NB RAMP
Work Mix: INTERCHANGE IMPROVEMENT
District: FDOT District 7
County: Hillsborough County
Project Description:

This project proposes to construct a new slip ramp along the Selmon Expressway (SR 618) connecting the westbound general-purpose lanes to the Reversible Express Lane (REL) system. The proposed ramp is located just west of the bridge crossing over Interstate 75 (I-75). Proposed construction activities are located within the I-75 limited access right-of-way but will not result in temporary or permanent impacts to operations on I-75. The Selmon Expressway is owned and operated by the Tampa Hillsborough Expressway Authority (THEA).

This project is a Categorical Exclusion under 23 C.F.R. 771.117

- A Type 1 Categorical Exclusion per (c) (22) or (d) __ as determined on March 8, 2021
 A Type 2 Categorical Exclusion approved on _____

The final environmental document for this project was a (check one):

- A Finding of No Significant Impact under 23 C.F.R. 771.121 approved on _____
 A Record of Decision under 23 C.F.R. 771.127 approved on _____

A re-evaluation in accordance with 23 C.F.R. 771.129 was (check one):

- Approved on _____
 Not required.

Signature: Joseph A Feaster FOR Robin Rhinesmith
Environmental Manager or designee

Date: March 8, 2021



The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.