Required RFP Amendments 5/12/23

AMENDMENT

Revise the attachments below and ATTACHMENTS; 5th Page at front of document:

Correction: Revised Bid Blank and Schedule of Values, Added Light Shield

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-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 _Rev012723.pdf
A_003.06 – sp00813No_Excuse_Bonus_East_End_052722_Rev012723.pdf
A_003.07 – sp330080200813Hot_Mix_Asphalt_Smoothness_Inc-Dis_Rev022123.pdf
A_004 - City of Tampa Truck Routes
A_005 – THEA General Tolling Requirements (GTR)

A_006 - So_Howard_Outfall_Final_01_Tech Memo_04-28-22.pdf
A_007 – BIM_RequirementsREV022023.docx
A_008 – Model_Element_Break_Down_(MEB)_worksheet.xlsx
A_009 – AMG_Special_Provisions.docx
A_010 – THEA ITS Minimum Technical Requirements_2022-07-19REV022023.pdf
A_011 – Letters of Clarification
A_012 – Front Light Shield
A_00X - THEA Forms
A_00X.01 - Bid Blank, Design Build Major (07-14-2022)TrkChgs**REV042823**.docx
A_00X.02 – Certificate of Insurance.pdf
A_00X.03 – Anticipated SBE Participation Statement_12-14-2020.docx
A_00X.04 – Insurance Requirements Coverages and Limits (dated 8-26-22)**REV031023**
A_00X.05 – Schedule of Values_053122_TrkChanges**REV042823**.docx

AMENDMENT

Add the reference documents below and REFERENCE DOCUMENTS; 6th Page at front of document:

Correction: Revised Median Barrier Wall south of Himes Ave. on Roll Plot #1 and TTCP notes in Preliminary Roadway Concept Plans, revised XXX lane widths on Preliminary Structures Concept Plans, added HART Plans and West Toll Plaza As-Builts, added Contamination Notes

LIST OF REFERENCE DOCUMENTS:

R_01 - Original Expressway Plans

R_01.01 – Contract 1 – Gandy to Himes

R_01.02 – Contract 2 – Euclid to MacDill

R_01.03 – Contract 3 – San Pedro South View

R_01.04 – Contract 4 – South View Willow

R_01.05 – Contract 5 – Willow to Bay to Bay

R_01.06 – Contract 6 – Bayshore to Florida

R_01.07 – Contract 8A & 8B

R_01.08 – Contract 9A & 9B

R_02_O-00518 SouthSelmonSafety AsBuiltPlans S_S.zip

R_03 – SS Bridge Load Ratings (Exempt).zip

R_04 - Existing Bridge Plans (Exempt).zip

R_05 – Bridge Inspection Reports (Exempt).zip

R_06 – Pile Driving Data_100332-100333.zip

R_07.01 – Preliminary Roadway Concept Plans_070122 **REV042823**

R_07.02 – Preliminary Structures Concept Plans

R_07.03 - Signalization Concept Development Plans

R_07.04 - Signing Concept Development Plans

R_07.05 - ITS Conceptual Development Plan_2022-07-28REV022223.pdf

R_07.06 – WB Willow Exit Ramp.pdf

R_08 – LightingDesignAnalysisReport South Selmon 7-13-2022

R_09 – HI-0012_Geotech Data Report.pdf

R_09.01 – Boring Raw Data Files

R_10 –Partial BIM Model & Concept Plan CADD Files

R_11 – Pavement Design Recommendations_061422

R_12 - Survey Data

R_12.01 Design Survey

- SURVRD01.dgn & GDTMRD01.tin – Primary Surface
- SURVRD02.dgn & GDTMRD02.tin – Pavement
- SURVRD03.dgn & GDTMRD03.tin – Elevated portion over Gandy Blvd.
- SURVRD04.dgn & GDTMRD04.tin – East of River to Downtown
- SURVRD05.dgn – Hills. River fender system
- SURVRD06.dgn – THEA SURVRD WITH WALKWAY

R_12.02 Alignment & ROW

- ALGNRD01.dgn - Alignment

- RWDTRD01.dgn – Right of Way

R_12.03 - Project Control

- CTLRD.pdf – PDF of project control sheets
- CTLSRD01.dgn thru CTLSRD08.dgn – Project control detail sheets (CAD)
- CTLSRD_ldm.xlsx – Project control spreadsheet

R_12.04 – LiDAR Point Cloud

- DOT Tiles
- LAS Tiles

R_13 – PD&E Documents

R_13.01 – Selmon_AirQualityTechnicalMemo_May2021.pdf

R_13.02 – Selmon_ContaminationScreeningEvaluationReport_May2021.pdf

R_13.03 – Selmon_CulturalResourceAssessment_June2021.pdf

R_13.04 – Selmon_NaturalResourcesEvaluation_May2021.pdf

R_13.05 - Selmon_NoiseStudyReport_May2021.pdf

R_13.06 – Selmon_PondSitingReport_20210617.pdf

R_13.07 – Selmon_PreliminaryEngineeringReport_2021.pdf

R_13.08 – Selmon_ProjectEnvironmentalImpactReport_June2021.pdf

R_13.09 – Selmon_ProjectTrafficAnalysisReport_May2021.pdf

R_13.10 – Selmon_VisionZero_ExecutiveSummary_April2020.pdf

R_14 - BIM_QC_Checklist - Civil.docx

R_15 - BIM_QC_Checklist - Structures.docx

R_16 - Project_Execution_Plan(PXP)_Template.docx

R_17– Bay to Bay Concept Final.pdf

R_18- Granada_Outfall_Drainage Technical Memo (12-13-2021).pdf

R_19 – So_Albany_Pond_PumpStation_Orig_PlanExcerpts.pdf

R_20 - Hills_River_Bridge_Exist_Aesthetic_Lighting_Info.pdf

R_21_So_Selmon_PD&E_Bridge_Reports.zip

R_22 -South_Selmon_Safety_RFP Geotechnical_Data_Report.pdf

R_23 - Selmon PDE Preliminary Geotech Structures Report.pdf

R_24 - Selmon PDE Preliminary RoadwaySoilSurvey.pdf

R_25_CSX_Tampa S Selmon Xpwy_Fully exe PE Agr.pdf

R_26 - THEA-SS_Draft_PD&E_WQIE form_01082021.pdf

R_27 – THEA Contamination Notes**REV042823**.pdf

R_28 – Albany-Swann.zip

R_29 – Granada.zip

R_30 – AestheticLightingInfo_HillsRiverBridge.pdf

R_31 - Fiber Trak Map_HimesToFlorida_20230113.kmz

R_32 – TCC – Structures_Plans.pdf

R_33 - ITS_Managed Field Ethernet Switch_Specifications.pdf

R_34 – GENRAL INFO PKG FOR TRAF SIGNAL CONTRACTORS-Rev 6.28.16.pdf

R_35 – UAO RGB Plans_Rev031723.zip

R_36 – SWE SAPM As-builts.pdf

R_37 – COT Krause Generator.pdf

R_38 – Vessel Collision Risk Analysis_SS.pdf

R_39 – West Toll Plaza As Builts.pdf

R_40 – HART_TECO_Trolley@SelmonXway.pdf

AMENDMENT

VI.2; INNOVATIVE ASPECTS FOR TECHNICAL PROPOSAL, ALTERNATIVE TECHNICAL CONCEPT (ATC) PROPOSALS; Page 38:

Correction: Revised incorrect Section Number from VI.F to VI.1.B

2. ALTERNATIVE TECHNICAL CONCEPT (ATC) PROPOSALS

The Authority has chosen to incorporate in the Design-Build method of project delivery the process whereby Shortlisted Proposers may propose innovative technical solutions for the Authority's approval which meet or exceed the goals of the Project. The process, outlined below, involves the submission of an Alternative Technical Concept (ATC). This process has shown to be very cost effective in providing the best-value solution which is often a result of the collaborative approach of the contractor and their designer. The deadlines for the ATC submission process are set forth in Section II of this RFP and may be modified only through an Addendum.

The ATC process allows innovation, flexibility, time and cost savings on the design and construction of Design-Build Projects while providing the best value for the public. Any deviation from the RFP that the Proposer seeks to obtain approval to utilize prior to Technical Proposal submission is, by definition, an ATC and therefore must be discussed and submitted to the Authority for consideration through the ATC process. ATCs also include items defined in FDM, Part 1, Chapter 121.3.2. The proposed ATC shall provide an approach that is equal to or better than the requirements of the RFP, as determined by the Authority in its sole discretion. ATC Proposals which reduce scope, quality, performance, or reliability should not be proposed. A proposed concept does not meet the definition of an ATC if the concept is contemplated by the RFP.

The Authority will keep all ATC submissions confidential prior to the Final Selection of the Proposer to the fullest extent allowed by law, with few exceptions. Although the Authority will issue an addendum for all ATC Proposals contained in the list below, the Authority will endeavor to maintain confidentiality of the Proposers' specific ATC Proposal. Prior to approving ATC's which would result in the issuance of an Addendum because of the item being listed below, the Proposer will be given the option to withdraw previously submitted ATC Proposals. Any approved ATC Proposal related to following requirements described by this RFP shall result in the issuance of an Addendum to the RFP:

- New Design Exceptions required or modifications to Authority approved Design Exceptions already provided in the Attachments.
- Significant changes in scope as determined by the Authority.

The following requirements described by this RFP may be modified by the Proposer provided they are presented in the One-on-One ATC discussion meeting, as defined below, and submitted to the Authority for review and approval through the ATC process described herein. The Authority may deem a Proposal Non-Responsive should the Proposer include but fail to present and obtain Authority approval of the proposed alternates through the ATC process. Authority approval of an ATC Proposal that is related to the items listed below will NOT result in the issuance of an Addendum to the RFP.

- Modifications to the horizontal and/or vertical geometry requiring an ATC submittal as described in Section VI.~~F~~**1.B** of this RFP
- Modifications to the Conceptual Typical Sections directly related to the horizontal and/or vertical geometry

AMENDMENT

X.C; DESIGN AND CONSTRUCTION CRITERIA, Geotechnical Services, Drilled Shaft Foundations for Bridges and Miscellaneous Structures; Page 71:

Correction: Added Non-Redundant Drilled Shafts are Allowable

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. **THEA will allow non-redundant (single) drilled shafts.**

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

AMENDMENT

X.F.2; DESIGN AND CONSTRUCTION CRITERIA, ROADWAY DESIGN, Pavement Deign Package; Page 77:

Correction: Revise Pavement minimum design reliability factor

2. Pavement Design Package:
    - Pavement Design
        1. Minimum design period – 20 years
        2. Minimum ESAL's
        3. Minimum design reliability factors
            - Selmon Expressway: **90**~~5~~%
        4. Resilient modulus for existing and proposed widening (show assumptions)
        5. Roadbed resilient modulus

6. Minimum structural asphalt thickness
7. Cross slope
8. Identify the need for modified binder
9. Pavement coring and evaluation
10. Identify if ARMI layer is required
11. Minimum milling depth

- Refer to the GTR for tolling area pavement design guidance.

AMENDMENT

X.N.1; DESIGN AND CONSTRUCTION CRITERIA, Traffic Management Plans, Traffic Control Analysis; Page 96:

Correction: Added additional regulatory speed requirements for TTCP transitions for bridge construction phasing over several local streets

N. Transportation Management Plan:

The Design-Build Firm must develop a Transportation Management Plan in accordance with the Department's FDOT Design Manual.

1. Traffic Control Analysis:

This project qualifies as a "significant project" as defined in Chapter 240 of the Department's FDM.

Accordingly, the Design-Build Firm shall design a safe and effective Transportation Management Plan (TMP) to manage vehicular and pedestrian traffic during all phases of construction. Topics to be addressed shall include, but are not limited to, construction phasing, utility relocation, drainage structures, ditches, front slopes, back slopes, drop offs within clear zone, temporary roadway lighting and traffic monitoring sites. Special consideration shall be given to the drainage system when developing the construction phases. Positive drainage must be maintained at all times. The Design-Build Firm shall install Project Information Signs in coordination with the PIC.

The TMP will consist of three components:

(1) Temporary Traffic Control Plan (TTCP) component;
(2) Transportation Operations (TO) component; and
(3) Public Information (PI) component

The Temporary Traffic Control Plan (TTCP) shall be prepared and signed and sealed by the responsible Professional Engineer who has completed the Department's Advanced Maintenance of Traffic training course, and in accordance with the Department's Standard Plans and the FDOT Design Manual.

The TTCP shall be constructed in the fewest phases as possible.

Local events and the Project's impact on these events(lane closures) shall be considered in the development of the Temporary Traffic Control Plan. These events are listed in Section V, K of this RFP document.

Existing number of travel lanes shall be maintained along the Selmon Expressway at all times, except as specified during the lane closures identified below. All temporary detours, diversions, or lane shifts shall provide at least one 12-foot wide lane.

The Design-Build Firm shall follow the City's approved truck route, provided as an Attachment.

Modifications to local streets and traffic patterns will need to be clearly identified in the TTCP. Modifications to traffic patterns to local streets will need to be approved by the local maintaining agency and will be the responsibility of the Design-Build Firm to obtain such approvals.

The regulatory speed of 55 mph along Selmon Expressway and the REL will be uniformly maintained within the limits of the work zone for each area~~.~~ **except for the TTCP transitions for bridge construction phasing over the following local streets:**

(1) 50 MPH (Himes Ave., MacDill Ave., Mississippi Ave.)
(2) 40 MPH (Platt St.)

AMENDMENT

X.N.3; DESIGN AND CONSTRUCTION CRITERIA, Traffic Management Plans, Traffic Control Restrictions; Page 97:

Correction: Added additional work restrictions over Franklin Street in the vicinity of the overhead catenary system (OCS) for the HART streetcar

3. Traffic Control Restrictions:

A lane may only be closed during active work periods, and during the times noted below. All lane closures, including ramp closures, must be reported to the Authority's Project Manager and Public Information Officer a minimum of fourteen (14 calendar days prior to each closure. Also, the Design-Build Firm shall develop the Project to be able to provide for all lanes of traffic to be open in the event of an emergency.

There will be NO LANE CLOSURES allowed between the hours of **5:00** AM to **9:00** AM and from **3:00** PM to **7:00** PM**.** A lane may only be closed during active work periods. All detours and diversions shall be approved by the Authority. Any lane closures on I-75 or I-75 ramps shall be coordinated with FDOT for approval.

In addition to the limitations on lane closures, detours, and non-working days in Section V(K), the Authority may direct up to ten (10) days when no lane closures will be permitted. The Design-Build Firm will be provided no less than 24-hour notice of these events and shall be at no additional cost or time to the Authority.

Traffic pacing operations shall be performed only between the hours of 9:00 PM and 4:00 AM.

For the Selmon Expressway widening over Franklin Street, the Hillsborough Area Regional Transit Authority (HART) has restrictions regarding work in the vicinity of the overhead catenary system (OCS) for the streetcar. Construction work windows will be limited to from 11:30 pm to 6:30 am Mondays thru Thursdays, from 2:30 am to 6:30 am on Fridays, from 2:30 am to 8:00 am on Saturdays, and from 11:30 pm to 8:00 am on Sundays.

Additionally, the DB Firm is advised that:

- **HART will not allow long-term service outages or use of bus shuttles during Selmon Expressway construction due to other ongoing construction, road configuration, and lack of sidewalk ADA access.**
- **No work will be allowed within 8' of the live track and OCS wire.**
- **The streetcar's headway is 12 minutes.**
- **HART will shut down and restart the power to the OCS wire 30 minutes after and before their service hours.**

AMENDMENT

X.Q; DESIGN AND CONSTRUCTION CRITERIA, Lighting Plans; Page 99:

Correction: Added Lighting Shields information

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 ~~lower~~** 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.

AMENDMENT

X.S.3; DESIGN AND CONSTRUCTION CRITERIA, Aesthetics, Public Space & Irrigation Plans, Landscape Establishment Plan; Page 108:

Correction: Added Establishment Period length

3. Landscape Establishment Plan: The Establishment Plan includes existing, proposed and relocated trees.

Produce an Establishment Plan detailing the activities required throughout the Establishment Period **(365 Days)** and submit to the Authority for review and approval. Include at a minimum:

- Watering
- Weeding
- Mulching
- Fertilizing
- Pruning
- Mowing and extents of mowing
- Litter removal
- Fruit removal

- Species specific establishment requirements

Submit the Landscape Establishment Plans for review with the 90% and 100% Landscape Plans.